

# BEAUMONT POINTE SPECIFIC PLAN

## DRAFT ENVIRONMENTAL IMPACT REPORT SCH NO. 2020099007



CITY OF BEAUMONT

PUBLIC REVIEW DRAFT

DECEMBER 2022

**Draft Environmental Impact Report  
SCH No. 2020099007**

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**Beaumont Pointe Specific Plan**  
**City of Beaumont, California**

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**Lead Agency**

City of Beaumont  
550 East 6th Street  
Beaumont, CA 92223

**CEQA Consultant**

T&B Planning, Inc.  
3200 El Camino Real, Suite 100  
Irvine, CA 92602

**Project Applicant**

JRT BP1, LLC  
18032 Lemon Drive, Suite 367  
Yorba Linda, CA 9288

**Lead Agency Discretionary Permits**

General Plan Amendment PLAN2019-0284  
Pre-Zone PLAN2019-0283  
Adoption of the Beaumont Pointe Specific Plan SP2019-0003  
Sign Program  
Tentative Parcel Map No. 82551  
Development Agreement No. 01-2017

**December 2022**



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## **TECHNICAL APPENDICES (PROVIDED ON USB)**

<b>Appendix A</b>	<b>Notice of Preparation (NOP) and Written Comments on the NOP</b>
<b>Appendix B1</b>	<b>Air Quality Analysis</b>
<b>Appendix B2</b>	<b>Health Risk Assessment</b>
<b>Appendix C1</b>	<b>Biological Resources Assessment</b>
<b>Appendix C2</b>	<b>Criteria Cell Refinement Analysis</b>
<b>Appendix D</b>	<b>Phase I and II Cultural Resources Assessment</b>
<b>Appendix E</b>	<b>Energy Analysis</b>
<b>Appendix F1</b>	<b>Preliminary Geotechnical Feasibility Investigation</b>
<b>Appendix F2</b>	<b>Paleontological Resources Analysis</b>
<b>Appendix G</b>	<b>Greenhouse Gas Analysis</b>
<b>Appendix H</b>	<b>Phase I Environmental Site Assessment Report</b>
<b>Appendix I1</b>	<b>Hydrology and Hydraulic Study</b>
<b>Appendix I2</b>	<b>Preliminary Water Quality Management Plan</b>
<b>Appendix J</b>	<b>Noise Impact Analysis</b>
<b>Appendix K1</b>	<b>Traffic Impact Analysis</b>
<b>Appendix K2</b>	<b>Vehicle Miles Traveled Analysis</b>
<b>Appendix L1</b>	<b>Water Supply Assessment</b>
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<b>Appendix M1</b>	<b>Fire Protection Plan</b>
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<b>Appendix O</b>	<b>Public Service Correspondence</b>
<b>Appendix P</b>	<b>Emissions, Trip Generation, and VMT Analysis for Alternatives</b>



## ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
§	Section
>	greater than
≥	greater than or equal to
a.m.	Ante Meridiem (between the hours of midnight and noon)
AB	Assembly Bill
AB 52	Native Americans: California Environmental Quality Act
AB 1493	Pavley Fuel Efficiency Standards
AB 1327	California Solid Waste Reuse and Recycling Act
AB 939	California Solid Waste Integrated Management Act
AB 1881	California Assembly Bill 1881, California Water Conservation Act of 2006
AC	Acres
ACMs	Asbestos Containing Materials
A.D.	Anno Domini
ADP	Area Drainage Plan
AERMOD	Air Quality Dispersion Modeling
ADT	Average Daily Traffic
AFY	Acre Feet per Year
AHI	Area of Historic Interest
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
AMTP	Archeological Monitoring and Treatment Plan
ASTM	American Society of Testing and Materials
ASTs	Above ground storage tanks
Av.	Avenue
BACM	Best Available Control Measure
BAU	Business as Usual
B.C.	Before Christ
BC	black carbon
BCVWD	Beaumont-Cherry Valley Water District
bgs	Below ground surface
Blvd.	Boulevard
BMPs	Best Management Practices
BLM	Bureau of Land Management



BSA	Biological Study Area
BUSD	Beaumont Unified School District
C <sub>2</sub> F <sub>6</sub>	Hexafluoroethane
C <sub>2</sub> H <sub>6</sub>	Ethane
CA	California
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod™	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
Cal Pub Res. Code §42911	California Solid Waste Reuse and Recycling Act of 1991
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CASSA	Criteria Area Species Survey Area
CAW	California American Water
CBC	California Building Code
CBD	Center for Biological Diversity
CBSC	California Building Standards Code
CCR	California Code of Regulations
CCAA	California Clear Air Act
CDC	California Department of Conservation
CDD	Community Development Director
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFCs	Chlorofluorocarbons
CF <sub>4</sub>	Tetrafluoromethane
CF <sub>3</sub> CH <sub>2</sub> F	HFC-134a
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second



CGS	California Geologic Survey
CH	Conservation Habitat
CH <sub>4</sub>	Methane
CH <sub>3</sub> CHF <sub>2</sub>	HFC-152a
CHF <sub>3</sub>	HFC-23
CHHSL	California Human Health Screening Level
CHP	combined heat and power
CHRIS	California Historic Resources Information System
CIWMB	California Integrated Waste Management Board
CLCA	California Land Conservation Act
CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
COG	Council of Governments
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2e</sub>	Carbon Dioxide Equivalent
COHb	carboxyhemoglobin
CPUC	California Public Utilities Commission
CREED	Citizens for Responsible Equitable Environmental Development
CRMP	Cultural Resource Management Plan
CTC	California Transportation Commission
CTP	Clean Truck Program
CTR	Commute Trip Reduction
CUP	Conditional Use Permit
CWA	Clean Water Act
CWC	California Water Code
CY	Cubic Yards
DA	Development Agreement
dB	Decibel
dBA	A-weighted Decibels
DBESP	Determination of Biologically Equivalent or Superior Preservation
DDRP	Diesel Risk Reduction Plan
DEH	Department of Environmental Health
DIF	Development Impact Fee
DOF	California Department of Finance
DOSH	Division of Occupational Safety and Health



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DPM	Diesel Particulate Matter
DRC	Design Review Committee
DTSC	Department of Toxic Substances Control
DU	Dwelling Unit
DU/AC	Dwelling units per acre
DWR	Department of Water Resources
e/o	East of
E+A+P	Existing plus Ambient Growth plus Project Conditions
E+A+P+C	Existing plus Ambient Growth plus Project Conditions plus Cumulative Conditions
E+P	Existing plus Project Conditions
EDR	EDR Sanborn
EIR	Environmental Impact Report
EMFAC	Emission Factor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-To-Know Act
EPS	Emission Performance Standard
ESA	Environmental Site Assessment
et seq.	et sequentia, meaning "and the following"
EV	Electric Vehicle
F	Fahrenheit
FAA	Federal Aviation Administration
FAR	floor area ratio
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FFA	Future Farmers of America
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FHA	Federal Housing Administration
FHWA	Federal Highway Administration
FIA	Fiscal Impact Analysis
FICON	Federal Interagency Committee on Noise
FMMP	Farmland Mapping and Monitoring Program
FPP	Fire Protection Plan
FTA	Federal Transit Association



FY	Fiscal Year
FYI	For Your Information
GC	General Commerical
GCC	Global Climate Change
Gg	Gigagrams
GHG	Greenhouse Gas
GIS	Geographic Information System
GgCO <sub>2</sub> e	Gigagrams of carbon dioxide equivalent
GLO	General Land Office
GP	General Plan
GPA	General Plan Amendment
gpd	Gallons per Day
gpm	Gallons per minute
GPS	Global Positioning System
GSA	Groundwater Sustainability Agencies
GVWR	Gross Vehicle Weight Rating
GWP	Global Warming Potential
H <sub>2</sub> O	Water Vapor
HANS	Habitat Evaluation & Acquisition Negotiation Strategy
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HCS+	Highway Capacity Software Plus
HDV	Heavy-duty vehicles
HFCs	Hydrofluorocarbons
HI	Hazard Index
HMBEP	Hazardous Materials Business Emergency Plan
HMMD	Hazardous Materials Management Division
HMMP	Hazardous Materials Management Plan
HMTA	Hazardous Materials Transportation Act
HMTAUSA	Hazardous Materials Transportation Uniform Safety Act
Hp	horsepower
HRI	Historical Resource Inventory
HSC	Health and Safety Code
HUC	Hydrologic Unit Code
HVAC	Heating, Ventilation, and Air Conditioning
I	Interstate
I	Industrial



i.e.	that is
IA	Implementing Agreement
IBC	International Building Code
ICU	Intersection Capacity utilization
ID	Identification
IEPR	Integrated Energy Policy Report
INCE	Institute of Noise Control Engineering
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ITE	Institute of Transportation Engineers
ITP	Incidental Take Permit
JD	Jurisdictional Delineation
JPA	Joint Powers Authority
JPR	Joint Project Review
kg	kilogram
kBTU	kilo-British thermal units
kWh	kilowatt-hour
LAFCO	Local Agency Formation Commission
LBP	Lead based paint
lbs	pounds
LBVI	least Bell's vireo
LCA	Life-cycle analysis
LCFS	low carbon fuel standard
LDA	Light duty autos
LDV	Light duty vehicles
LED	light-emitting diode
Leq	equivalent continuous sound level
LHD	light-heavy duty trucks
LID	low impact development
LIM	Land Inventory and Monitoring
Lmax	Maximum level measured over the time interval
Lmin	Maximum level measures over the time interval
LOS	Level of Service
LSAA	Lake and Streambed Alteration Agreement
LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank



M <sub>3</sub>	Cubic Meter
MACT	Maximum achievable control technology
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MC	Municipal Code
MCY	Motorcycles
MDP	Master Drainage Plan
MDV	Medium Duty Vehicles
MEISC	maximally exposed individual school child
MEIR	maximally exposed individual receptor
MEIW	maximally exposed individual worker
mg	milligrams
MGD	million gallons per day
MH	medium-heavy duty truck
MICR	Maximum Individual Cancer Risk
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMTs	million metric tons
MMTCO <sub>2e</sub>	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
Mph	Miles per hour
MPO	Metropolitan Planning Organization
MRZ-3	Mineral Resource Zone 3
MRF	Material Recovery Facility
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
msl	mean sea level
MT	metric ton
MTCO <sub>2e</sub>	Metric Tons of Carbon Dioxide Equivalent
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District
N/A	Not Applicable
n/o	North of
N <sub>2</sub>	Nitrogen
N <sub>2</sub> O	Nitrous Oxide
n.d.	no date
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NAIOP	Commercial Real Estate Association



NATA	National Air Toxic Assessment
NB	Northbound
ND	Negative Declaration
NDC	nationally determined contributions
NDIR	Non-Dispersive Infrared Photometry
NEPSSA	Narrow Endemic Plant Species Survey Area
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHP	National Register of Historic Places
NHPA	National Historic Preservation Act
NIOSH	National Institute for Occupational Safety and Health
No.	Number
NO	Nitric Oxide
NO <sub>2</sub>	Nitrogen Dioxide
NO <sub>x</sub>	Nitrogen Oxides
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
n.p.	No page
NPC	National Park Service
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRCS	Natural Resources Conservation Service
NZE	Near Zero Emissions
O <sub>2</sub>	Oxygen
O <sub>3</sub>	Ozone
OD	Officially Designated
OEHHA	Office of Environmental Health Hazard Assessment
OHWM	Ordinary High-Water Mark
OPR	Office of Planning and Research
OS	Open Space
OS-C	Open Space - Conservation
OSHA	Occupational Safety and Health Assessment
Ord.	Ordinance
PA	Planning Areas
Pb	Lead
PCBs	Polychlorinated biphenyls
PCEs	Passenger Car Equivalent



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PDF	Project Design Feature
PFCs	Perfluorocarbons
PHF	peak hour factor
PHI	Points of Interest
P-I	Public Institutional land use designation
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
PM <sub>2.5</sub>	Fine Particulate Matter (2.5 microns or smaller)
PM <sub>10</sub>	Fine Particulate Matter (10 microns or smaller)
Porter-Cologne	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
pp.	pages
ppt	parts per trillion
PPV	peak particle velocity
PRC	Professional Regulation Commission
PRC	Public Resources Code
PSE	Public Safety Element
PQP	Public/Quasi-Public
PV	photovoltaic
PZ	Pressure Zone
RCA	Regional Conservation Authority
RCDWR	Riverside County Department of Waste Resources
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCP	Reinforced Concrete Pipe
RCP	Regional Comprehensive Plan
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
Rd.	Road
REC	Recognized Environmental Concerns
RECLAIM	Regional Clean Air Incentives Market
REL	Reference Exposure Level
REMAP	Riverside Extended Mountain Area Plan
REMEL	Reference Mean Emission Level
RIVTAM	regional travel demand model
RM	Rural Mountainous
RME	resource management element
RMP	Resource Management Plan



RMS	root mean square
ROGs	Reactive Organic Gasses
ROW	Right of Way
RPS	Renewable Portfolio Standards
RR	Regulatory Requirements
RR1	Rural Residential 1
RTA	Riverside Transit Authority
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
s/o	south of
SF/s.f.	square foot or square feet
SAA	Streambed Alteration Agreement
SARA	Superfund Amendments and Reauthorization Act
SB	Southbound
SB	Senate Bill
SB 375	California Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008
SCAB	South Coast Air Basin
SCAG	Sothorn California Association of Governments
SCCIC	South Central Coastal Information Center
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SF <sub>6</sub>	Sulfur Hexafluoride
SLF	Sacred Lands File
SGMA	Sustainable groundwater management act
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SKR	Stephens' Kangaroo Rat
SMARA	Surface Mining Reclamation Act
SO <sub>2</sub>	Sulfur Dioxide
SO <sub>4</sub>	Sulfates
SO <sub>x</sub>	Sulfur Oxides
SOI	Sphere of Influence
South Coast	South Coast Air Quality Management District
AQMD	
SP	Specific Plan
SPA	Specific Plan Amendment



SPT	Standard Penetration Test
SR	State Route
SRA	Source Receptor Area
St.	Street
STC	Sound Transmission Class
SUSMP	Standard Urban Stormwater Management Plan
SWFF	Southwestern willow flycatcher
SWH	solar water heaters
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Regional Control Board
TAC	Toxic Air Contaminants
TBD	To be determined
TDM	Transportation Demand Management
TEA-21	Transportation Equality Act for 21st Century
THPO	Tribal Historic Preservation Officer
TIA	Traffic Impact Analysis
TPM	Tentative Parcel Map
TRUs	Transportation Refrigeration Units
TSCEA	Toxic Substance Control Act
TSF	Thousand Square Feet
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
µg	microgram
UBC	Uniform Building Code
UFP	ultrafine particles
UNFCCC	United Nations' Framework Convention on Climate Change
U.S.	United States
USACE	United States Army Corps of Engineers
USCB	United States Census Bureau
USEPA	United States Environmental Protection Agency
USDA	U.S. Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Society
USTs	Underground storage tanks
UWMP	Urban Water Management Plan
V/C	Volume to Capacity Ratio
VFP	Vehicle Fueling Positions



VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
VPH	Vehicles per Hour
WAIRE	Warehouse Actions and Investments to Reduce Emissions
w/o	West of
WoUS	Waters of the United States
WoS	Waters of the State
WQMP	Water Quality Management Plan
WRF	Water Reclamation Facility
WRCOG	Western Riverside Council of Governments
WRP	Water Reclamation Plan
WRAA	Water Reuse and Recycle Act
WSA	Water Supply Assessment
YBP	Years before Present
Yr	year
ZE	Zero Emissions



## 1.0 EXECUTIVE SUMMARY

### 1.1 INTRODUCTION

As stated by California Environmental Quality Act (CEQA) Guidelines Section 15002, the basic purposes of CEQA are to:

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

An Environmental Impact Report (EIR) is an informational document prepared in compliance with CEQA that informs government decision-makers and the public in general about potentially significant environmental impacts that could result from a project. This EIR represents the independent judgment of the City of Beaumont (as the CEQA Lead Agency) and presents an objective evaluation of the physical environmental effects that could result from constructing and operating the proposed Beaumont Pointe Specific Plan project (the “Project”).

Hereafter when the term “Project” is used in this EIR with the initial letter capitalized, the term shall mean all aspects of the Beaumont Pointe Specific Plan’s planning, construction, and operation; and all associated legislative, discretionary, and administrative approvals and permits required by law of public agencies. When the term “Project Applicant” is used with the initial letters capitalized, the term shall mean JRT BP 1, LLC, which is the entity that submitted applications to the City of Beaumont to entitle the Project site as proposed and as evaluated in this EIR.

Governmental approvals requested from the City of Beaumont by the Project Applicant to implement the Project include a General Plan Amendment (GPA; PLAN2019-0284); Pre-zoning (PLAN2019-0283); Adoption of the Beaumont Pointe Specific Plan; Sign Program; Tentative Parcel Map No. 82551; Pre-Annexation and Development Agreement (DA; No. 01-2017); approval by the City and LAFCO of annexation to the City of Beaumont and approval by BCVWD and LAFCO of annexation to the Beaumont-Cherry Valley Water District; and Minor Amendment to the MSHCP. All other related discretionary and administrative actions that are required of the City of Beaumont and other public agencies and entities to construct and operate the Project described in this EIR also are



considered part of the Project evaluated herein. Approvals and permits required of other agencies that are currently known to be needed in order to implement the Project are listed in Section 3.0, *Project Description*.

The City of Beaumont has determined that an EIR is required for this Project. Pursuant to CEQA Guidelines Section 15063(a), when a lead agency can determine that an EIR will be required for a project, an Initial Study is not required. An Initial Study was not prepared for this Project, however, the City of Beaumont has determined that implementation of the Project has the potential to result in significant environmental effects, and a Project EIR, as defined by CEQA Guidelines Section 15161, is required. As stated in CEQA Guidelines Section 15161, a Project EIR should “...focus primarily on the changes in the environment that would result from the development project,” and “...examine all phases of the project including planning, construction, and operation.”

Accordingly, and in conformance with CEQA Guidelines Section 15121(a), the purposes of this EIR are to: (1) disclose information by informing public agency decision makers and the public generally of the significant environmental effects associated with all phases of the Project, (2) identify possible ways to minimize or avoid those significant effects, and (3) to describe a reasonable range of alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects.

## **1.2 PROPOSED PROJECT**

### **1.2.1 LOCATION AND REGIONAL SETTING**

The 539.9-acre Project site is located in unincorporated Riverside County at the western edge of the City and in the City’s SOI. The City is located east of the City of Moreno Valley and unincorporated Riverside County, west of the City of Banning and unincorporated Riverside County, north of the City of San Jacinto and unincorporated Riverside County, and south of the City of Calimesa and unincorporated Riverside County. The Project site is situated astride the regional transportation network which connects the Ports of Long Beach and Los Angeles, both major gateways for international trade, to the Inland Empire and the Western United States. State Highway (SR-60) Freeway abuts the Project site to the north, Interstate 10 (I-10) is located approximately 1.5 miles to the north of the site, and Interstate 79 (I-79) is located approximately 1.5 miles to the east of the site. The Project site is located west of Jack Rabbit Trail and south of SR-60, as illustrated on Figure 3-2, *Vicinity Map*.

Refer to EIR Section 3.0, *Project Description*, for more information related to the regional and local setting of the Project site.

### **1.2.2 PROJECT OBJECTIVES**

The fundamental purpose and goal of the Beaumont Pointe Specific Plan is to accomplish the orderly development of General Commercial, Industrial, Open Space, and Open Space-Conservation land uses



over the approximately 539.9-acre Project site. The Project would achieve this goal through the following Project Objectives:

- A: Develop large land areas in the City and particularly south of SR-60 and adjacent to existing industrial uses, infrastructure, and truck routes to meet the growing demand for large scale industrial and warehouse development in the City while minimizing impacts of industrial development on residential and other sensitive receptors in the City, which are primarily located north of SR-60.
- B: Providing for conservation of open space habitat within MSHCP criteria cells in a manner consistent with the MSHCP requirements and providing access for wildlife movement to Caltrans constructed and proposed wildlife under-crossings along the SR-60 Freeway that abut the northern Project boundary to accommodate wildlife movement.
- C: Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.
- D: Creating new job opportunities within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.
- E: Fulfilling a need in the City and region wellness-based retail, including entertainment, recreation, hospitality, and restaurants.
- F: Developing a center that will accommodate a variety of future tenants, including light manufacturing, warehouse, distribution tenants and other businesses that rely on transportation efficiency within an industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.
- G: Developing a project that utilizes existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence.
- H: Developing a range of warehouse facility options, such as varying structure sizes and building configurations within the City with high quality businesses to facilitate local and regional distribution of goods while minimizing vehicle miles traveled, air quality and greenhouse gas impacts.
- I: Minimizing the demand for water resources by creating a development-wide landscape concept that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment and developing a project where recycled water is planned to be available.



### **1.2.3 PROJECT DESCRIPTION SUMMARY**

The Project Applicant, JRT BP 1 LLC, proposes to entitle and develop the Beaumont Pointe Specific Plan Project described below (Project) on a 539.9-acre undeveloped site (Project site or site) located in unincorporated Riverside County, California (County) in the Sphere of Influence (SOI) of the City of Beaumont (City). The Project would allow for the development on the Project site of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses. The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The Project would conserve a total of 230.82 acres of lands that would support the function of Proposed Core 3 consistent with the MSHCP goals of providing live-in habitat and facilitating movement, including 152.42 acres on-site and 78.40 acres off-site. Associated improvements to the Project site would include, but are not limited to, paved roads, paved parking areas, drive aisles, truck courts, utility infrastructure, landscaping, water quality basins, signage, lighting, property walls, gates, and fencing, including perimeter fencing for the Project site.

The Project is primarily defined by the Beaumont Pointe Specific Plan. The Specific Plan is also available for review at the City of Beaumont Planning Division at the address above. The Specific Plan identifies ten (10) Planning Areas (PAs), of which two (2) are identified and zoned for General Commercial uses (PAs 1 and 2), six (6) are identified and zoned for Industrial uses (PAs 3 through 8), and the remaining two PAs are identified and zoned for Open Space (PA 9) and Open Space – Conservation (PA 10). Refer to EIR Section 3.0, *Project Description*, for a detailed description of the Project.

### **1.3 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED**

CEQA Guidelines Section 15123(b)(2) requires that areas of controversy known to the Lead Agency (City of Beaumont) be identified in the Executive Summary. The City has not identified any areas of controversy associated with the Project after considering all comments received in response to the NOP.

Regarding issues to be resolved, this EIR addresses the environmental issues associated with the Project that are known by the City, that are identified in the comment letters that the City of Beaumont received on this EIR's NOP which was circulated for a 30-day public review period from September 7, 2020 to October 6, 2020 (refer to *Technical Appendix A*). Environmental topics raised in written comments to the NOP are summarized in Section 2.0, *Introduction and Purpose*, Table 2-2, *Summary of NOP and Scoping Meeting Comments*, and include but are not limited to the topics of Air Quality, Biological Resources, Cultural Resources, Transportation, and Tribal Cultural Resources.



### **1.3.1 PUBLIC SCOPING MEETING**

A NOP for the Project was released for public review on September 7, 2020, and an EIR Scoping Meeting was held on September 17, 2020 at the Beaumont City Hall. Refer to Table 2-2, *Summary of NOP and Scoping Meeting Comments*, for comments received during the NOP review period.

## **1.4 ALTERNATIVES TO THE PROPOSED PROJECT**

In compliance with CEQA Guidelines Section 15126.6, an EIR must describe a range of reasonable alternatives to the Project or to the location of the Project. Each alternative must be able to feasibly attain most of the Project's objectives and avoid or substantially lessen the Project's significant effects on the environment. A detailed description of each alternative evaluated in this EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in EIR Section 6.0, *Alternatives*. Also described in Section 6.0 is a list of alternatives that were considered but rejected from further analysis. The alternatives considered by this EIR include those listed below.

### **1.4.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE**

The No Project/No Development Alternative assumes that no development or improvements would occur on the Project site and the entire 539.9-acre site would remain vacant and undeveloped. This alternative was selected by the City as required by CEQA Guidelines Section 15126.6(e)(3)(B) to compare the environmental effects of the Project with an alternative that would leave the Project site in its existing condition (as described in EIR Section 3.0).

### **1.4.2 EXISTING CITY GENERAL PLAN ALTERNATIVE**

In accordance with CEQA Guidelines Section 15126.6(e)(3)(A), the No Project - Existing General Plan Alternative considers development of the Project site with land uses that are consistent with the existing City of Beaumont General Plan land use designation. The City of Beaumont General Plan designates the Project site as Rural Residential 1 which permits one single-family dwelling per one acre lot. The General Plan further anticipates that buildout of the Rural Residential 1 land use in the City's Sphere of Influence (SOI) would consist of up to 383 dwelling units. Accordingly, the Existing City General Plan Alternative considers a residential development of up to 383 single family units on the Project site. Under this alternative, the Project site would be graded within approximately the same boundaries as the limit of grading for the Project in order to create residential one acre lots.

### **1.4.3 REDUCED DEVELOPMENT AREA AND INTENSITY ALTERNATIVE**

The Reduced Development Area and Intensity Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. The Reduced Development Area and Intensity Alternative would result in an overall 50% reduction of non-hotel, commercial development within Planning Areas 1 and 2 and an overall reduction of 995,000 sf of industrial development. The reduction in industrial development would occur by eliminating 995,000 sf in Planning Area 8 and expanding Planning Area 7 to allow an additional 305,000 sf (update to 905,000 sf) of industrial development. Overall, the Reduced Development Area and Intensity Alternative would allow for up



to 123,000 sf of commercial development, a 125-room hotel, and 4,000,000 sf of industrial development. Additionally, the Reduced Development Area and Intensity Alternative would result in a considerable reduction in grading activities (eliminating approximately 3 million cubic yards of cut and fill)

#### **1.4.4 REDUCED INTENSITY ALTERNATIVE**

The Reduced Intensity Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. The Reduced Intensity Alternative would consider development of the Project site with a 10% reduction in industrial and commercial development. Under this alternative, the Project would allow for 4,495,500 sf of industrial development, 221,400 sf of commercial development, and a 125-room hotel. The development impact area would generally remain the same as the Project. Access to the site would be the same with a proportional reduction in the number of parking spaces.

#### **1.4.5 TRUCK STORAGE YARD ALTERNATIVE**

The Truck Storage Yard Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. The Truck Storage Yard Alternative would be the same as the Project except that it would replace the warehouse building in Planning Area 8 (approximately 1,000,000 sf) with a truck storage and lay down yard. Overall, the Project would allow for up to 246,000 sf of commercial development, a 125-room hotel, 4,000,000 sf of industrial development, and a truck storage yard. The grading quantities and phases would be the same as the Project.

### **1.5 SUMMARY OF IMPACT, MITIGATION, AND LEVELS OF IMPACT**

Table 1-1, *Summary of Impacts, Mitigation, and Levels of Impact*, presents a summary of the environmental impacts resulting from the Project. The potential direct, indirect impacts, and cumulative impacts for all environmental topical areas are addressed in Sections 4.1 through 4.20 of this EIR. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 5.0, *Other CEQA Considerations*.

### **1.6 MITIGATION MONITORING**

State law requires the preparation of a mitigation monitoring and reporting program (MMRP) to ensure that measures that would avoid or lessen significant environmental effects of the project are adopted as conditions of approval for the project. The mitigation measures identified in this EIR have been described in sufficient detail to provide the necessary information to identify the party or parties responsible for carrying out the mitigation, when the mitigation will be implemented, and why the mitigation has been required. An MMRP would be adopted by the City at the time of Project approval.



**Table 1-1 Summary of Impacts, Mitigation, and Levels of Impact**

<b>Potential Impacts</b>	<b>Level of Significance Before Mitigation</b>	<b>Mitigation Measures (MMs)</b>	<b>Level of Significance After Mitigation</b>
<b>4.1 AESTHETICS</b>			
<b>Threshold a:</b> Would the Project have a substantial adverse effect on a scenic vista?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold c:</b> Would the Project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold d:</b> Would the Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>4.2 Agriculture and Forestry Resources</b>			
<b>Threshold a:</b> Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold c:</b> Would the Project conflict with existing zoning for, or cause rezoning of, forest land as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or	No Impact	No mitigation is required.	No Impact



<b>Potential Impacts</b>	<b>Level of Significance Before Mitigation</b>	<b>Mitigation Measures (MMs)</b>	<b>Level of Significance After Mitigation</b>
timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?			
<b>Threshold d:</b> Would the Project result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No mitigation is required.	No Impact
<b>Threshold e:</b> Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact	No mitigation is required.	No Impact
<b>4.3 AIR QUALITY</b>			
<b>Threshold a:</b> Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	<p>MM 4.3-1 The Project shall utilize “Super-Compliant” low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC paints have been reformulated to be more stringent than the regulatory VOC limits put forth by South Coast AQMD’s Rule 1113. Super- Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.</p> <p>MM 4.3-2 Prior to the start of construction activities, the project applicant, or its designee, shall ensure that all 50-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines, except where the project applicant establishes to the satisfaction of the City of Beaumont (City) that Tier 4 Final equipment is not available. An exemption from these</p>	Significant and Unavoidable Impact



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>requirements may be granted by the City if the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment to the extent feasible. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in Riverside County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Riverside County. In order to meet this requirement to demonstrate that such equipment is not available, the Project Applicant must seek bids/proposals from contractors of large fleets, defined by the California Air Resources Board as, "A fleet with a total max hp (as defined below) greater than 5,000 hp." In addition, this should not be limited to Riverside County but statewide. In the event that Tier 4 Final equipment is not feasible, then Tier 4 interim equipment shall be required. In the event that Tier 4 Interim equipment is not available, Tier 3 equipment shall be used. All construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications.</p> <p>MM 4.3-3 All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity.</p> <p>MM 4.3-4 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.</p> <p>MM 4.3-5 Prior to tenant occupancy, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.</p> <p>MM 4.3-6 Prior to issuance of occupancy permits for the industrial/warehouse buildings, the Project operator shall prepare and submit a</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:</p> <ul style="list-style-type: none"><li>• Provide a transportation information center and on-site TDM coordinator to educate employers, employees, and visitors of surrounding transportation options.</li><li>• Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site.</li><li>• Provide secure bicycle storage space equivalent to 2% of the automobile parking spaces provided.</li><li>• Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.</li><li>• Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.</li></ul>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.</li> <li>• Provide meal options on-site or shuttles between the facility and nearby meal destinations.</li> <li>• Each building shall provide preferred parking for electric, low-emitting and fuel - efficient vehicles equivalent to at least 8% of the required number of parking spaces.</li> </ul> <p>MM 4.3-7 For the warehouse/industrial portion of the Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.</p> <p>MM 4.3-8 Final Project designs shall provide for installation of conduit in tractor trailer parking areas for the purpose of accommodating potential installation of EV truck charging stations.</p> <p>MM 4.3-9 All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capabilities and support use of electric standby and/or hybrid electric transport refrigeration units (TRUs). All site and architectural plans submitted to the City Planning Department shall note all the truck/dock bays designated for electrification. Prior to the issuance of a Certificate of Occupancy, the City Building Department shall verify electrification of the designated truck/dock bays.</p> <p>MM 4.3-10 All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the Planning Department to verify, to the City’s satisfaction, that all landscaping equipment utilized will be electric powered.</p> <p>MM 4.3-11 If the Project constructs a go-kart facility in the commercial area, all go-karts would be required to be electric or zero emissions.</p> <p>MM 4.3-12 Prior to the issuance of occupancy permits for any of the industrial/warehouse buildings, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project’s life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with South Coast AQMD Rule 2305.</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
<b>Threshold b:</b> Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Potentially Significant Impact	MMs 4.3-1 through 4.3-12 would apply.	Significant and Unavoidable Impact
<b>Threshold c:</b> Would the Project expose sensitive receptors to substantial pollutant concentrations?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold d:</b> Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>4.4 BIOLOGICAL RESOURCES</b>			
<b>Threshold a:</b> Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact	<p>MM 4.4-1 Prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.), a qualified biologist will conduct a pre-construction presence/absence survey for crotch bumble bee prior to site disturbance. If the bumble bee were to be detected (or assumed present) within the development footprint, then the Project proponent shall coordinate with CDFW to address the extent of impacts and determine whether an Incidental Take Permit (ITP) would be required. If an ITP were required, then mitigation may be required by CDFW as part of the ITP process, and the conservation of the comparable open space habitat within PA 10 would be presented to support the ITP.</p> <p>MM 4.4-2 Prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment</p>	Less than Significant Impact



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>staging, grading, etc.), a qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform and coordinate with the RCA and the Wildlife Agencies (CDFW, USFWS) to prepare a Burrowing Owl Protection and Relocation Plan (if required), prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary. The Burrowing Owl Protection and Relocation Plan, if necessary, will describe methods to safely relocate burrowing owls from the Project site (if avoidance were infeasible) and to monitor burrowing owls with an adequate setback buffer if construction would proceed at the site until the owls could be relocated.</p> <p>MM 4.4-3 Prior to the issuance of grading permits or other permits allowing for ground-disturbing activities or the removal of vegetation on-site, the City of Beaumont Department of Public Works shall</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>ensure that the following note is included on the grading plans. Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by City of Beaumont staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors.</p> <p><i>Ground-disturbing activities (including vegetation removal) within the Criteria Area (Criteria Cells) shall be conducted outside of the coastal California gnatcatcher breeding season (between March 1 and August 15) if occupied by coastal California gnatcatcher. If ground-disturbing activities (including vegetation removal) cannot be limited to outside the coastal California gnatcatcher breeding season, a qualified biologist shall conduct a pre-construction presence/absence survey for coastal California gnatcatcher within 14 days prior to site disturbance. If the species is found, the Project proponent shall immediately inform the Wildlife Agencies (CDFW, USFWS) and ground disturbing activities within these areas will be postponed to outside of the coastal California gnatcatcher breeding season. If the species is not found, no further action is needed.</i></p>	
<p><b>Threshold b:</b> Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans,</p>	<p>Potentially Significant Impact</p>	<p>MM 4.4-4 Prior to issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree</p>	<p>Less than Significant Impact</p>



<b>Potential Impacts</b>	<b>Level of Significance Before Mitigation</b>	<b>Mitigation Measures (MMs)</b>	<b>Level of Significance After Mitigation</b>
<p>policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</p>		<p>removal, site watering, equipment staging), the Project Applicant shall provide evidence to the City of Beaumont that impacts to 0.31 acre of Corps jurisdiction and Regional Board jurisdiction, and 0.43 acre of CDFW jurisdiction and MSHCP riparian/riverine resources (including 0.03 acre of riparian habitat) have been mitigated through either the purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio. Approved mitigation banks and/or in-lieu fee programs include, but are not limited to, the Riverpark Mitigation Bank, the Inland Empire Resource Conservation District In-Lieu Fee Program, and the Riverside-Corona Resource Conservation District In-Lieu Fee Program. In addition, and also prior to issuance of grading permits, the Project Applicant shall provide the City of Beaumont of a copy of the Project's CWA Section 404 permit from the Corps, Section 401 Water Quality Certification from the Regional Board, Waste Discharge Order from the Regional Board, and Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement from CDFW, as applicable.</p>	
<p><b>Threshold c:</b> Would the Project have substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.)</p>	<p>Potentially Significant Impact</p>	<p>MM 4.4-4 would apply.</p>	<p>Less than Significant Impact</p>



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
through direct removal, filling, hydrological interruption, or other means?			
<p><b>Threshold d:</b> Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	Potentially Significant Impact	<p>MM 4.4-5 Prior to the issuance of grading permits or other permits allowing for ground-disturbing activities or the removal of vegetation on-site, the City of Beaumont Department of Public Works shall ensure that the following note is included on the grading plans. Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by City of Beaumont staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors.</p> <p><i>As feasible, vegetation clearing shall be conducted outside of the nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests</i></p>	Less than Significant Impact
<p><b>Threshold e:</b> Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	No Impact	No mitigation is required.	No Impact



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
<p><b>Threshold f:</b> Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p>	Potentially Significant Impact	MM 4.4-2 would apply.	Less than Significant Impact
<b>4.5 CULTURAL RESOURCES</b>			
<p><b>Threshold a:</b> Would the Project cause a substantial adverse change in the significance of a historical resource in pursuant to Section 15064.5?</p>	No Impact	No mitigation is required.	No Impact
<p><b>Threshold b:</b> Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</p>	Potentially Significant	<p>MM 4.5-1 Prior to issuance of a grading permit, the Project Applicant shall provide written verification in the form of a letter from the archaeologist to the City’s Community Development Director stating that a certified archaeologist that meets the U.S. Secretary of Interior Standards has been retained to implement the monitoring program. The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the consulting Native American Tribe(s) Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event. The certified archaeologist and consulting tribe(s) representative shall attend the pre-grading</p>	Less than Significant Impact



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>meeting with the contractors to explain and coordinate the requirements of the monitoring program.</p> <p>MM 4.5-2 Prior to any ground-disturbing activities the project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. This Plan should be written in consultation with the consulting Tribe[s] and shall include the following: approved mitigation measures, conditions of approval, contact information for all pertinent parties, parties' responsibilities, procedures for each mitigation measure and condition of approval, and an overview of the project schedule. The monitoring program shall include the following requirements for each phase of ground disturbance:</p> <p>a) During all ground-disturbing activities the qualified archaeologist and the Native American monitor shall be on-site full-time. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.</p> <p>b) In the event that previously unidentified cultural resources are discovered, the qualified archaeologist and Native American monitor shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored ground disturbance activities can proceed. If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an environmentally sensitive area physical demarcation/barrier constructed. The archaeologist shall contact the City and consulting tribe(s) at the time of discovery. The archaeologist, in consultation with the City, the consulting tribe(s), and Native American monitor, shall determine the significance of the discovered resources.</p> <p>c) A recommendation for the treatment and disposition of the tribal cultural resource shall</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>be made by the qualified archaeologist in consultation with the tribe(s) and the Native American monitor and be submitted to the City for review and approval. Treatment and disposition may include full avoidance; preservation in place; reburial in a permanent conservation easement or deed restriction away from future impact areas; or excavation and curation in a facility that meets Federal Curation Standards (CFR 79.1).</p> <p>d) The City must concur with the evaluation before ground disturbance activities will be allowed to resume in the affected area. For significant cultural resources meeting the definition of a historical resource per CEQA Section 15064.5(a) or a unique archaeological resource per CEQA Section 21083.2(g), a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the City before being carried out using professional archaeological methods.</p> <p>e) Before ground disturbance activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis.</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>f) All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.</p> <p>g) A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the City’s Community Development Director for approval and subsequently submitted to the Eastern Information Center, and consulting tribe(s), prior to the issuance of a certificate of occupancy for the first building in each phase of ground disturbance.</p>	
<b>Threshold c:</b> Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>4.6 ENERGY</b>			
<b>Threshold a:</b> Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
<b>4.7 GEOLOGY AND SOILS</b>			
<b>Threshold a:</b> Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; strong seismic ground shaking; seismic-related ground failure, including liquefaction; landslides?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold c:</b> Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold d:</b> Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold e:</b> Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact	No mitigation is required.	No Impact
<b>Threshold f:</b> Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	MM 4.7-1 Prior to issuance of grading permits, the Project Applicant shall retain a qualified paleontologist. Paleontological monitoring of the young alluvial fan deposits is not warranted, since their potential to yield fossils is low. However, if, during earth	Less than Significant Impact



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>disturbance activities, the San Timoteo Foundation or older Quaternary alluvial deposits is exposed beneath the overlying young alluvial fan deposits, monitoring should be initiated during periods in which the San Timoteo Formation or older Quaternary alluvial deposits will be impacted. Monitoring shall be conducted during any grading or excavation in undisturbed sediments of the San Timoteo Foundation. Complete grading plans for each phase shall be made available to the City of Beaumont and to the paleontologist/ paleontological monitor prior to the start of any earth-moving activities for each phase.</p> <p>MM 4.7-2 Prior to initiation of any grading and/or excavation activities, a preconstruction meeting shall be held and attended by the paleontologist of record, representatives of the grading contractor and subcontractors, the project owner or developer, and a representative of the lead agency. The nature of potential paleontological resources shall be discussed, as well as the protocol that is to be implemented following discovery of any fossiliferous materials.</p> <p>MM 4.7-3 Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. Fossil discovery and salvage shall occur as follows:</p> <ul style="list-style-type: none"><li>a) Notification of fossil discoveries shall be immediately reported by the paleontologist or paleontological monitor to the City of Beaumont, the Project owner or developer, and the consulting company overseeing development of the Project.</li><li>b) Paleontological salvage shall complete with professional standard protocols, as detailed in Section VII, Paleontological Resource Impact Mitigation Program in <i>Technical Appendix F2</i> of this Draft EIR.</li><li>c) In the laboratory, individual fossils shall be cleaned of extraneous matrix, any breaks are repaired, and the specimen, if needed, is stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).</li><li>d) The recovered specimens shall be prepared to a point of identification and permanent preservation (not display), including screen-</li></ul>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>washing of sediments to recover small invertebrates and vertebrates.</p> <p>e) The prepared specimens, along with relevant information, shall be curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Western Science Center in Hemet, California). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. The City of Beaumont may select another repository if it so desires.</p> <p>f) A final monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location, shall be prepared. The report, when submitted to, and accepted by, the City of Beaumont, shall signify satisfactory completion of the project program to mitigate impacts to any potential non-renewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.</p>	



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
<b>4.8 GREENHOUSE GAS EMISSIONS</b>			
<b>Threshold a:</b> Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact	MMs 4.3-3 through 4.3-13 would apply.  MM 4.8-1 Prior to issuance of building permits, the Project shall provide documentation to the City as part of the plan check process, demonstrating that the Project will implement the measures identified in Table 4.8-6, which were obtained from the Riverside County Greenhouse Gas Emissions Screening Tables. The Project may also achieve equivalent emission reductions from other measures approved by the City. Implementing these mitigation measures shall be verified by the City prior to the issuance of final Certificate of Occupancy.	Significant and Unavoidable Impact
<b>Threshold b:</b> Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact	MMs 4.3-3 through 4.3-13 and MM 4.8-1 would apply.	Significant and Unavoidable Impact
<b>4.9 HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>Threshold a:</b> Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold c:</b> Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than Significant Impact	No mitigation is required.	No Impact



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
<b>Threshold d:</b> Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact	No mitigation is required.	No Impact
<b>Threshold e:</b> For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	No mitigation is required.	No Impact
<b>Threshold f:</b> Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold g:</b> Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>4.10 HYDROLOGY AND WATER QUALITY</b>			
<b>Threshold a:</b> Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold c:</b> Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding	Less than Significant Impact	No mitigation is required.	Less than Significant Impact



<b>Potential Impacts</b>	<b>Level of Significance Before Mitigation</b>	<b>Mitigation Measures (MMs)</b>	<b>Level of Significance After Mitigation</b>
on or off site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impeded or redirect flood flows?			
<b>Threshold d:</b> Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact	No mitigation is required.	No Impact
<b>Threshold e:</b> Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact	No mitigation is required.	No Impact
<b>4.11 LAND USE AND PLANNING</b>			
<b>Threshold a:</b> Would the Project physically divide an established community	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>4.12 MINERAL RESOURCES</b>			
<b>Threshold a:</b> Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>4.13 NOISE</b>			
<b>Threshold a:</b> Would the Project generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards	Potentially Significant Impact	No feasible mitigation measures exist.	Significant and Unavoidable Impact



<b>Potential Impacts</b>	<b>Level of Significance Before Mitigation</b>	<b>Mitigation Measures (MMs)</b>	<b>Level of Significance After Mitigation</b>
established in the local general plan or noise ordinance, or applicable standards of other agencies?			
<b>Threshold b:</b> Would the Project generate excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold c:</b> For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	No Impact	No mitigation is required.	No Impact
<b>4.14 POPULATION AND HOUSING</b>			
<b>Threshold a:</b> Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact	No mitigation is required.	No Impact
<b>4.15 PUBLIC SERVICES</b>			
<b>Threshold a:</b> Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: i. Fire Protection Services; ii. Police Protection Services; iii. School Services;	Less than Significant Impact	No mitigation is required.	Less than Significant Impact



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
iv. Parks; or v. Other Public Facilities			
<b>4.16 RECREATION</b>			
<b>Threshold a:</b> Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>4.17 TRANSPORTATION</b>			
<b>Threshold a:</b> Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold b:</b> Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Potentially Significant Impact	MM 4.17-1 Prior to the issuance of building permits, the Project Applicant shall incorporate the TDM measures identified below. Verification that the TDM measures were completed shall be verified by the City’s Public Works Director.  a. Where applicable ensure design of key intersections and roadways encourage the use of walking, biking and, where applicable, transit.  b. Collaborate with the Riverside Transit Authority (RTA) to determine the feasibility	Significant and Unavoidable Impact



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		<p>of providing new or re-route existing transit services to the site.</p> <p>c. Commute trip reduction (CTR) programs offered to encourage the use of biking.</p> <p>d. Encourage CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.</p>	
<p><b>Threshold c:</b> Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>	<p>Less than Significant Impact</p>
<p><b>Threshold d:</b> Would the Project result in inadequate emergency access?</p>	<p>No Impact</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p><b>4.18 TRIBAL CULTURAL RESOURCES</b></p>			
<p><b>Threshold a:</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p> <p>2) A resource determined by the lead agency, in its discretion and supported by</p>	<p>Potentially Significant Impact</p>	<p>MMs 4.5-1 and 4.5-2 would apply.</p>	<p>Less than Significant Impact</p>



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
<p>substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>			
<b>4.19 UTILITIES AND SERVICE SYSTEMS</b>			
<p><b>Threshold a:</b> Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p>	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<p><b>Threshold b:</b> Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<p><b>Threshold c:</b> Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<p><b>Threshold d:</b> Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</p>	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<p><b>Threshold e:</b> Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	No Impact	No mitigation is required.	No Impact



Potential Impacts	Level of Significance Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
<b>4.20 WILDFIRE</b>			
<b>Threshold a:</b> Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	No mitigation is required.	No Impact
<b>Threshold b:</b> Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold c:</b> Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
<b>Threshold d:</b> Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability or drainage change?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact



## 2.0 INTRODUCTION AND PURPOSE

This EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 *et seq.*).

Pursuant to CEQA Section 21067 and CEQA Guidelines Article 4 and Section 15367, the City of Beaumont (“City”) is the Lead Agency under whose authority this EIR has been prepared. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action to approve the Project, the City has the obligations to: (1) ensure that this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects the City’s independent judgment pursuant to CEQA Section 21082.1; (4) find that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines Sections 15090 through 15093).

Pursuant to CEQA Guidelines Section 15040 through Section 15043, and upon completion of the CEQA review process, the City has the legal authority to do any of the following:

- Approve the proposed Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even though the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) specifically identified expected benefits from the Project will outweigh significant environmental impacts of the Project.

This EIR fulfills the CEQA environmental review requirements for the Project and all other governmental discretionary and administrative actions related to the Project.

### 2.1 DOCUMENT FORMAT

This EIR contains all of the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, Section 21000 *et seq.* and California Code of Regulations, Title 14, Chapter 5). CEQA requires that an EIR contain, at a minimum, certain specified content. Table 2-1, *Location of CEQA Required Topics in this EIR*, provides a quick reference in locating the CEQA-required



content within this document. Following a 45-day public review period of the Draft EIR, a Final EIR will be prepared which includes public comments and responses to the Draft EIR and Draft EIR revisions, as necessary.

**Table 2-1 Location of CEQA Required Topics in this EIR**

<b>CEQA Required Topic</b>	<b>CEQA Guidelines Reference</b>	<b>Location in this EIR</b>
Table of Contents	Section 15122	Table of Contents
Summary	Section 15123	Section 1.0
Project Description	Section 15124	Section 3.0
Environmental Setting	Section 15125	Section 3.0; Sections 4.1 through 4.20
Consideration and Discussion of Environmental Impacts	Section 15126; 15126.2(a)	Sections 4.1 through 4.20 and Section 5.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	Section 15126.2 (a), (b), (c)	Sections 4.1 through 4.20 and Section 5.0
Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented	Section 15126.2(d)	Section 5.0
Growth-Inducing Impact of the Proposed Project	Section 15126.2(e)	Subsection 5.3
Analysis of the Project’s Energy Conservation Measures	Section 15126.4(a)(1)(C)	Section 4.5
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	Section 15126.4	Sections 4.1 through 4.20 and Section 5.0
Consideration and Discussion of Alternatives to the Proposed Project	Section 15126.6	Section 6.0
Effects Not Found to be Significant	Section 15128	Section 5.0
Organizations and Persons Consulted	Section 15129	Section 8.0
Discussion of Cumulative Impacts	Section 15130	Sections 4.1 through 4.20 and Section 5.0

In summary, the content and format of this EIR is as follows:

- **Section 1.0, Executive Summary** includes a Project introduction; a brief description of the Project; a summary of the areas of controversy/issues to be resolved; a description of the Project alternatives; and a summary of the Project’s environmental impacts, mitigation measures, and significance of impacts following the application of mitigation measures, project design features, and mandatory compliance with applicable plans, policies, and programs pursuant to CEQA Guidelines Section 15123.
- **Section 2.0, Introduction and Purpose**, provides introductory information about the CEQA process and the responsibilities of the City, serving as the Lead Agency of this EIR. This section identifies the Project’s potential environmental impacts and effects found not to be significant. This section also



includes a description of the Notice of Preparation comments received, a description of the document format, as well as the purpose of CEQA and this EIR.

- **Section 3.0, Project Description**, serves as the EIR’s Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project. This section also describes the environmental setting, including descriptions of the Project site’s physical conditions and surrounding context used as the baseline for analysis in this EIR.
- **Section 4.0, Environmental Analysis**, provides an analysis of potential direct, indirect, and cumulatively-considerable impacts that may occur with implementation of the Project. A conclusion concerning significance is reached for each discussion; mitigation measures are presented as warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as “effects” or “impacts” interchangeably. The CEQA Guidelines also identify the terms “effects” and “impacts” as being synonymous (CEQA Guidelines Section 15358). In the environmental analysis subsections of Section 4.0, the environmental setting and existing baseline conditions are disclosed that are pertinent to the subject area being analyzed, accompanied by a specific analysis of physical impacts that may be caused by implementation of the proposed Project. The analyses are based in part upon technical reports that are appended to this EIR. Information also is drawn from other sources of analytical materials that directly or indirectly relate to the proposed Project and are cited in Section 7.0, *References*. Where the analysis demonstrates that a physical adverse environmental effect may or would occur without undue speculation after compliance with mandatory federal, State, regional, and local laws and regulations, feasible mitigation measures are recommended to reduce or avoid the significant effect. In most cases, mandatory compliance with regulatory requirements and/or the implementation of the identified mitigation measures would reduce the Project’s adverse environmental impacts to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a statement of overriding considerations would need to be adopted by the City pursuant to CEQA Guidelines Section 15093.

Section 4.0 is organized by 20 issue areas (Subsections 4.1 through 4.20) for each environmental issue area with each following the below framework:

- **Environmental Setting**. Describes the environmental setting, including descriptions of the Project site’s physical conditions, surrounding context, and applicable plans and policies applicable to the environmental issue area. Pursuant to CEQA Guidelines Section 15125, the baseline environmental conditions for purposes of establishing the setting of an EIR is normally the environment as it existed at the time the EIR’s Notice of Preparation (NOP) was circulated for public review. Therefore, the existing setting is defined as the condition of the Project site and surrounding area at the approximate date this EIR’s NOP was released for public review on September 4, 2020.
- **Notice of Preparation/Scoping Comments**. Includes public comments received based on this EIR’s NOP and Scoping Meeting.



- **Regulatory Framework.** This section describes the existing federal, state, regional, and local plans, programs, and regulations pertinent to the Project for the environmental issue area addressed.
- **Thresholds of Significance.** In accordance with Section 15064.7 of the State CEQA Guidelines. The City’s local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines and may have been modified to address specific conditions in Beaumont.
- **Impact Analysis.** As required by CEQA Guidelines Section 15126.2(a), this EIR identifies direct, indirect, cumulatively-considerable, short-term, long-term, on-site, and/or off-site impacts of the proposed Project. A summarized “impact statement” is provided in each subsection following the analysis.
- **Cumulative Impact Analysis.** CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed Project. As noted in CEQA Guidelines Section 15130(a), “an EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable.” Cumulatively considerable is defined to mean “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” (CEQA Guidelines Section 15065.) A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts” (CEQA Guidelines Section 15130(a)(1)). This section analyzes the Project’s cumulative impacts.
- **Significance of Impacts before Mitigation.** This section provides a conclusion of the level of significance before mitigation.
- **Mitigation Measures.** These include the measures proposed to mitigate any potentially significant Project impacts.
- **Significance of Impacts After Mitigation.** Concludes whether or not the Project’s direct and cumulative impacts would be reduced to less than significant levels with implementation of mitigation.
- **Section 5.0, Additional Topics Required by CEQA,** includes specific topics that are required by CEQA. These include a summary of the Project’s significant and unavoidable environmental effects, a discussion of the significant environmental effects which cannot be avoided if the Project is implemented, significant environmental changes, and potential growth-inducing impacts of the proposed Project. .
- **Section 6.0, Project Alternatives,** describes and evaluates alternatives to the proposed Project that could reduce or avoid the Project’s adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of



alternatives that will foster informed decision making and public participation. Three alternatives were rejected from further analysis, including Alternative Sites. Five alternatives were considered for analysis and all five alternatives including the No Project Alternative are analyzed and presented as a reasonable range of alternatives in Section 6.0.

- **Section 7.0, References**, cites all reference sources used in preparing this EIR.
- **Section 8.0, List of Preparers**, lists the persons who authored or participated in preparing this EIR, including agencies and persons consulted.
- **Technical Appendices**. CEQA Guidelines Section 15147 states that the “information contained in an EIR shall include summarized information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public,” and that the “placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided.” Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this EIR are bound separately as Technical Appendices. The Technical Appendices are available for review at the City Planning Department, 550 E. 6<sup>th</sup> Street, Beaumont, CA 92223, during the City’s regular business hours or can be requested in electronic form by contacting the City’s Planning Department or are available on the City’s website at <https://www.beaumontca.gov/1143/Beaumont-Pointe-Specific-Plan> in the Planning Projects folder during the public review period for the EIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are listed below in Section 2.5, *Technical Reports*.

## **2.2 PURPOSE OF CEQA AND THIS EIR**

As stated by the CEQA Guidelines Section 15002(a), the basic purposes of CEQA are to:

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

While it is the City Council’s decision to certify this EIR, this EIR is an informational document that represents the independent judgment of the City regarding the physical environmental effects that could result from the construction and operation of the Project (see Public Resources Code Section 21082.1). The City received applications from JRT BP 1, LLC (hereafter “Project Applicant”) for the development of the Beaumont Pointe



Specific Plan on approximately 539.9 gross acres. The subject property (hereafter, “Project site”) is located in unincorporated County of Riverside (“County”), within the City’s Sphere of Influence, south of I-60 and west of Jack Rabbit Trail. The Project would also require off-site utility infrastructure connections to the existing right-of-way of 4<sup>th</sup> Street, 350 feet east of the Project boundary.

Pursuant to CEQA Guidelines Section 15161, a Project EIR should “...focus primarily on the changes in the environment that would result from the development project,” and “...examine all phases of the project including planning, construction, and operation.” As the first step in the CEQA compliance process, the City prepared an NOP pursuant to CEQA Guidelines Section 15082. When the Lead Agency determines that an EIR will clearly be required for the project, an Initial Study is not required (CEQA Guidelines Section 15063). Since it was determined that the Project could have a significant effect on the environment, the Lead Agency determined that an EIR was required and an Initial Study was not prepared. Public comments were received on the NOP, and the EIR will address all environmental topics provided in the CEQA Guidelines Appendix G and listed below in Section 2.9, *Potential Impacts of the Project Discussed in the EIR*.

### **2.3 REGIONALLY SIGNIFICANT PROJECT**

When an EIR is prepared for any project that is considered to be of statewide, regional, or area-wide significance, as defined by CEQA Guidelines Section 15206, then the Draft EIR must be submitted to the State Clearinghouse (SCH) and the appropriate metropolitan area council of governments for review and comment. A project is considered to be of statewide, regional, or area-wide significance if, among other criteria, it consists of a proposed local general plan, element, or amendment thereof for which an EIR was prepared.

Accordingly, the Project is considered a Regionally Significant Project under CEQA Guidelines Section 15206, as it proposes an amendment to the City of Beaumont General Plan for which an EIR is being prepared. Therefore, in compliance with CEQA Guidelines Section 15206, the Draft EIR will be submitted to the SCH, the Southern California Association of Governments (SCAG), and Western Riverside Council of Governments (WRCOG) for review and comment.

### **2.4 INCORPORATED DOCUMENTS**

CEQA Guidelines Section 15150 allows for the incorporation “by reference, all or portions of another document which is a matter of public record or is generally available to the public... [and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.” Documents, analyses, and reports that are incorporated into this EIR by reference are listed below and are also found in Section 7.0, *References*, of this EIR. The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of an EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this EIR. All references cited in this EIR are available at the website address provided in Section 7.0, *References*, and/or at the City of Beaumont, Planning Department, 550 E. 6<sup>th</sup> Street, Beaumont, CA 92223.



The following documents are incorporated by reference and cited in this DEIR as appropriate:

- Beaumont Pointe Draft Specific Plan (“SP2019-0003”).
- Beaumont General Plan, adopted by the City Council in December 2020 (referred to herein as “General Plan 2040”).
- City Zoning Map, adopted in September 2007 and last amended in May 2012.
- City Municipal Code (various chapters), last updated on July 30, 2020.
- County of Riverside Climate Action Plan, last updated in November 2019.
- Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), adopted on September 3, 2020.
- Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), adopted in 2004.

## **2.5 TECHNICAL REPORTS**

As stated above, this EIR contains detailed technical studies, reports, and supporting documentation summarized herein and bound separately in Technical Appendices in accordance with CEQA Guidelines Section 15147. The Technical Appendices are available for review at the City of Beaumont, Planning Department, 550 E. 6<sup>th</sup> Street, Beaumont, CA 92223 during the City’s regular business hours or can be requested in electronic form by contacting the City’s Planning Division or are available on the City’s website at <https://www.beaumontca.gov/1143/Beaumont-Pointe-Specific-Plan> in the EIR folder during the public review period for the EIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

- A: Notice of Preparation (NOP) and Written Comments on the NOP
- B1: Air Quality Analysis
- B2: Health Risk Assessment
- C1: Biological Resources Assessment
- C2: Criteria Cell Refinement Analysis
- D: Phase I and II Cultural Resources Assessment
- E: Energy Analysis
- F1: Preliminary Geotechnical Feasibility Investigation
- F2: Paleontological Resources Analysis
- G: Greenhouse Gas Analysis
- H: Phase I Environmental Site Assessment Report
- I1: Hydrology and Hydraulic Study
- I2: Preliminary Water Quality Management Plan
- J: Noise Impact Analysis



- K1: Traffic Impact Analysis<sup>1</sup>
- K2: Vehicle Miles Traveled Analysis
- L1: Water Supply Assessment
- L2: Amendment #1 Water Supply Assessment
- M1: Fire Protection Plan
- M2: Evacuation Study
- N: Conceptual Lighting Study
- O: Public Service Correspondence
- P: Emissions, Trip Generation, and VMT Analysis for Alternatives

## **2.6 RESPONSIBLE AND TRUSTEE AGENCIES**

The California Public Resource Code (Section 21153) requires that all EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines Section 15082 and Section 15086(a)). As defined by CEQA Guidelines Section 15381, “the term ‘Responsible Agency’ includes all public agencies other than the Lead Agency that have discretionary approval power over the project.” A “Trustee Agency” is defined in CEQA Guidelines Section 15386 as “a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California.” This EIR requires review by the following Responsible Agencies and Trustee agencies:

### **2.6.1 RESPONSIBLE AGENCIES**

- Beaumont-Cherry Valley Water District (BCVWD) is identified as a Responsible Agency that is responsible for actions related to annexation of the Project area into their District and adoption of a water supply assessment. BCVWD is also responsible for approvals for construction of water infrastructure and connection to the water distribution system.
- Eastern Municipal Water District is identified as a Responsible Agency for approval of construction of sewer infrastructure and connection to the sewer distribution system.
- Riverside County Flood Control and Water Conservation District is identified as a Responsible Agency for approval of drainage infrastructure plans.
- The Riverside County Local Agency Formation Commission is identified as a Responsible Agency that is responsible for the approval of the annexation application.

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<sup>1</sup> The City of Beaumont traffic study guidelines requires a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects and the traffic analysis required by the City also forms the basis for analysis of air quality and noise impacts of the project in this EIR. However, CEQA Guidelines Section 15064.3, effective January 1, 2019, “describes specific considerations for evaluating a project’s transportation impacts” and provides that, except for roadway capacity projects, “a project’s effect on automobile delay (or LOS) shall not constitute a significant environmental impact” (CEQA Guidelines Section 15064.3(a)). Accordingly, the traffic analysis is included in this EIR for informational purposes only with respect to evaluation of environmental impacts related to traffic.



### 2.6.2 TRUSTEE AGENCIES

- California Department of Fish and Wildlife (CDFW) is identified as a Trustee Agency for approval of the Criteria Cell Refinement, Determination of Biologically Equivalent or Superior Preservation (DBESP), Joint Project Review (JPR), and issuance of a Section 1602 Streambed Alteration Agreement (SAA).
- Native American Heritage Commission (NAHC) is identified as a Trustee Agency for ensuring California Native American tribes have accessibility to ancient Native American cultural resources on public lands overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items and administering the California Native American Graves Protection and Repatriation Act.
- Santa Ana Regional Water Resources Control Board (RWQCB) is identified as a Trustee Agency for the issuance of a General Construction Permit and National Pollutant Discharge Elimination System (NPDES) Permit to ensure that during and after Project construction, on-site water flows do not result in siltation, other erosional actions, or degradation of surface or subsurface water quality. RWQCB is responsible for issuance of a Section 401 Permit pursuant to the Clean Water Act.
- South Coast Air Quality Management District (South Coast AQMD) is identified as a Trustee Agency for the issuance of permits that allow for the construction and operation of the proposed Project to ensure that during and post-Project construction and during Project operation, Project emissions do not result in significant impacts to air quality.
- U.S. Fish and Wildlife Service (USFWS) is identified as a Trustee Agency for approving the Criteria Refinement, DBESP, JPR, and issuance of a Section 404 Permit pursuant to the Clean Water Act.
- Western Riverside County Regional Conservation Authority is identified as a Trustee Agency for approval of the Criteria Cell Refinement, the Habitat Evaluation & Acquisition Negotiation Strategy (HANS), DBSEP, and JPR.

At this time, there are no other Trustee Agencies or Responsible Agencies identified for the Project. Regardless, this EIR can be used by any Trustee Agency or Responsible Agency, whether identified in this EIR or not, as part of their decision-making processes in relation to the proposed Project.

### 2.7 PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

This EIR was distributed to Responsible Agencies and Trustee Agencies, other affected agencies, and interested parties. Additionally, in accordance with Public Resources Code Section 21092(b)(3), the EIR has been provided to all parties who have previously requested copies. The Notice of Completion (NOC) and Notice of Availability (NOA) of the EIR have been distributed as required by CEQA. During the 45-day public review period, this EIR, its Technical Appendices, and all documents incorporated by reference, have been made available for review. Written comments regarding this EIR should be addressed to:



Carole Kendrick, Planning Manager  
550 East 6<sup>th</sup> Street  
Beaumont, California 92223

After the 45-day public review period, the City will issue written responses to all environmental issues raised. The Final EIR (which includes the Draft EIR, the public comments and responses to the Draft EIR, Findings of Fact and Statement of Overriding Considerations) will be included as part of the environmental record for consideration by the City Council.

**2.8 NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING**

Table 2-2, *Summary of NOP and Scoping Meeting Comments*, summarizes the substantive comments received regarding this EIR’s NOP. The purpose of this table is to present the primary environmental issues of concern raised by public agencies and the general public during the NOP review period and this EIR’s Scoping Meeting. The table is not intended to list every comment received by the City during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in response to the NOP and at the Scoping Meeting are addressed in this EIR. The NOP and all comment letters received by the City in response to the NOP are included in *Technical Appendix A* of this EIR.

**Table 2-2 Summary of NOP and Scoping Meeting Comments**

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
<b>State Agencies</b>			
California Department of Fish and Wildlife (CDFW)	September 29, 2020	<p><b>Biological Resources Assessment</b></p> <ul style="list-style-type: none"> <li>Request for the Draft EIR to include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on rare, threatened, endangered, and other sensitive species and their associated habitats.</li> <li>Request for the Draft EIR to include an assessment and map of the various habitat types located within the Project footprint (including off-site adjoining habitat areas) following <i>The Manual of California Vegetation</i>, second edition.</li> <li>Request for the Draft EIR to include a biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present on site or within adjacent areas.</li> <li>Request for the Draft EIR to include a complete, recent (within one-year period for</li> </ul>	Section 4.4, <i>Biological Resources</i>



Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
		<p>wildlife and three-year period for rare plants) inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and off-site areas.</p> <ul style="list-style-type: none"> <li>• Request for the Draft EIR to include a thorough, recent floristic-based assessment of special status plants and natural communities following CDFW protocols.</li> <li>• Request for the Draft EIR to include information on the regional setting, and full accounting of all mitigation/conservation lands within and adjacent to the Project.</li> </ul> <p><b>Direct, Indirect, and Cumulative Biological Resources Impact Analysis</b></p> <ul style="list-style-type: none"> <li>• Request for the Draft EIR to include a discussion of potential impacts from lighting, noise, human activity, defensible space, and wildlife-human interactions by created zoning of development projects or other project adjacent to natural areas, exotic and/or invasive species, and drainage.</li> <li>• Request for the Draft EIR to clearly identify the “Recreation and Conservation land” and “Conservation land:” (1) if these lands are being proposed as mitigation to offset impacts associated with the project; and (2) if these lands are also proposed to serve as defensible space.</li> <li>• Request for the Draft EIR to include a discussion of potential indirect project impacts on biological resources.</li> <li>• Request for the Draft EIR to include an evaluation of impacts to adjacent open space lands from construction of the Project and long-term operational and maintenance needs.</li> <li>• Request for the Draft EIR to include a cumulative effects analysis developed as described under CEQA Guidelines Section 15130.</li> </ul>	



Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
		<p><b>Alternatives Analysis</b></p> <ul style="list-style-type: none"> <li>Request for the Draft EIR to describe and analyze a range of reasonable alternatives to the Project pursuant to CEQA Guidelines Section 15126.6(a).</li> </ul> <p><b>Mitigation Measures for Project Impacts to Biological Resources</b></p> <ul style="list-style-type: none"> <li>Request for the Draft EIR to identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. Mitigation measures should consider: (1) Fully Protected Species; (2) Sensitive Plant Communities; (3) California Species of Special Concern; (4) Habitat Revegetation/Restoration Plans; (5) Nesting Birds and Migratory Bird Treaty Act; (6) “Moving out of Harm’s Way;” and (7) Translocation of Species.</li> </ul> <p><b>California Endangered Species Act</b></p> <ul style="list-style-type: none"> <li>Request that the Project obtain a CESA Incidental Take Permit, unless the Project is proposed to be a covered activity under the MSHCP.</li> </ul> <p><b>Western Riverside County Multiple Species Habitat Conservation Plan</b></p> <ul style="list-style-type: none"> <li>Request that the Draft EIR identify the specific MSHCP Area Plan and Area Plan Subunit within which the Project is located, and the associated Planning Species and Biological Issues and Considerations that may be applicable to the Project to examine how the project might contribute to, or conflict with, assembly of the MSCHP Conservation area consistent with the reserve regulation requirements.</li> <li>Request that the City demonstrate how the Project is consistent with Section 7.0 of the MSHCP, and request that the Draft EIR include a discussion of the Project and MSHCP Section 7.4, which identifies and discusses allowable uses in the MSHCP Consideration Area.</li> </ul>	



Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
		<p><b>Lake and Streambed Alteration Program</b></p> <ul style="list-style-type: none"> <li>Request that the Project Applicant, if necessary, notify CDFW per Fish and Game Code Section 1602.</li> </ul> <p><b>Additional Comments and Recommendations</b></p> <ul style="list-style-type: none"> <li>Request that the Draft EIR incorporates water-wise concepts in Project landscape design plans.</li> <li>Request to report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNNDB).</li> <li>Request that the Project applicant pay applicable CDFW fees.</li> </ul>	
Native American Heritage Commission (NAHC)	September 8, 2020	<ul style="list-style-type: none"> <li>Request to provide consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project, in compliance with AB 52 and SB 18.</li> </ul>	Section 4.18, <i>Tribal Cultural Resources</i>
Rincon Band of Luiseño Indians	September 11, 2020	<ul style="list-style-type: none"> <li>Stated that the Project is not located within the Rincon Band of Luiseño Indians' specific Area of Historic Interest (AHI).</li> <li>Recommends that the Project Applicant directly contact a tribe that is closer to the Project for pertinent information.</li> </ul>	Section 4.18, <i>Tribal Cultural Resources</i>
Riverside County Department of Waste Resources (RCDWR)	October 5, 2020	<ul style="list-style-type: none"> <li>Request that the Draft EIR assess waste impacts and include projected maximum amount of waste generated from build-out of the Project, using appropriate waste generation factors for the proposed General Plan land uses.</li> <li>Provides information which can be useful in analysis of solid waste impacts.</li> <li>Request that the Draft EIR potentially incorporate mitigation measures to help reduce the Project's anticipated solid waste impacts and enhance the City's efforts to comply with the State's mandate of 65% solid waste diversion from landfilling.</li> </ul>	Section 4.19, <i>Utilities and Service Systems</i>
Riverside County Flood Control and Water Conservation	September 25, 2020	<ul style="list-style-type: none"> <li>States that the Project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.</li> </ul>	Section 4.10, <i>Hydrology and Water Quality</i>



Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
District (RCFCWCD)		<ul style="list-style-type: none"> <li>Request that the Project obtain a National Pollutant Discharge Elimination System permit from the State Water Resources Control Board.</li> <li>Request that the City, if the Project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision prior to grading, recordation, or other final approval of the project and a Letter of Map Revision prior to occupancy.</li> <li>Request that the City, if the Project impacts a natural watercourse or mapped floodplain, require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from those agencies indicating the Project is exempt from those requirements.</li> </ul>	
Southern California Association of Governments (SCAG)	October 14, 2020	<ul style="list-style-type: none"> <li>Request that the City use a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format.</li> <li>Provided information regarding jurisdictional level growth estimates for years 2016 and 2045.</li> <li>Request that the City review the Final Program Environmental Impact Report for Connect SoCal guidance, as appropriate, which includes a list of project-level performance standards-based mitigation measures which may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible.</li> </ul>	Section 4.11, <i>Land Use and Planning</i>
South Coast Air Quality Management	October 1, 2020	<ul style="list-style-type: none"> <li>Request to be sent copies of the Draft EIR upon its completion and public release, as well as all appendices and technical documents</li> </ul>	Section 4.3, <i>Air Quality</i>



Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
District (South Coast AQMD)		<p>related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emissions calculation, spreadsheets, and air quality modeling and health risk assessment input and output files.</p> <ul style="list-style-type: none"> <li>• Request that the air quality and greenhouse gas analyses use South Coast AQMD CEQA Air Quality Handbook and website as guidance. Further recommends that the City use the CalEEMod land use emissions software.</li> <li>• Request that the City quantify criteria pollutants emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds and localized significance thresholds to determine the Project's air quality impacts.</li> <li>• Request that the City identify potential adverse air quality impacts that could occur from all phases of the Project and all air pollutant sources related to the Project.</li> <li>• Request that the City perform a mobile source health risk assessment if the Project generated diesel emissions from long-term construction or attracts diesel-fueled vehicular trips.</li> <li>• Request that the Draft EIR consider potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities.</li> <li>• Request that the Draft EIR, if significant adverse air quality impacts are discovered, include all feasible mitigation measures that go beyond what is required by law to minimize those impacts, as required by CEQA.</li> <li>• Includes considerations of mitigation measures and design considerations for addressing potential air impacts.</li> </ul>	
<b>Organizations</b>			
Center for Biological Diversity (CBD)	October 6, 2020	<ul style="list-style-type: none"> <li>• Request to be sent copies of the Draft EIR upon its completion and public release.</li> </ul>	Section 4.4, <i>Biological Resources</i>



Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
		<ul style="list-style-type: none"> <li>• The commenter provides several pages of analysis, methodologies, references, and comments under three main topic areas as follows:</li> <li>• Request that the Draft EIR, if the project will have significant GHG impacts, include adoption of mitigation measures to reduce GHG emissions to net zero, with a priority given to direct emission reductions measures and on-site mitigation measures. If offsets are used as GHG mitigation, they should only be used when all direct emission reduction measures and on-site mitigation measures are exhausted.</li> <li>• Request that the Draft EIR consider corridor redundancy to allow for improved functional connectivity and resilience and, should the City conclude that impacts to wildlife movement and habitat connectivity are significant and unavoidable, urges the adoption of effective mitigation measures that address the needs of the target species.</li> <li>• Request that the EIR disclose, analyze, and mitigate, to the extent feasible, impacts to special-status species, including but not limited to mountain lions, a candidate species under the California Endangered Species Act.</li> </ul>	

**2.9 POTENTIAL IMPACTS OF THE PROJECT DISCUSSED IN THE EIR**

Pursuant to CEQA Guidelines Section 15063(a), when a lead agency can determine that an EIR will be required for a project, an Initial Study is not required. An Initial Study was not prepared for this Project; and therefore, in consideration of all comments received by the City in response to the NOP and during the EIR Scoping Meeting, this EIR evaluates in detail the Project’s potential to cause adverse effects under the following environmental topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources



- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

### **2.10 MITIGATION MONITORING**

In compliance with Public Resources Code Section 21081.6, a Mitigation Monitoring and Reporting Program (MMRP) will be prepared for this EIR. Per CEQA Section 15091(d), “When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.” An MMRP will be adopted by the City Council concurrent with certification of the Final EIR for the proposed Project. Additionally, Project Design Features (PDFs) and Regulatory Requirements (RRs) are included in the Project’s MMRP to further ensure the implementation of the PDFs and mandated RRs.



### 3.0 PROJECT DESCRIPTION

This section provides all of the information required of an Environmental Impact Report (EIR) Project Description pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15124, including a description of the Project’s precise location and boundaries; a statement of the Project’s objectives; a general description of the Project’s technical, economic, and environmental characteristics; and a description of the intended uses of this EIR, including a list of the government agencies that are expected to use this EIR in their decision-making processes; a list of the permits and approvals that are required to implement the Project; and a list of related environmental review and consultation requirements.

#### 3.1 SUMMARY OF THE PROPOSED PROJECT

The Project Applicant, JRT BP 1 LLC, proposes to entitle and develop the Beaumont Pointe Specific Plan Project described below (Project) on a 539.9-acre undeveloped site (Project site or site) located in unincorporated Riverside County, California (County) in the Sphere of Influence (SOI) of the City of Beaumont (City). The Project would allow for the development on the Project site of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (approximately 90,000 sf) and a maximum of 4,995,000 sf of industrial uses. The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The open space – conservation area would be preserved as natural habitat and dedicated to the Regional Conservation Authority (RCA) as required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP; see Section 3.9, below). Additionally, 78.40 acres of off-site lands would be conserved. Associated improvements to the Project site would include, but are not limited to, paved roads, paved parking areas, drive aisles, truck courts, utility infrastructure, landscaping, water quality basins, signage, lighting, property walls, gates, and fencing, including perimeter fencing for the Project site.

As part of the Project, the Project Applicant proposes annexation of the Project site: (1) into the City of Beaumont, which requires approval by the City and the Riverside County Local Agency Formation Commission (LAFCO) and (2) for provision of potable and non-potable (recycled) water, into the Beaumont-Cherry Valley Water District (BCVWD), requiring approval by BCVWD and LAFCO.

This Draft EIR (DEIR) analyzes the physical environmental effects associated with all components of the Project, including planning, grading, construction, and on-going operation. The “Beaumont Pointe Specific Plan Project” includes the above-described development and all required entitlements requested from the City of Beaumont, LAFCO, and BCVWD to implement that development, including the following:

- General Plan Amendment (GPA; PLAN2019-0284) to change 539.9 acres from “Rural Residential” to “General Commercial” (30.2 acres), “Industrial” (232.6 acres), “Open Space” (124.7 acres), and “Open Space – Conservation” (152.4 acres);



- Pre-zone (PLAN2019-0283) to “Specific Plan”
- Adoption of the Beaumont Pointe Specific Plan (herein referred to as Specific Plan; SP2019-0003) that would create 10 planning areas allowing for General Commercial, Industrial, Open Space, and Open Space – Conservation land uses;
- Sign Program;
- Tentative Parcel Map (TPM) No. 82551 to subdivide the Project site;
- Development Agreement (DA; No. 01-2017); and
- Approval by the City and LAFCO of annexation to the City of Beaumont and approval by BCVWD and LAFCO of annexation to the Beaumont-Cherry Valley Water District.

These entitlements and associated applications, as submitted to the City of Beaumont, LAFCO, and BCVWD by the Project Applicant, are herein incorporated by reference pursuant to CEQA Guidelines Section 15150. Each of the required entitlements are described in detail below; and the applications and associated documents are available for review at the City of Beaumont Planning Division, located at 550 East Sixth Street, Beaumont, California, 92223. All future development on the Project site would be required to substantially conform to the proposed Specific Plan.

The Project is primarily defined by the Beaumont Pointe Specific Plan. The Specific Plan is also available for review at the City of Beaumont Planning Division at the address above. The Specific Plan identifies ten (10) Planning Areas (PAs), of which two (2) are identified and zoned for General Commercial uses (PAs 1 and 2), six (6) are identified and zoned for Industrial uses (PAs 3 through 8), and the remaining two PAs are identified and zoned for Open Space (PA 9) and Open Space – Conservation (PA 10).

In order to assess the impacts of development of the Project under the Specific Plan and accompanying entitlements, the DEIR includes analysis of a conceptual site plan (see Subsection 3.6.6 and Figure 3-16) that establishes building footprints that collectively achieve the maximum development square footage for each of the General Commercial and Industrial components of the Project and include a 125-room hotel. As indicated in the Specific Plan and in more detail below, the size of the individual PAs and the square footage of development within individual General Commercial and Industrial PAs may increase or decrease by up to 15.1–25% but the maximum square footage for the commercial and industrial components of the Project as a whole may not be exceeded and the floor area ratio for each individual General Commercial and Industrial PA may not exceed 0.75. Therefore, the conceptual site plan provides an analysis of a full buildout scenario.

## **3.2 PROJECT LOCATION AND ACCESS**

### **3.2.1 REGIONAL**

As shown on Figure 3-1, *Regional Map*, the 539.9-acre Project site is located in unincorporated Riverside County at the western edge of the City and in the City’s SOI. The City is located east of the



City of Moreno Valley and unincorporated Riverside County, west of the City of Banning and unincorporated Riverside County, north of the City of San Jacinto and unincorporated Riverside County, and south of the City of Calimesa and unincorporated Riverside County. The Project site is situated astride the regional transportation network which connects the Ports of Long Beach and Los Angeles, both major gateways for international trade, to the Inland Empire and the Western United States. State Highway (SR-60) Freeway abuts the Project site to the north, Interstate 10 (I-10) is located approximately 1.5 miles to the north of the site, and State Route 79 (SR-79) is located approximately 1.5 miles to the east of the site.

Regional access to the Project site is provided via the SR-60 Freeway at the Potrero Boulevard interchange, approximately 1.3 miles to the east, and the I-10 Freeway at SR-79, approximately 3.3 miles to the east. The Project site is approximately 2.5 miles west of the junction of SR-60 Freeway and I-10, 3 miles west from the westbound on-ramp of the I-10 Freeway at Oak Valley Parkway via Potrero Boulevard, and 14 miles east of Interstate 215 (I-215).

### 3.2.2 LOCAL

At the local scale, the Project site is located west of Jack Rabbit Trail and south of SR-60 (see Figure 3-2, *Vicinity Map*, and Figure 3-3, *USGS Topographic Map*). The Project site currently includes 11 individual parcels, comprising Assessor Parcel Numbers (APNs): 422-060-002, 422-060-005, 422-060-009, 422-060-010, 422-060-016, 422-060-017, 422-060-018, 422-060-021, 422-060-022, 422-170-005, 422-170-007, 422-170-008, 422-170-009, 422-170-010, and 422-170-011.

As shown on Figure 3-4, *Aerial Photograph*, local access to the Project site would be provided from the future extension of 4th Street from Jack Rabbit Trail to Potrero Boulevard currently under construction as part of the Hidden Canyon Industrial Park project located immediately to the east of the Project site; 4th Street between Jack Rabbit Trail and Potrero Boulevard is being constructed across the Hidden Canyon Industrial Park site as an industrial collector with a 78-foot right-of-way and 56-foot curb-to-curb. Upon construction of the Project, access from the Project site to the SR-60 via Jack Rabbit Trail would be restricted, with the northerly portion of Jack Rabbit Trail to the SR-60/Jack Rabbit Trail interchange utilized as secondary emergency egress (fire and emergency vehicle) only.

## 3.3 ENVIRONMENTAL SETTING

### 3.3.1 PROJECT SETTING AND LAND USES

As shown on Figure 3-3, *USGS Topographic Map*, and Figure 3-4, *Aerial Photograph*, the site is nestled in the rolling topography of the northern terminus of the San Jacinto Mountains as they transition into the San Gorgonio Pass and the right of way of the SR-60 Freeway. The Project site is currently vacant and undeveloped, except for the eastern portion of the site that contains the paved portion of Jack Rabbit Trail. The Project site contains several unmarked trails that are located throughout the site. The Project site contains non-native and native vegetation communities and natural drainage courses. The Project site contains varying topography which includes hillsides, canyons, valleys, and ridges, ranging in elevation between the 2,300 and 2,450-foot contours mean sea level



(msl). The site drains toward the SR-60 Freeway via several drainage courses that extend to the ridgelines of the Badlands foothills. The tributaries feature steep, eroded hillside grades and natural depressed grasslands where drainage flows to 16 existing Caltrans maintained culverts at the SR-60 Freeway.

### 3.3.2 SURROUNDING LAND USES

Existing land uses in the area surrounding the Project site are described below, and depicted in Figure 3-4.

- **North.** The SR-60 Freeway lies immediately north of the Project site. North of the CA-60 freeway lies San Timoteo Creek, and the mainline of the Union Pacific/BNSF Railroad. Beyond the railroad right of way are Oak Valley Parkway, the Oak Valley Golf Course and the residential neighborhoods of the Oak Valley community. Additionally, a master-planned residential community, currently under construction, is located north of the SR-60 Freeway, northeast of the Project site.
- **East.** The property located immediately east of the Project site, on the west side of Jack Rabbit Trail, is developed with a ranch and a single-family residence currently used as a commercial wedding venue (Hoy Ranch). The property east of Jack Rabbit Trail is disturbed by construction activities. This property is part of the Hidden Canyon Industrial Park project, currently under construction, which proposes industrial development on both sides of 4th Street. The properties east of the Hidden Canyon Industrial Park include vacant, disturbed, and undeveloped land; and land developed with commercial and industrial uses.
- **South.** Rural mountainous lands are located directly to the south/southeast/southwest of the Project site and include natural drainage courses, unmarked trails, and Jack Rabbit Trail. The mountainous area to the south/southwest of the Project site is designated for existing and proposed conserved lands within the Western Riverside County MSHCP.
- **West.** The mountainous area to the west is also designated for existing and proposed conserved lands within the MSHCP and contains rural mountainous terrain, unmarked trails, natural drainage courses, and a portion of the SR-60 Freeway.

## 3.4 EXISTING GENERAL PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS

### A. General Plan Land Use Designations

#### 1. *County of Riverside*

The Project site is within the Pass Area Plan of unincorporated Riverside County (RCIT, 2020). The Pass, or more specifically the San Gorgonio Pass Area, is a distinctive geographical area between the Coachella, San Jacinto, and Moreno Valleys. The Badlands separate the Pass Area Plan from Moreno Valley to the west and the San Jacinto Valley to the south. The San Jacinto Mountains form the southern boundary and the San Bernardino Mountains generally define the northern boundary. The Coachella Valley lies immediately to the east of the planning area. In relation to other area plans, the



Pass is bounded by the Reche Canyon/Badlands Area Plan to the west, the San Jacinto Valley Area Plan and Riverside Extended Mountain Area Plan (REMAP) to the south, and the Western Coachella Valley Area Plan to the east. The cities of Redlands and Yucaipa, which are located within the County of San Bernardino, lie to the north. The incorporated cities of Banning, Beaumont, and Calimesa are located within the Pass as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench.

The prevailing planning documents for the Pass Area are the Riverside County General Plan and Pass Area Plan. The Pass Area Plan is an extension of the Riverside County General Plan and Vision Statement and focuses on preserving the unique features found only in the Pass Area while accommodating future growth. The County of Riverside Vision Statement details the physical, environmental, and economic characteristics that the County of Riverside aspires to achieve by the year 2020. Using the Vision Statement as the primary foundation, the County of Riverside General Plan establishes policies for development and conservation within the entire unincorporated Riverside County territory. The Pass Area Plan contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits describe the physical, environmental, and regulatory characteristics of the area and future growth. According to the Pass Area Land Use Plan, the Project site is designated as Rural Mountainous (RM). The RM designation allows single-family residential uses with a minimum lot size of 10 acres. The designation allows for limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a Surface Mining Permit) and associated uses and governmental use (Riverside County, 2017).

## *2. City of Beaumont*

The City's primary planning document is the Beaumont General Plan, which provides a comprehensive plan to serve as the blueprint for future planning and development in the City of Beaumont. The City recently prepared a comprehensive update to its 2007 General Plan and adopted the General Plan on December 1, 2020 (General Plan). The General Plan offers the City a roadmap to identify strategies for enhancing community character and quality of life, expanding economic development opportunities, managing growth, addressing impacts of climate change, and improving outcomes for public health and sustainability (City of Beaumont, 2020a). According to the City's General Plan Figures 3.2, Existing City Structure, and 3.3, General Plan Subareas, the Project site is in the SOI for the City of Beaumont within unincorporated Riverside County and in the Jack Rabbit Subarea (City of Beaumont, 2020a). However, the General Plan indicates that, today, the Jack Rabbit Subarea is entirely in the SOI and is governed by the County of Riverside General Plan.

The entire Jack Rabbit Subarea, which includes the Project site, contains the mountainous range known as the San Timoteo Badlands. This area is designated as Rural Residential 1 and was intended to maintain consistency with current Riverside County zoning designation of one-acre residential lots. This subarea is intended to preserve natural features, such as Timoteo Creek, and develop plans consistent with the MSHCP preferably through the use of a Specific Plan. Allowed land uses in the Jack Rabbit Subarea include single-family dwellings. Uses such as churches, schools, day care centers,



public facilities, and agricultural uses that are determined to be compatible with and oriented toward serving the needs of low-density neighborhoods may also be allowed (City of Beaumont, 2020a). Refer to Figure 3-5, *City of Beaumont Existing General Plan Land Use Designation*.

**B. Zoning Classification**

**1. County of Riverside**

Based on Riverside County Ordinance No. 348, the Project site is zoned “Controlled Development Areas” with a minimum 20-acre lot (W-2-20) (RCIT, 2020). The W-2 zone allows one-family dwellings, light agriculture, aviaries, apiaries, grazing of farm animals, and animal husbandry. Additionally, the W-2-20 zone allows the following with a Plot Plan approval: guest ranches, educational institutions, country clubs, churches, and meat cutting/packing plants without slaughtering. Further, the W-2-20 allows the following uses with a Conditional Use Permit approval: airport, cemetery, hunting clubs, lumber mill, trail bike park, rodeo arena, commercial stable, menagerie, and animal hospital (Riverside County, 2020). Refer to Figure 3-6, *Riverside County Existing Zoning Classification*.

**2. City of Beaumont**

Because the Project site is within the City’s SOI within unincorporated Riverside County, the City has not adopted any zoning designations for the site. Although a City may pre-zone property in its SOI, that zoning is not effective until such time as an annexation becomes effective (see Govt Code Section 65859).

**3.5 STATEMENT OF OBJECTIVES**

The fundamental purpose and goal of the Beaumont Pointe Specific Plan is to accomplish the orderly development of General Commercial, Industrial, Open Space, and Open Space-Conservation land uses over the approximately 539.9-acre Project site. The Project would achieve this goal through the following objectives.

- A. Develop large land areas in the City and particularly south of SR-60 and adjacent to existing industrial uses, infrastructure, and truck routes to meet the growing demand for large scale industrial and warehouse development in the City while minimizing impacts of industrial development on residential and other sensitive receptors in the City, which are primarily located north of SR-60.
- B. Providing for conservation of open space habitat within MSHCP criteria cells in a manner consistent with the MSHCP requirements and providing access for wildlife movement to Caltrans constructed and proposed wildlife under-crossings along the SR-60 Freeway that abut the northern Project boundary to accommodate wildlife movement.
- C. Maximizing opportunities to develop land in the City’s sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and



property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.

- D. Creating new job opportunities within the City of Beaumont which to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.
- E. Fulfilling a need in the City and region for wellness-based retail, including entertainment, recreation, hospitality, and restaurants.
- F. Developing a center that will accommodate a variety of future tenants, including light manufacturing, warehouse, distribution tenants and other businesses that rely on transportation efficiency within an industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.
- G. Developing a project that utilizes existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence.
- H. Developing range of warehouse facility options, such as varying structure sizes and building configurations within the City with high quality business to facilitate local and regional distribution of goods while minimizing vehicle miles traveled, air quality and greenhouse gas impacts.
- I. Minimizing the demand for water resources by creating a development-wide landscape concept that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment and developing a project where recycled water is planned to be available.

### **3.6 PROJECT COMPONENTS**

The Project Applicant, JRT BP 1 LLC, proposes to develop a recreational/entertainment commercial development totaling 5,331,000 sf, including up to 246,000 sf of general commercial uses in addition to a 125-room hotel (approximately 90,000 sf) and up to 4,995,000 sf of industrial and warehouse uses in five buildings ranging in size between approximately 600,000 and 1,379,000 sf and one building with 35,000 sf of self-storage. Additionally, the Project would provide 124.7 acres of open space, and 152.4 acres of open space-conservation to be preserved as natural habitat as required by the MSHCP and consistent with the Criteria Refinement analysis. The Project would conserve a total of 230.82 acres of lands that would support the function of Proposed Core 3 consistent with the MSHCP goals of providing live-in habitat and facilitating movement, including 152.42 acres on-site and 78.40 acres off-site (described in Section 3.9 below).

The Project would require annexation of the Project site into the City of Beaumont from unincorporated Riverside County, and into the Beaumont-Cherry Valley Water District to obtain water service. The Project may also include establishment by the City of a Community Facilities District. As previously stated, the Project would require the following City approvals: a General Plan Amendment



(PLAN2019-0284), Specific Plan (SP2019-0003), Pre-Zone (PLAN2019-0283), Sign Program, Tentative Parcel Map (TPM) No. 82551) and Development Agreement (DA) No. 01-2017. The individual components of the Project are discussed below.

### **3.6.1 GENERAL PLAN AMENDMENT (PLAN2019-0284)**

As noted above, the Project site is currently outside of the City’s boundaries and is regulated by the County of Riverside. Nonetheless, the City has provided initial land use designations in its General Plan for properties in its SOI, including the Project site, and the Project site is currently designated “Rural Residential.” The Project will include a General Plan Amendment (GPA) that would amend the City of Beaumont’s General Plan Land Use Map to change the land use designations for the Project site from “Rural Residential” to “Industrial (I),” “General Commercial (GC),” “Open Space (OS),” and “Open Space-Conservation (OS-C).”

The Industrial land use designation in the City’s General Plan provides for a range of industrial uses, including “stand-alone” industrial activities, general and light industrial, research parks, private trade schools, colleges, and business parks. Under the Industrial land use designation, the permitted floor area (FAR) ratio is 0.25 to 0.75 (City of Beaumont, 2020a).

The General Commercial land use designation in the City’s General Plan provides for a variety of “big box” and “large format” retailers in commercial shopping centers that serve adjacent neighborhoods. Under this land use designation, the maximum permitted FAR is 0.75 (City of Beaumont, 2020a).

The Open Space land use designation refers to open space lands used for passive and active parks, trails, golf courses, community centers, supportive maintenance, sheds, etc. The City’s General Plan does not identify or define the Open Space - Conservation land use designation; this designation would fall under the City’s Open Space (OS) land use designation (City of Beaumont, 2020a).

### **3.6.2 PRE-ZONE (PLAN2019-0283)**

The Project site is identified within the City of Beaumont Zoning Map as located in the City of Beaumont SOI; no pre-zoning is identified, and the site is currently regulated by the County of Riverside. The Project proposes to pre-zone (PLAN2019-0283) the Project site within the City’s Zoning Map as “Specific Plan”. This pre-zoning would become effective upon annexation of the Project site into the City (see Government Code Section 65859[a]). The proposed Pre-Zone would require future development on the Project site to comply with the applicable development standards and design guidelines from the Beaumont Pointe Specific Plan and, where applicable, the Beaumont Municipal Code.

### **3.6.3 SPECIFIC PLAN (SP2019-0003)**

The Specific Plan will function as the regulatory document for implementing zoning for the entire Project site, ensuring the orderly and systematic implementation of the City’s General Plan. The Specific Plan establishes the necessary land use plan, development standards, design guidelines,



infrastructure systems, and implementation strategies on which subsequent, Project-related development activities would be founded. Upon adoption of the Specific Plan, subsequent project-specific subdivision maps, plot plans, conditional use permits, grading and building permits, or any other actions requiring either ministerial or discretionary approvals would be required to demonstrate consistency with the Specific Plan.

**A. Land Use Plan**

The Specific Plan Land Use Plan (see Figure 3-7, *Conceptual Land Use Plan*) establishes the boundaries of four (4) General Plan Land Use Designations: General Commercial (GC), Industrial (I), Open Space (OS), and Open Space - Conservation (OS-C) that are consistent with the General Plan land use designations established by the General Plan Amendment. For planning purposes, the Specific Plan is divided into 10 PAs. A PA is a specific geographic area to which identified Development Standards and Zoning Requirements are uniformly applied.

The net acreage of each PA may vary by as much as 15.1–25%, provided that the overall maximum acreages for the Industrial PAs and for the General Commercial PAs within this Specific Plan are not exceeded.

**1. *General Commercial***

PAs 1 and 2 are designated General Commercial. These two PAs establish “The Experience at Beaumont Pointe.” Within “The Experience at Beaumont Pointe,” a combination of hospitality, restaurant, and recreation commercial uses is designed to be a multi-generational, regional destination focusing on entertainment, physical activity and wellness-based retail. “The Experience at Beaumont Pointe” is anticipated to include a 125-room limited-service hotel (approximately 90,000 sf) and a maximum of 246,000 sf of retail and commercial recreation businesses, including approximately 30,000 sf of restaurants and 216,000 sf of retail and commercial recreation businesses. The full list of uses permitted, conditionally permitted, and ancillary in these PAs is provided in the Specific Plan, Chapter 2, Development Plan.

**2. *Industrial***

PAs 3 through 8 are designated Industrial. Buildings in PAs 3-8 are envisioned to range in size from approximately 35,000 sf up to 1,379,000 sf and accommodate users such as industrial incubators, light manufacturing, parcel hub, warehouse/storage, fulfillment center, high cube warehouse, cold storage warehouse (up to 100,000 sf), and e-commerce operations and includes self-storage uses permitted only on PA 3. The maximum square footage for all industrial uses is 4,995,000 sf. The full list of uses permitted, conditionally permitted, and ancillary in these PAs is provided in the Specific Plan, Chapter 2, Development Plan.

**3. *Open Space***

PA 9 is designated Open Space, which accommodates landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the



Specific Plan’s developed areas and the Open Space – Conservation in PA 10. The boundary between PA 9 and PA 10 is designated as the “Limits of Disturbance” on the Land Use Plan. This designation means that all development activity will take place inside of the limits of disturbance (i.e., within PA 9 or within PAs 1-8) and not on PA 10.

**4. Open Space – Conservation**

PA 10 is designed Open Space – Conservation and is intended to be dedicated to the RCA, pursuant to the Western Riverside County MSHCP and the Criteria Refinement analysis, for preservation to augment existing, adjacent conserved lands in this part of Riverside County. This area consists of deeply incised hillsides and watercourses along with the habitats associated with these landforms. No development would occur in this area.

**5. Specific Plan Development Potential**

The Specific Plan would allow flexibility in the design, use, and building square footage. For example, the Specific Plan allows square footage to increase or decrease in each PA by up to 15%. However, future development is fundamentally controlled by two factors, which serve as development controls for buildout of the Project: 1) with the exception of the hotel use, buildings in the Industrial and General Commercial areas of the Project may not exceed the maximum square footage set forth in Table 3-1, *Land Use Plan Statistical Summary*, for each land use ; and 2) the development standards provide a maximum Floor Area Ratio for each land use.

The maximum development capacity has been calculated to provide a conservative estimate of potential environmental impacts from full buildout of the Project. Table 3-1, *Land Use Plan Statistical Summary*, lists each PA and its respective General Plan Land Use Designation, acreage, and target development intensity by General Plan Land Use Designations. As shown, the maximum buildout would consist of approximately 5,331,000 sf of development (246,000 sf of General Commercial and 125-room hotel (approximately 90,000 sf)), and 4,995,000 sf of Industrial).

**Table 3-1 Land Use Plan Statistical Summary**

PLANNING AREA	LAND USE DESIGNATION	ACRES	TARGET DEVELOPMENT INTENSITY
1	General Commercial	26.0	246,000 <sup>1</sup>
2	General Commercial	4.2	125 hotel rooms
<b>General Commercial Subtotal</b>		<b>30.2</b>	<b>246,000</b> 125 hotel rooms
3	Industrial	1.8	35,000
4	Industrial	67.3	1,379,000
5	Industrial	52.2	981,000
6	Industrial	33.6	700,000
7	Industrial	30.2	600,000
8	Industrial	47.5	1,300,000



PLANNING AREA	LAND USE DESIGNATION	ACRES	TARGET DEVELOPMENT INTENSITY
<b>Industrial Subtotal</b>		<b>232.6</b>	<b>4,995,000</b>
9	Open Space	124.7	N/A
10	Open Space - Conservation	152.4	N/A
<b>Open Space Subtotal</b>		<b>277.1</b>	<b>N/A</b>
<b>PROJECT TOTAL</b>		<b>539.9</b>	<b>5,241,000 125 hotel rooms</b>
Notes: <sup>1</sup> PA 2 is anticipated to include a 125-room limited-service hotel (approximately 90,000 square feet). The 90,000 square feet of hotel use is not counted as part of the General Commercial’s 246,000 maximum building square footage or as part of the industrial square footage because the Project’s traffic analysis for the commercial site estimates traffic for hotel uses based on the number of rooms. This 90,000 sf is counted towards the Project total square footage of 5,331,000.			

**B. Circulation Plan**

Figure 3-8, *Conceptual Circulation Plan*, shows the Project’s proposed circulation and roadway sizes and classifications. As shown, the Project would construct four main roadways for on-site circulation—4th Street, Jack Rabbit Trail, Entertainment Avenue, and Industrial Way. All roadways will be public right of way unless otherwise indicated. The precise location of roadways and access points identified in this EIR are considered conceptual in that they may be modified to meet the requirements of the City of Beaumont Public Works Department and to address final grading requirements.

- 4th Street would be constructed with a 78-foot right of way in the southerly portion of the Project site from Jack Rabbit Trail at the easterly edge of the Project site along the north side of PA 9 to its termination at a cul-de-sac within PA 8. It provides local access to all PAs except PA 2. At PA 8, 4th Street connects to Industrial Way, creating a looped road system around the entire site.
- Jack Rabbit Trail road is an existing two-lane road that runs from the Jack Rabbit Trail/SR-60 off-ramp, through the Project site and continuing further south to eventually connect to Gilman Springs Road in the Hemet area. The Project would construct Jack Rabbit Trail road as a 78-foot right of way and reroute the section of Jack Rabbit Trail road from the SR-60 off-ramp to 4th Street to connect with the existing Jack Rabbit Trail at the south edge of the Project site. Jack Rabbit Trail will provide access to PAs 1 and 2, as well as providing gated, emergency access to the SR-60 Freeway.
- Entertainment Avenue, a private access road, would be constructed with a 50-foot right of way as a curvilinear street connecting Jack Rabbit Trail and 4th Street south of PA 2 and PA 3, on the west side of PA 1. Entertainment Way also provides access to PA 3 along their western edges. Entertainment Way demarcates the change in land use between the Industrial uses in PAs 3-8 and “The Experience at Beaumont Pointe” in PAs 1 and 2, while connecting Jack Rabbit Trail and 4th Street.



- Industrial Way, a private access road, would be constructed with a 40-foot right of way, which creates a looped connection from Entertainment Way at the Project’s eastern boundary to 4th Street at PA 8. Industrial Way would provide secondary access to each PA. Industrial Way also forms the edge of the open space located in PA 9 to the north, west, and a portion of the south side of the Project.
- An Interim Fire Access Loop would be constructed with a 40-foot width to provide secondary access to each phase of development, connecting Industrial Way and 4th Street. Each “Interim Fire Access Loop Connection” would be incorporated into the parking for each subsequent phase. For Phase 1, an Interim Fire Access Loop Connection would be constructed between PAs 4 and 5 and would be incorporated into the parking for PA 5 during development of Phase 2. For Phase 2, an Interim Fire Access Loop Connection would be constructed between PAs 6 and 7, and would be incorporated into the parking for PA 7, during development of Phase 3. For Phase 3, 4th Street and Industrial Way would be connected at PA 8 to create a permanent fire and emergency access circulation loop.
- A 20 foot graded dirt road through PA 9 connects the on-site portions of Jack Rabbit Trail to the existing unmaintained County roadway dedicated for Jack Rabbit Trail, which continues off site to the south through the Badlands, where it ultimately connects to Gilman Springs Road. The Project will include construction of a 20-foot graded dirt road within PA 9 to connected the realigned Jack Rabbit Trail on site to the existing off-site roadway, and will not be responsible for construction of the road south of PA 9. No access to, use of or development of Jack Rabbit Trail is proposed south of PA 9.
- Additionally, there is one existing ranch property south of 4th Street (Hoy Ranch), which will have access from 4th Street through PA 9.

**C. Other Infrastructure**

**1. *Potable Water***

The Project will utilize the BCVWD’s 2650 Pressure Zone (PZ) for potable water demands and fire flows. The District recently constructed a 24-inch transmission pipeline that extends the service area of the 2650 PZ from north of the SR-60 Freeway, south to the intersection of Potrero Blvd and 4th Street.

Water service infrastructure for potable and non-potable water is constructed to the center line of 4th Street 350 feet east of the Project site, which will be completed by Summer of 2022. Potable water and reclaimed water service would be provided to the Project by Beaumont Cherry Valley Water District (BCVWD). As shown on Figure 3-9, *Conceptual Potable Water Plan*, the Project is serviced by BCVWD in the 2650 Pressure Zone. The proposed system includes the following facilities: on-site dual potable water lines to create a connection between the 2650 Pressure Zone and 2750 Pressure Zone within the Specific Plan, along with an optional 1.2-million-gallon tank which allows for 960,000 gallons of usable storage.



The proposed potable water system extends the dual 16-inch potable water lines from the Hidden Canyon Industrial Park project located 350 feet east of the Project, to create a hydraulic loop around the Specific Plan area. The northern potable water line in the northern side of 4th Street, Entertainment Way, and Industrial Way is the primary potable water supply to the Project site from BCVWD's existing 5-million-gallon Hannon Tank (2650 PZ) located at Hannon Road and Cherry Valley Boulevard northeast of the Project site and I-10. The southern potable water line in the southern side of 4th Street is an emergency potable water supply from the future 2750-2650 Pressure-Reducing Valve Station located along 4th Street. The dual potable water lines in 4th Street connect to the existing dual lines and off-site check valve located within 4th Street right-of-way 350 feet east of the Project site's eastern boundary. The two potable water lines along with an off-site check valve allow for back-feeding (flushing) of the 2650 PZ from the 2750-2650 PRV Station, provide redundant daily and emergency service from the 2750 PZ, reduce the potential for stagnant water quality issues, and allow for a future 2650 PZ tank south of SR-60 Freeway to back-feed the 2650 PZ.

Precise alignments and sizing of potable water facilities will be determined at the Plot Plan and final map stages of Specific Plan implementation. Accordingly, the location and size of on-site facilities identified in this EIR are considered conceptual in that they may be modified to meet the requirements of the City of Beaumont and the BCVWD and to address final grading requirements.

## 2. Reclaimed Water

Reclaimed water lines would be constructed throughout the Project site and would be utilized for irrigation of manufactured and replanted slopes within PA 9, as well as for irrigation of parkway landscaping and irrigation of landscaping within PAs 1-8. As shown on Figure 3-10, *Conceptual Reclaimed Water Plan*, Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street, 350 feet east of the Project site. Additionally, a proposed 8-inch water line would branch off from the 14-inch main line within 4th Street and extend between PAs 7 and 8 to provide irrigation water to the portion of PA 9 on the north side of the Project site.

## 3. Sewer

Sewer service is provided by Eastern Municipal Water District (EMWD). As shown on Figure 3-11, *Conceptual Sewer Plan*, the Project utilizes a gravity sanitary system that services the entire Project site and connects to the City of Beaumont's sanitary system. Due to the grading limitations of the Specific Plan, the sewer system does not provide gravity flow to the proposed point of connection, which is a 12-inch PVC line and a sewer manhole, located at the end of the extension of 4th Street 350 feet east of the Project site. Instead, the gravity system will flow to the proposed sewer lift station located at the northwest corner of PA 5. From there the sewer flow would be conveyed via the proposed Dual Force Main within Industrial Way and Entertainment Avenue, and Jackrabbit Trail towards a connection at 4th Street with an existing 12-inch gravity sewer line. The lift station will be designed to the Project's ultimate capacity with no interim condition except potential pump quantity.



Beyond the point of connection, the existing 12-inch gravity line continues to the east within 4th Street, downstream approximately 2,500 feet, where it connects to the existing Hidden Canyon lift station, which is rated for 300 gallon per minute operation. The existing Hidden Canyon Lift Station is currently approaching its pumping capacity. As a result, a lift station upgrade would be required to serve the Project and would consist of installing a new larger below ground precast wet well sized for the full buildout flows of the service area. The lift station upgrade will add multiple submersible solids handling pumps designed to provide redundant pumping capacity of the wastewater flows. The Project will design and construct the expansion of the Hidden Canyon Lift Station per the City's requirements.

Precise alignments and sizing of sewer facilities will be determined at the Plot Plan and final map stages of Specific Plan implementation. Accordingly, the location and size of on-site sewer facilities identified in this EIR are considered conceptual in that they may be modified to meet the requirements of the City of Beaumont and City Public Works Department and to address final grading requirements.

#### **4. Drainage and Water Quality**

The Project's proposed stormwater drainage system is designed to capture and convey the Project's stormwater flows into the Project's proposed on-site stormwater detention basins that would gradually release stormwater into the downstream public storm drain system. The Project Applicant proposes to construct four detention basins on the Project site.

The watershed from the developed areas of the property flows generally to the north, off site into 16 existing culverts under SR-60 freeway. The steep, eroded hillside grades on site and natural depressed grasslands at the entrances of the culverts provide natural detention and mitigation areas for the culverts before the runoff confluences with San Timoteo Creek on the northern side of the SR-60 Freeway.

The Project would utilize the 16 culverts under SR-60 Freeway as the ultimate discharge locations for the Project site but the runoff from the proposed buildings, parking lots, and road improvements would be collected by a proposed drainage system. The most northwestern culvert under the SR-60 Freeway is an existing 54" corrugated metal pipe (CMP) and the most southeastern culvert is a double 48" CMP, adjacent to the SR-60 Freeway at Jack Rabbit Trail. The proposed on-site drainage system will consist of catch basins, grated inlets, storm drainpipes with sizes varying from 18" to 48", and four detention basins. The drainage system routes the runoff from the proposed impervious surfaces to the four proposed stormwater treatment and mitigation basins. Each basin provides stormwater treatment and peak flow mitigation for each of their respective tributaries.

As shown on Figure 3-12, *Conceptual Drainage and Water Quality Plan*, on-site and off-site flows would be conveyed within the streets to a series of catch basins and stormwater lines which direct storm flows to four (4) Water Quality Management Plan basins on site: one within PA 4, one within PA 5, one within PA 6 shared between PAs 6 and 7, and one within PA 8.

The southwestern off-site tributary is diverted to a detention area within the Project site along a portion of the southwestern boundary of the Industrial land uses. At this detention area flows are routed via a



proposed overflow pipe which outlets at the most western 54-inch culvert. The southeastern off-site tributary is captured and collected by a proposed storm drain pipe which bypasses the flows and directly outlets into the natural detention area for the double 48" culvert. This bypass line also accepts the treated runoff from the PAs 1 and 2 via proposed temporary inlets and permanent storm drain laterals. In the interim condition, temporary inlets with sediment basins are proposed as these areas will not be developed until after the last phase is completed.

Flood protection facilities will be designed in accordance with the requirements of the Riverside County Flood Control and Water Conservation District (RCFCWCD) and with adequate access easements and facilities provided. Accordingly, the location and size of on-site facilities identified in this EIR are considered conceptual in that they may be modified to meet the requirements of RCFCWCD and to address final grading requirements.

***D. Fire Protection Plan***

The southern half of the Project site is located within the "Very High" Fire Hazard Severity Zone, and the northern half is located within the "High" Fire Hazard Severity Zone. Therefore, a Fire Protection Plan (FPP) has been prepared to ensure the protection of all development from fire hazards. The FPP provides fire protection while at the same time creating a smooth visual transition from the natural vegetation which may be located to a building's front, side, and/or rear landscapes, to the modified fuel zones beyond.

As shown on Figure 3-13, *Fuel Modification Plan*, fuel modification zones within the Project site are located adjacent to open space areas. Fuel modification planting will occur in accordance with the Riverside County Fire Department (RCFD) standards and requirements, and utilize appropriate plant materials and irrigation treatments. Lots within PAs adjacent to open space would be developed in accordance with the FPP to provide adequate buffering and fuel modification zones, fuel maintenance areas, and fuel modification areas consistent with RCFD standards. In addition to a 100-foot fuel modification area, the Project will provide a 20-foot-wide fuel maintenance zone. The fuel modification area occurs around the perimeter of the Project's wildland exposures and a fuel maintenance zone is measured outward from the edge of the developed pad. The fuel maintenance zone would be irrigated and landscaped to the pad edge, extending the protections provided by the fuel modification area. For the Project, the fuel modification area would be 100 feet wide starting from the edge of the developed pad and moving inward.

The Conceptual Circulation Plan (Figure 3-8) identifies a looped perimeter road system (4th Street and Industrial Way), along with a phased series of 40-foot wide Interim Fire Access Loop Connections, to ensure adequate fire-fighting and emergency access during construction and operation of the Project. During each phase of development, an Interim Fire Access Loop Connection would be constructed; for Phase 1, between PAs 4 and 5; for Phase 2, between PAs 6 and 7; for Phase 3, the permanent looped access would be completed with construction of the connection of Industrial Way with 4th Street.



Emergency secondary access to and from the site is provided from SR-60 via Jack Rabbit Trail, where an emergency access gate would be installed to provide access for firefighting and for evacuation. Emergency access gates would be installed on Jack Rabbit Trail just south of the CalTrans right-of-way upon construction of alternative temporary access to Hoy Ranch from 4th Street and installation of a temporary connection from 4th Street to Jack Rabbit Trail south of the development area of the Property. The emergency access gates shall be installed prior to the issuance of the first Certificate of Occupancy in Phase 1. The emergency access gate would meet all fire code requirements including an automatic gate opener with battery backup and solar charging. There are a number of methods for providing automatic opening of the gate for first responders, fire fighters or for evacuation, including but not limited to a) controlled by an on-site entity such as property manager; b) a “bump to open” mechanism; c) an “Opticom” system that can be controlled by first responders; or d) a subscription system that allows a 24/7 security company (and others) to unlock the gate remotely with a cell phone. The final determination regarding the selected control mechanism will be made by the Riverside County Fire Department. The Property Owners’ Association will maintain the gate and provide test confirmation to the Riverside County Fire Department on a regular schedule.

On-site construction will comply with the Road Circulation and Design Guidelines and will include:

- All roads will comply with access road standards of not less than 24 feet, unobstructed width and are capable of supporting an imposed load of at least 75,000 pounds.
- Interior circulation streets and parking lot roadways that are considered roadways for traffic flow through the Project site will meet fire department access requirements when serving the proposed structures.
- Typical, interior Project roads, including collector and local roads, will be constructed to minimum 24-foot, unobstructed widths and shall be improved with aggregate cement or asphalt paving materials.
- Private or public streets that provide fire apparatus access to buildings three stories or more in height shall be improved to 30 feet unobstructed width.
- Private and public streets for each phase shall meet all Project approved fire code requirements, paving, and fuel management prior to combustible materials being brought to the Project site.
- Vertical clearance of vegetation (lowest-hanging tree limbs), along roadways will be maintained at clearances of 13 feet, 6 inches to allow fire apparatus passage.
- Cul-de-sacs and fire apparatus turnarounds will meet requirements and RCFD Fire Prevention Standards.
- Any roads that have traffic lights shall have approved traffic pre-emption devices (Opticom) compatible with devices on the Fire Apparatus.



- Roadways and/or driveways will provide fire department access to within 150 feet of all portions of the exterior walls of the first floor of each structure.
- Roadway design features (e.g., speed bumps, humps, speed control dips, planters, and fountains) that could interfere with emergency apparatus response speeds and required unobstructed access road widths will not be installed or allowed to remain on roadways.
- Access roads shall be usable by fire apparatus to the approval of RCFD prior to lumber drop on site. Developer will provide information illustrating the new roads, in a format acceptable to the RCFD for updating of Fire Department response maps.

During Project construction, travel lanes to Jack Rabbit Trail and the SR-60 would be maintained until alternative roadway access is constructed, and construction materials and equipment would be staged on site.

***E. Development Standards***

The Specific Plan establishes development standards to guide development of the physical components of the Project. The standards provided in the Specific Plan area intended to work in concert with the architecture and landscape design guidelines. Development regulations for each land use category are imposed for new development and provide the allowed permitted, conditionally permitted, and ancillary uses for each land use district. Additionally, the development standards provide regulations for building placement and orientation, floor area ratio, height, setbacks, open space, landscaping, signage, walls and fencing, roadways, and utilities and service areas.

***F. Design Guidelines***

Future development accommodated by the Specific Plan would be required to comply with the Specific Plan's design guidelines which establish the quality and character of the built environment for the master-planned development. While the design guidelines provide direction, they are meant to provide a certain level of flexibility to allow creative expression during the design of implementing development projects. The guidelines provide criteria for architecture, walls and fences, truck courts and loading docks, ground or wall-mounted equipment, rooftop equipment, trash enclosures, outdoor employee amenities, lighting, signage, and landscape design. The guidelines apply to all future development regardless of land use category.

***1. Master Landscape Plan***

As shown on Figure 3-14, *Master Landscape Plan*, the landscaping occurs throughout the Project site, but most prominently at street corners, along roadways, and at building entrances and in passenger car parking lots. Monumentation featuring colorful accent trees, shrubs, and groundcover occur at the Project entrances. Streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers to create a visually pleasing experience for pedestrians and passing motorists.



The Specific Plan provides a plant palette for three categories: Entrance Planting, Native California Planting, and Industrial Screen Planting; and selected to complement and enhance the setting of the site, while ensuring the conservation of the site's natural vegetation and habitats. Alternative plant species may be used provided that they are drought-tolerant and complement the Project's design theme. Prohibited plant species, which are strictly prohibited from use in landscaped areas and Fuel Modification Zones, are also identified to protect native habitats within and surrounding the Project due to their flammability or invasive nature.

## 2. *Wall and Fence Plan*

Walls and fences would be provided for screening, buffering, and security purposes along building site perimeters and interior to building sites. The final locations and details of these walls and fences would be determined when buildings are designed and oriented within a PA. As shown on Figure 3-15, *Conceptual Wall and Fence Plan*, tubular steel fences with pilaster (minimum height of 5'8") and CMU screen walls (maximum height of 6'), and wildlife fencing would be provided along the Project boundary. Walls and fences would be provided around loading and dock areas, trailer parking areas, and parking lots to screen on-site uses from public views and public roads. Limited use of colored and slatted chain link fencing is permitted where this fence is not visible from public roadways or view areas.

Additionally, wildlife fencing would be constructed along the western and southern edges of the Project site to prevent wildlife from entering the developed portions of the Project site, divert wildlife around the proposed developed areas, and maintain the existing migration and travel patterns to the extent possible. Fencing would divert wildlife towards the wildlife under-crossings along the south side of the SR-60 Freeway. The wildlife fence would be constructed within PA 9 and 10, although the exact location will vary depending on the topography. The Project's fence will tie into the Caltrans constructed SR-60 fence at the easternmost proposed wildlife corrugated metal pipes and will extend west and then south/southeast around the Project.

## 3. *Lighting*

Lighting will be installed on buildings and along streets, parking areas, loading dock areas, and pedestrian walkways for the security and safety of future employees and visitors, and shall be consistent with the City of Beaumont's Outdoor Lighting Ordinance (Municipal Code Section 8.50). Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented away from public streets, open space, SR-60, and/or adjacent properties. In furtherance of the Criteria Refinement analysis findings, the City will condition the Project to require shielded, wildlife friendly lighting for all outdoor lighting.

## G. *Energy Efficiency*

Development within the Specific Plan will be energy efficient in conformance with the criteria from the City of Beaumont Climate Action Plan. Because technological and methodological specifications in energy efficiency criteria could become obsolete in the future due to advancement over time, the Project may implement new technologies and methodologies if they achieve at least as much



environmental protection and do not result in new or greater significant environmental impacts than the technologies or methodologies specified in the following criteria:

1. Energy Efficient Structures
  - a. Enhanced Insulation shall be provided via methods such as rigid wall insulation R-13, roof/attic R-38, etc.
  - b. Greatly Enhanced Window Insulation with 0.28 or less U-factor, 0.22 or less SHGC, etc. shall be provided.
  - c. Modest Cool Roofs with CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance, etc. shall be provided.
  - d. 20% of the power needs of each building shall be provided by Solar Photovoltaic panels or wind, installed on buildings or in collective arrangements.
2. Energy Efficient Heating and Cooling (HVAC)
  - a. Distribution loss reduction with inspection shall be provided via HERS Verified Duct Leakage or Equivalent.
  - b. Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF) shall be provided.
3. Energy Efficient Potable Water
  - a. Improved Efficiency Water Heater (0.675 Energy Factor) shall be provided.
  - b. Water Efficient Showerheads (2.0 gpm) shall be provided.
  - c. Water Efficient Toilets/Urinals (1.5 gpm) shall be provided.
  - d. Water Efficient Faucets (1.28 gpm) shall be provided.
  - e. Water Efficient Dishwasher (20% water savings) shall be provided.
4. Energy Efficient Appliances
  - a. Efficient Lights shall be provided.
  - b. Energy Star Commercial Refrigerators and Commercial Dishwashers shall be provided.
5. Energy Efficient Landscaping
  - a. Only low water using plants shall be used.
  - b. Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water) shall be used.
  - c. Graywater (purple pipe) irrigation system shall be provided on site.
6. Energy Efficient Transportation
  - a. A Car/vanpool program with preferred parking shall be provided within BEAUMONT POINTE.
  - b. Bike lockers and secure racks shall be provided.
  - c. Development shall provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.
  - d. EV charging stations shall be installed in employee garages/parking areas.



#### **3.6.4 SIGN PROGRAM**

A Sign Program is being processed concurrently with the Specific Plan. The Sign Program provides adequate and appropriate street, building, tenant identification, pedestrian path, and wayfinding signage for the Project's anticipated variety of building sizes, designs, and use.

Signage within the Project site would be provided to identify the Project and its building occupants and ensure the efficient circulation of vehicle traffic within the site by identifying vehicular entry points and directing vehicles to their on-site destinations. Also, signage will enhance the pedestrian experience through the design of wayfinding components: directories, directional signage and destination identifiers.

The Sign Program permits Freeway Oriented Pylon Signs that may include freestanding monument signs, freestanding pylon signs, and freestanding tenant signs at a maximum height of 50 feet and may consist of the Project's name, Project's logo, tenant logos, and/or tenant text. The approximate location of monumentation and Freeway Oriented Pylon Signs are depicted on Figure 3-14. Freeway Oriented Pylon Signs are permitted within PAs 1, 2 and 9. A maximum of four (4) Freeway Oriented Pylon Signs are permitted. One (1) at maximum 50 feet height is permitted in Planning Area (PA) 2, two (2) at maximum 50 feet height are permitted in PA 9 (abutting SR-60) separated by a minimum of 600 feet, and one (1) at maximum 50 feet height is permitted in PA 1. Freeway Pylon Signs are prohibited within and along the boundary of PA 8. Signage is encouraged to use natural materials where possible.

Lighting would be installed on buildings and along streets, parking areas, loading dock areas, and pedestrian walkways for the security and safety of future employees and visitors. Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented away from public streets, open space, SR-60, and/or adjacent properties. Additionally, new sources of light from glare may also arise from the use of reflective materials on building exteriors from the Project's proposed structures.

Industrial building facades may include freeway visible business identification signs, murals or other visual works to be used to enhance building walls, particularly along the SR-60. The mural may include down-lighting only, to allow passing motorists view of the sign or mural. Such signs, murals or other visual works are prohibited from including moving, flashing, or otherwise visually distracting elements, or materials that are highly reflective.

#### **3.6.5 TENTATIVE PARCEL MAP NO. 82551**

The Project would include a Tentative Parcel Map. Additional, subdivision maps (parcel and/or tract maps, including vesting maps) could be processed in conjunction with this Specific Plan to subdivide the site into smaller parcels and to regulate development of the physical components of the Project.



**3.6.6 DEVELOPMENT AGREEMENT (DA No. 01-2017)**

The Project would include a development agreement between the City of Beaumont and the Project Applicant pursuant to California Government Code Sections 65864 et seq. The development agreement would address the annexation process and, upon annexation of the Project site into the City of Beaumont, provide a long term vested right to develop the Project and provide community benefits to the City. As part of the annexation process, the City will prepare and submit to the Wildlife Agencies (U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife) a Minor Amendment request for any annexation associated with the Project. The Minor Amendment would be documented in MSHCP (Sections 11.5 and 20.4.1(E) of the MSHCP Implementation Agreement and Section 6.10.2 of the MSHCP).

**3.6.7 PLOT PLANS AND CONDITIONAL USE PERMITS**

Following adoption of the Specific Plan, the Project Applicant would process Plot Plans and, if required by the terms of the Specific Plan, Conditional Use Permits, that would allow administrative review of building design and layouts that are consistent with the Development Standards and Design Guidelines. Although building footprints may be adjusted as allowed within the parameters of the Specific Plan, a conceptual site plan was prepared to analyze environmental impacts associated with Project operations. As shown on Figure 3-16, *Conceptual Site Plan*, the Project would be comprised of development of up to 246,000 sf of general commercial uses, including approximately 30,000 sf of restaurant use, 216,000 sf of recreation commercial, a 125-room hotel (approximately 90,000 sf), and up to 4,995,000 sf of industrial warehouse buildings, and open space.

With respect to industrial uses, the building orientation and dock door locations are important for analyzing operational impacts related to air quality and noise. As shown, Industrial development associated with the Project includes five (5) buildings, herein referred to as “Building 1”, “Building 2”, “Building 3”, “Building 4”, and “Building 5.” In addition, a 35,000 sf self-storage facility could be constructed on PA 3. Based on the Conceptual Site Plan, industrial uses associated with the Project would result in 4,995,0000 sf of development, inclusive of building footprint and mezzanine offices. Direct access to the buildings would be provided via the proposed extension of 4th Street located south of the building and Industrial Way to the north. Table 3-2, *Conceptual Industrial Site Plan Summary*, presents the development potential for the five (5) proposed industrial buildings.

**Table 3-2 Conceptual Industrial Site Plan Summary**

<b>BUILDING</b>	<b>PA</b>	<b>LAND USE DESIGNATION</b>	<b>ACRES</b>	<b>PROPOSED BUILDING AREA SF</b>
Self Storage	3	Industrial	1.8	35,000
Building 1	4	Industrial	67.3	1,379,000
Building 2	5	Industrial	52.2	981,000
Building 3	6	Industrial	33.6	700,000
Building 4	7	Industrial	30.2	600,000
Building 5	8	Industrial	47.7	1,300,000
<b>TOTAL BUILDING AREA</b>			<b>232.6</b>	<b>4,995,000</b>



As indicated on Figure 3-16, *Conceptual Site Plan*, Building 1 is designed as an east-west oriented building located within PA 4. The northern portion of Building 1 is parallel to SR-60. This building would include approximately 1,379,000 sf, inclusive of 1,364,000 sf of warehouse use, 10,000 sf of office space, and 5,000 sf of mezzanine space. Building 1 would include approximately 119 loading bays and 142 trailer stalls along the north and south side of the building, totaling 238 loading bays and 284 trailer stalls. Additionally, Building 1 would include approximately 746 parking stalls along the eastern and western portions of the building.

Building 2 is designed as an east-west oriented building located within PA 5. The northern portion of Building 2 is parallel to SR-60. This building would include approximately 981,000 sf, inclusive of 966,000 sf of warehouse use, 10,000 sf of office space, and 5,000 sf of mezzanine space. Building 2 would include approximately 77 loading bays and 88 trailer stalls along the north side and south side of the building, totaling 154 loading bays and 176 trailer stalls. Additionally, Building 2 would include approximately 649 parking stalls along the eastern and western portions of the building.

Building 3 is designed as a north-south oriented building located within PA 6. The northern portion of Building 3 is parallel to SR-60. This building would include approximately 700,000 sf, inclusive of 691,000 sf of warehouse use, 6,000 sf of office space, and 3,000 sf of mezzanine space. Building 3 would include approximately 56 loading bays and 70 trailer stalls along the eastern and western portion of the building, totaling 112 loading bays and 140 trailer stalls. Additionally, Building 3 would include approximately 394 parking stalls along the northern and southern portions of the building.

Building 4 is designed as an east-west oriented building located within PA 7. The northern portion of Building 4 is parallel to SR-60. This building would include approximately 600,000 sf, inclusive of 591,000 sf of warehouse use, 6,000 sf of office space, and 3,000 sf of mezzanine space. Building 4 would include approximately 53 loading bays and 55 trailer stalls along the northern portion of the building and 53 loading bays and 58 trailer stalls along the southern portion. In total, Building 4 would include 106 loading bays and 113 trailer stalls. Additionally, Building 4 would include approximately 464 parking stalls along the eastern and western portions of the building.

Building 5 is designed as an east-west oriented building located within PA 8. The northern portion of Building 5 is parallel to SR-60. This building would include approximately 1,300,000 sf, inclusive of 1,285,000 sf of warehouse use, 10,000 sf of office space, and 5,000 sf of mezzanine space. Building 5 would include approximately 98 loading bays and 98 trailer stalls along the northern portion of the building and 98 loading bays and 113 trailer stalls along the southern portion. In total, Building 5 would include approximately 196 loading bays and 211 trailer stalls. Additionally, Building 5 would include approximately 938 parking stalls along the eastern and western portions of the building.

### **3.7 CONSTRUCTION AND OPERATIONAL CHARACTERISTICS OF THE PROJECT**

#### **3.7.1 CONSTRUCTION CHARACTERISTICS**

The Project Applicant anticipates that the construction process will span a length of approximately four years and nine months. The reasonably foreseeable construction phase durations, which also are



used for purposes of analysis in this EIR, are summarized in Table 3-3, *Construction Schedule*. Based on the construction schedule, grading activities are anticipated to overlap with Industrial Building 1 and Industrial Buildings 2 and 3 construction activities. Detailed information on overlap of construction-related activities is provided in Table 3-4, *Overlap of Construction-Related Activities*. The composition of the construction equipment fleet that the Project Applicant intends to use to develop the Project site pursuant to the Specific Plan is summarized in Table 3-5, *Construction Equipment Fleet*.

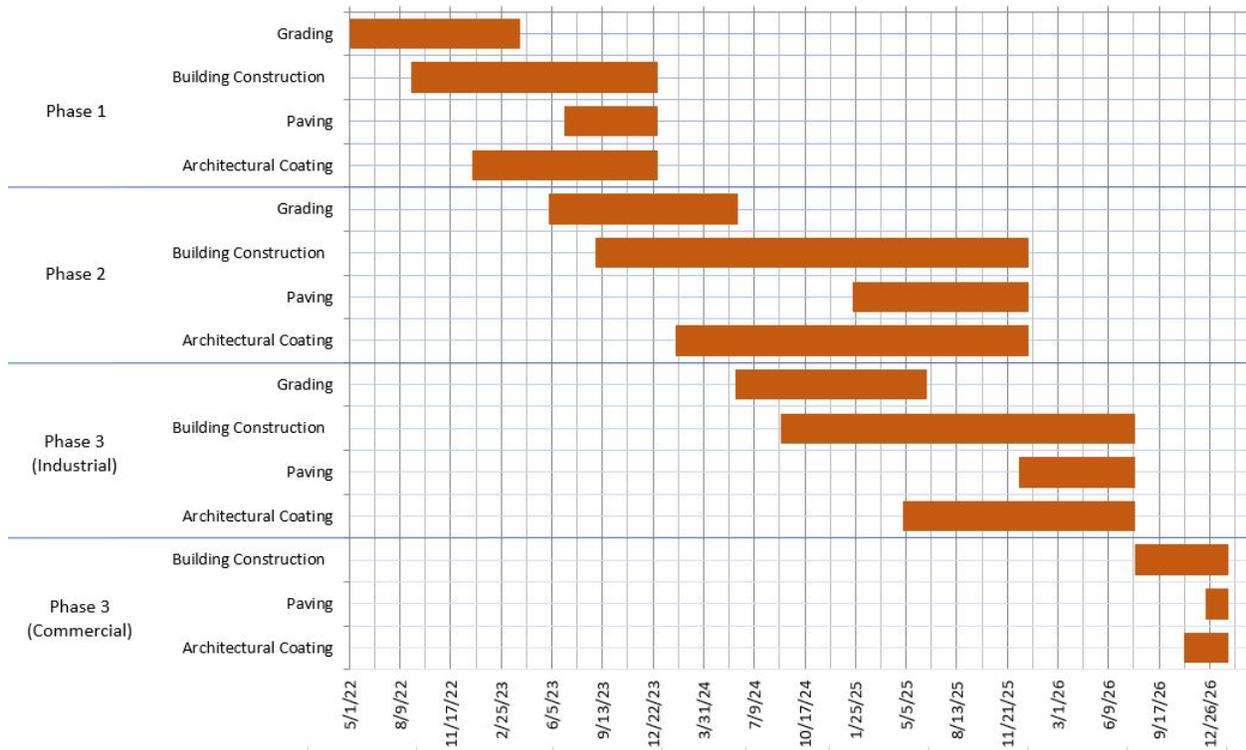
Blasting at the site is unlikely. However, if blasting is needed, it is expected to be limited to ridgeline cut areas. Blasting activities generally include: the pre-drilling of holes in the hard rock area; preparation and placement of the charges in the drilled holes; a pre-blast horn signal; additional pre-blast horn signals immediately prior to the blast; and the blast itself. An additional horn signal is sounded to indicate the “all clear” after the blast and the blasting contractor has inspected the blasting area. An additional horn signal is sounded to indicate the “all clear” after the blast and the blasting contractor has inspected the blasting area.

**Table 3-3 Construction Schedule**

PHASE	DAYS
<b>Phase 1</b>	
<b>Industrial Building 1</b>	
Grading	240
Building Construction	347
Paving	130
Architectural Coating	260
<b>Phase 2</b>	
<b>Industrial Building 2 &amp; 3</b>	
Grading	265
Building Construction	609
Paving	248
Architectural Coating	496
<b>Phase 3</b>	
<b>Industrial Building 4 &amp; 5</b>	
Grading	270
Building Construction	500
Paving	164
Architectural Coating	328
<b>Commercial Buildings</b>	
Building Construction	130
Paving	30
Architectural Coating	60



**Table 3-4 Overlap of Construction-Related Activities**





**Table 3-5 Construction Equipment Fleet**

PHASE NAME	EQUIPMENT	NUMBER	HOURS PER DAY
<b>Phase 1</b>			
Grading	Crawler Tractors	4	8
	Excavators	1	8
	Graders	2	8
	Rubber Tired Dozers	2	8
	Scrapers	14	8
	Water Trucks	4	8
Building Construction	Cranes	2	8
	Crawler Tractors	6	8
	Forklifts	6	8
	Generator Sets	2	8
	Welder	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8
<b>Phase 2</b>			
Grading	Crawler Tractors	4	8
	Excavators	1	8
	Graders	2	8
	Rubber Tired Dozers	2	8
	Scrapers	14	8
	Water Trucks	4	8
	Cranes	2	8
	Crawler Tractors	6	8
	Forklifts	6	8
	Generator Sets	2	8
	Welders	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8
<b>Phase 3 (2027)</b>			
<b>Industrial Buildings 4 and 5</b>			
Grading	Crawler Tractors	4	8
	Excavators	1	8
	Graders	2	8
	Rubber Tired Dozers	2	8
	Scrapers	14	8
	Water Trucks	4	8
Building Construction	Cranes	3	8



PHASE NAME	EQUIPMENT	NUMBER	HOURS PER DAY
	Crawler Tractors	8	8
	Forklifts	8	8
	Generator Sets	3	8
	Welders	3	8
Paving	Pavers	3	8
	Paving Equipment	3	8
	Rollers	3	8
Architectural Coating	Air Compressors	1	8
<b>Commercial Buildings</b>			
Grading	Cranes	2	8
	Crawler Tractors	6	8
	Forklifts	6	8
	Generator Sets	2	8
	Welders	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

As shown on Figure 3-17, *Conceptual Grading Plan*, Project grading activities would occur in PAs 1 through 9. The boundary between PA 9 and PA 10 is designated as the “Limits of Disturbance”, meaning that no grading, fuel management or development activities will occur beyond the location of that line. Grading Phase 1 would grade PAs 1 through 4 and portions of PAs 5, 6, and adjacent parts of PA 9 to allow for the construction of Building 1, as well as a partial grade/export area in PAs 5, 6, and adjacent parts of 9. PAs 1 through 3 would be mass graded, but construction of the commercial buildings would not occur in the final phase. Grading Phase 1 requires approximately 5,505,980 cubic yards of cut and 5,200,155 cubic yards of fill. Grading Phase 2 would grade the remaining portions of PAs 5 and 6 and portions of PAs 7, 8 and adjacent parts of PA 9 to allow for the construction of Buildings 2 and 3, as well as a partial grade/export area in parts of PAs 7, 8, and 9. Grading Phase 2 requires approximately 4,051,099 cubic yards of cut and 4,223,556 cubic yards of fill. Grading Phase 3 would grade the remaining of PAs 7, 8 and 9 to allow for the development of Buildings 4 and 5. Grading Phase 3 would require 2,790,081 cubic yards of cut and 2,950,550 cubic yards of fill. Earthwork activities are expected to balance on site. As such, no import or export of soils would be required and no hauling truck trips associated with import or export of soil would occur.

Physical disturbances necessary to implement the Project are also depicted on Figure 3-17, *Conceptual Grading Plan*, and would occur within PAs 1-9. Proposed grading activities would result in physical disturbance to a total of approximately 387.5 acres on site in addition to off-site improvements required for installation of water, recycled water, and sewer lines, which would occur up to 350 feet east of the Project site in 4th Street right-of-way. Underground utilities would be installed to an approximate depth of three to six feet below grade.



During Project construction, travel lanes to Jack Rabbit Trail and the SR-60 would be maintained until alternative roadway access is constructed, and construction materials and equipment would be staged on site. Primary access to the Project site is currently provided by Jack Rabbit Trail with immediate access from/to SR-60 and this route only would be restricted to providing emergency access after the Project is constructed.

### 3.7.2 OPERATIONAL CHARACTERISTICS

#### A. Operations

The future occupants of the Project's industrial buildings and commercial area are currently unknown. The Project Applicant expects that the industrial buildings would be occupied by warehouse distribution operators and the commercial areas and self-storage would be occupied by a retail or service-oriented operator. For purposes of evaluation in this EIR, it is assumed that the industrial buildings would be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. Commercial land uses (e.g., hotel, retail, recreation and restaurant uses), which includes outdoor uses (e.g., outdoor dining, beer gardens, miniature golf, go-kart track, etc.) are assumed to operate within normal business hours for typical commercial uses.

The industrial buildings would be designed such that business operations would be conducted within the enclosed buildings, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays. The outdoor cargo handling equipment used during loading and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) is expected to be non-diesel powered per contemporary industry standards. As a practical matter, dock doors on warehouse buildings are not occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods carried by the truck are stored inside the warehouse. As a result, many dock door positions are frequently inactive throughout the day. Pursuant to State law, on-road diesel-fueled trucks are required to comply with various air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board (CARB).

#### B. Estimated Traffic Generation, Water, and Energy Demand

During operation, employees, visitors, and vehicles hauling goods will travel to and from the Project site on a daily basis. Using the trip generation rates in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition), upon full buildout, the Project is calculated to generate approximately 16,266 total vehicle trips on a daily basis, including 14,026 daily passenger vehicle trips and 2,240 daily truck trips (*Technical Appendix K1*).



Based on the Water Supply Assessment (*Technical Appendix L*) prepared for the Project, the Project is estimated to result in water demand of approximately 175,584 gallons per day (gpd; 196.7 acre-feet per year [AFY]), including 99,535 gpd (111.5 AFY) for indoor use and 76,049 gpd (85.2 AFY) for outdoor use (i.e., landscape irrigation), or approximately 43% of the total water demand. Note that outdoor water demand may be served by non-domestic water sources.

Based on calculations from the Project’s energy report (*Technical Appendix E*), the Project’s energy use is estimated at approximately 25,747,206 kilowatt hours (kWh) per year, and natural gas usage is estimated at approximately 53,857,582 British thermal units per year (kBtu/yr).

### **3.8 PHASING**

#### **3.8.1 DEVELOPMENT AND ROADWAY PHASING**

As shown on Figure 3-8, *Conceptual Circulation Plan*, the phasing of project circulation components is designed to provide two points of access to each Phase or individual structure prior to occupancy. As shown on Table 3-6, *Development and Roadway Infrastructure Phasing*, the Project is proposed to be developed in three phases as follows:

**Table 3-6 Development and Roadway Infrastructure Phasing**

PHASE (YEAR)	DEVELOPMENT
Phase 1 (2023)	<ul style="list-style-type: none"> <li>• Construct approximately 1,379,000 sf of warehouse use;</li> <li>• Construct 4th Street at its ultimate full-width as a Collector (66-foot right-of-way) from the western Project boundary to Jack Rabbit Trail;</li> <li>• Construct 4th Street with a minimum of one lane of travel in each direction from Jack Rabbit Trail to Potrero Boulevard;</li> <li>• Install a traffic signal at the intersection of Jack Rabbit Trail &amp; 4th Street.</li> </ul>
Phase 2 (2025)	<ul style="list-style-type: none"> <li>• Construct approximately 3,100,000 sf of warehouse use;</li> <li>• Construct approximately 500,000 sf of general light industrial use.</li> </ul>
Phase 3 (2027)	<ul style="list-style-type: none"> <li>• Construct 336,000 sf of general commercial use, including 125-room hotel.</li> <li>• Construct Jack Rabbit Trail at its ultimate half-width as a Local Street (60-foot right-of-way) from 4th Street to the SR-60 Freeway ramp.</li> <li>• Construct Jack Rabbit Trail with a minimum of one travel lane in the northbound direction from 4th Street to the SR-60 Freeway ramp.</li> <li>• Construct Entertainment Avenue at its ultimate full-width as a Local Street (60-foot right-of-way) from 4th Street to Jack Rabbit Trail.</li> </ul>

To ensure secondary access to each phase of development, a 40-foot wide Interim Fire Access Loop Connections which links 4th Street to Industrial Way would be constructed between PAs 4 and 5 for Phase 1, between PAs 6 and 7 for Phase 2, and a permanent Fire Lane Loop would be established by



extending Industrial Way around the perimeter of PA 8 for Phase 3. These Interim Fire Access Loop Connections would be absorbed into the parking areas for the PA in which each is located, upon installation of either an alternative Interim Fire Access Loop Connection or completion of the Industrial Way loop connection to 4th Street.

### 3.8.2 WATER, RECLAIMED WATER, SEWER, AND DRAINAGE PHASING

#### A. Potable Water

As shown in Figure 3-18, *Conceptual Potable Water Phasing Plan*, the phasing of potable water infrastructure is expected to occur in three (3) phases:

1. Phase 1 consists of the construction of indoor potable water and fire flow distribution lines in 4th Street, Entertainment Way, and Industrial Way abutting PAs 1, 2, 3, and 4, the potable water line in Industrial Way abutting PA 5, and backflow preventers in PA 1.
2. Phase 2 consists of the construction of the potable water line in 4th Street abutting PAs 5 and 6, and the optional Water Tank located in PA 9,
3. Phase 3 consists of the construction of potable water line in 4th Street and Industrial Way abutting PAs 7, along with the potable water line between Industrial Way and 4th Street.

#### B. Reclaimed Water Phasing Plan

As shown in Figure 3-19, *Conceptual Reclaimed Water Phasing Plan*, the phasing of reclaimed water infrastructure is expected to occur in three (3) phases:

1. Phase 1 consists of the construction of the reclaimed water line in 4th Street, abutting PAs 1, 2, 3, and 4.
2. Phase 2 consists of the construction of the reclaimed water line in 4th Street abutting PAs 5 and 6,
3. Phase 3 consists of the construction of potable water line in 4th Street and Industrial Way abutting PA 7, along with the reclaimed water line between Industrial Way and 4th Street.

#### C. Sewer Phasing Plan

As shown in Figure 3-20, *Conceptual Sewer Phasing Plan*, the phasing of sewer infrastructure is expected to occur in three (3) phases:

1. Phase 1 consists of the construction of the sewer force mains in Jack Rabbit Trail, Entertainment Way, and Industrial Way, abutting PAs 1, 2, 3, 4, and 5, the gravity sewer lines in Industrial Way abutting PAs 2 and 4, along with the Sewer Lift Station located in PA 5. If



needed, the Project shall construct and pay its fair share contribution towards upgrades and/or expansion of the existing lift station in 4th Street.

2. Phase 2 consists of the construction of the gravity sewer line in Industrial Way abutting PAs 5 and 6,
3. Phase 3 consists of the construction of gravity sewer line in Industrial Way abutting PAs 7 and 8.

**D. Drainage And Water Quality Phasing Plan**

As shown in Figure 3-21, *Conceptual Drainage and Water Quality Phasing Plan*, the phasing of drainage and stormwater management infrastructure is expected to occur in three (3) phases:

1. Phase 1 consists of the construction of the storm drain and water quality facilities located within Jack Rabbit Trail, 4th Street, PAs 1, 2, 3, 4, and 9; and the WQMP basin located within PA 4.
2. Phase 2 consists of the construction of the storm drain and water quality facilities located within 4th Street, PAs 5, 6, and 9, along with the WQMP basins in PAs 5 and 6,
3. Phase 3 consists of the construction of the storm drain and water quality facilities located PAs 7, 8, and 9, along with the WQMP basin in PA 8.

**3.9 WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP) CRITERIA REFINEMENT**

The Beaumont Pointe Specific Plan is located in the MSHCP Criteria Area, including the Pass Area Plan (Cells 933, 936, 1030, 1032, and 1125) and the Reche Canyon/Badlands Area Plan (Cell Group “A”). The Project required a Criteria Refinement to approve the Specific Plan, as designed, to be consistent with the MSHCP Reserve Assembly requirements.

On behalf of the City of Beaumont and the Project Applicant, Glenn Lukos Associates, Inc. (GLA) has prepared a Criteria Refinement analysis (*Technical Appendix C2* to this EIR) demonstrating that the proposed Criteria Refinement would be at least equivalent to the existing Criteria as it applies to Effects on Habitats, Effects on Covered Species, Effects on Core Areas, Effects on Linkages and Constrained Linkages, Effects on Non-Contiguous Habitat Blocks, Effects on MSHCP Conservation Area Configuration and Management, Effects on Ecotones, and Acreage Contributed to the MSHCP Conservation Area. The Criteria Refinement Analysis was submitted to the RCA on March 7, 2021. The Criteria Refinement analysis was approved and determined to be in concurrence with the MSHCP by the RCA, USFWS and the CDFW on November 9, 2022. On November 9, 2022, the Wildlife Agencies issued a letter to the City of Beaumont concurring with the RCA’s Findings that the proposed Revised Criteria Refinement is superior or equivalent to conservation described within Proposed Core 3. In furtherance of the findings, the Project will be constructed in compliance with the Criteria



Refinement analysis and the City will condition the Project to require shielded, wildlife friendly lighting for all outdoor lighting consistent with the MSHCP Urban/Wildlife Interface Guidelines (MSHCP Volume I, Section 6.1.4). The Project requires a Minor Amendment of the MSHCP (Sections 11.5 and 20.4.1(E) of the MSHCP Implementation Agreement Section 6.10.2 of the MSHCP) for any annexation associated with the Project. The Minor Amendment would be completed prior to the submission of a Joint Project Review or a Determination of Biologically Equivalent or Superior Preservation for the Project.

**3.10 SUMMARY OF REQUESTED ACTIONS**

The City of Beaumont has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this EIR pursuant to CEQA Guidelines Section 15050. The City’s Planning Commission will evaluate this EIR and the Project Applicant’s requested discretionary applications (General Plan Amendment, Pre-Zone, Specific Plan, TPM, and Development Agreement) and make a recommendation to the City Council whether the Project’s discretionary applications should be approved and the EIR should be certified. The City Council is the decision-making authority for the Project and will consider the Project along with the Planning Commission’s recommendations and will make a final decision to approve, approve with changes, or deny the Project. The City will consider the information contained in this EIR and the Project’s Administrative Record in its decision-making processes. In the event of approval of the Project and certification of the EIR, the City would conduct administrative reviews and grant discretionary and ministerial permits and approvals to implement Project requirements and conditions of approval.

A list of the anticipated actions under City of Beaumont jurisdiction is provided in Table 3-7, *Project-Related Approvals/Permits*. In addition, additional discretionary and/or administrative actions may be necessary from other government agencies to fully implement the Project. Table 3-7 lists the government agencies that are expected to use the Project’s EIR during their consultation and review of the Project and its implementing actions and provides a summary of the subsequent actions associated with the Project.

**Table 3-7 Project-Related Approvals/Permits**

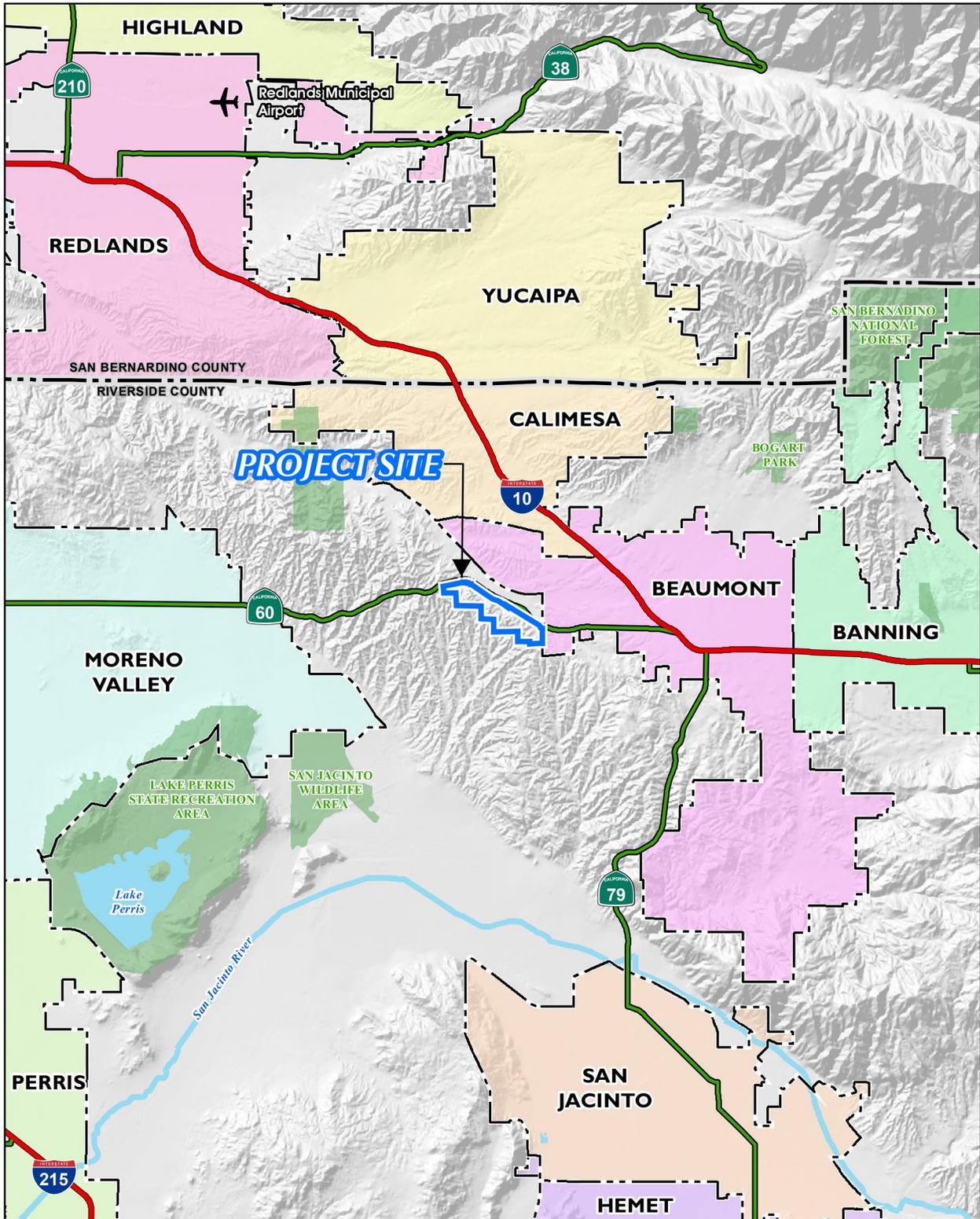
Public Agency	Approvals and Decisions
<b>City of Beaumont</b>	
<b>Proposed Project – City of Beaumont Discretionary Approvals</b>	
Planning Commission	<ul style="list-style-type: none"> <li>• Provide recommendation to the Beaumont City Council regarding whether to certify the Project’s EIR.</li> <li>• Provide recommendations to the Beaumont City Council regarding whether to approve:               <ul style="list-style-type: none"> <li>○ General Plan Amendment (PLAN2019-0284),</li> <li>○ Pre-Zone (PLAN2019-0283).</li> <li>○ Beaumont Pointe Specific Plan (SP2019-0003),</li> <li>○ Sign Program</li> <li>○ Tentative Parcel Map</li> <li>○ Development Agreement</li> </ul> </li> </ul>



<b>Public Agency</b>	<b>Approvals and Decisions</b>
City Council	<ul style="list-style-type: none"> <li>• Certify the Project’s EIR (ENV2019-0008) and adopt the Mitigation Monitoring and Reporting Program and Findings and Statement of Overriding Considerations.</li> <li>• Approval or Adoption of:               <ul style="list-style-type: none"> <li>○ General Plan Amendment (PLAN2019-0284),</li> <li>○ Pre-Zone (PLAN2019-0283).</li> <li>○ Beaumont Pointe Specific Plan (SP2019-0003),</li> <li>○ Sign Program</li> <li>○ Tentative Parcel Map</li> <li>○ Development Agreement</li> </ul> </li> </ul>
City of Beaumont	<ul style="list-style-type: none"> <li>• Annexation Application</li> <li>• Joint Project Review (as Permittee)</li> <li>• Minor Amendment to the MSHCP (submitted by the City with approval by the Wildlife Agencies)</li> </ul>
<b>Subsequent City of Beaumont Discretionary and Ministerial Approvals</b>	
City of Beaumont Subsequent Implementing Approvals	<ul style="list-style-type: none"> <li>• Approve Final Phased Parcel Maps</li> <li>• Approve Plot Plans</li> <li>• Approve Landscaping/Irrigation Plan</li> <li>• Approve Conditional or Temporary Use Permits, if required.</li> <li>• Issue Grading Permits</li> <li>• Issue Building Permits</li> <li>• Approve Road Improvement Plans</li> <li>• Approve Infrastructure Plans</li> <li>• Issue Encroachment Permits</li> <li>• Approve public right-of-way dedications</li> <li>• Approve Water Quality Management Plan</li> <li>• Approve connections to the municipal sewer system</li> </ul>
<b>Responsible Agencies – Approvals and Permits</b>	
Beaumont-Cherry Valley Water District (BCVWD)	<ul style="list-style-type: none"> <li>• Annexation</li> <li>• Adoption of the Water Supply Assessment</li> <li>• Approvals for construction of water infrastructure and connection to water distribution system.</li> </ul>
California Department of Fish and Wildlife	<ul style="list-style-type: none"> <li>• Approval of Criteria Refinement</li> <li>• Minor Amendment to the MSHCP</li> <li>• Determination of Biologically Equivalent or Superior Preservation</li> <li>• Issuance of a Section 1602 Streambed Alteration Agreement</li> </ul>
Eastern Municipal Water District	<ul style="list-style-type: none"> <li>• Approvals for construction of sewer infrastructure and connection to sewer distribution system.</li> </ul>
Riverside County Local Agency Formation Commission (LAFCO)	<ul style="list-style-type: none"> <li>• Approval of the BCVWD and City annexations.</li> </ul>
Western Riverside County Regional Conservation Authority	<ul style="list-style-type: none"> <li>• Approval of Criteria Refinement</li> <li>• Minor Amendment to the MSHCP</li> </ul>



<b>Public Agency</b>	<b>Approvals and Decisions</b>
	<ul style="list-style-type: none"> <li>• Approval of Habitat Evaluation and Negotiation Strategy</li> <li>• Determination of Biologically Equivalent or Superior Preservation</li> </ul>
Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> <li>• Issuance of a Construction Activity General Construction Permit.</li> <li>• Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.</li> <li>• Issuance of a Section 401 Permit pursuant to the Clean Water Act</li> </ul>
Riverside County Flood Control and Water Conservation District	<ul style="list-style-type: none"> <li>• Approval of master plan of drainage infrastructure</li> </ul>
Southern California Gas Company and Southern California	<ul style="list-style-type: none"> <li>• Issuance of approvals necessary for the installation of new SoCalGas and SCE facilities/connections to service the Project.</li> </ul>
South Coast Air Quality Management District	<ul style="list-style-type: none"> <li>• Issuance of permits that allow for the construction and operation of the proposed Project.</li> </ul>
U.S. Fish and Wildlife Service	<ul style="list-style-type: none"> <li>• Approval of Criteria Refinement</li> <li>• Minor Amendment to the MSHCP</li> <li>• Determination of Biologically Equivalent or Superior Preservation</li> <li>• Issuance of a Section 404 Permit pursuant to the Clean Water Act</li> </ul>
<b>Trustee Agencies – Approvals and Permits</b>	
Native American Heritage Commission	<ul style="list-style-type: none"> <li>• Ensuring California Native American tribes have accessibility to ancient Native American cultural resources on public lands overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act.</li> </ul>

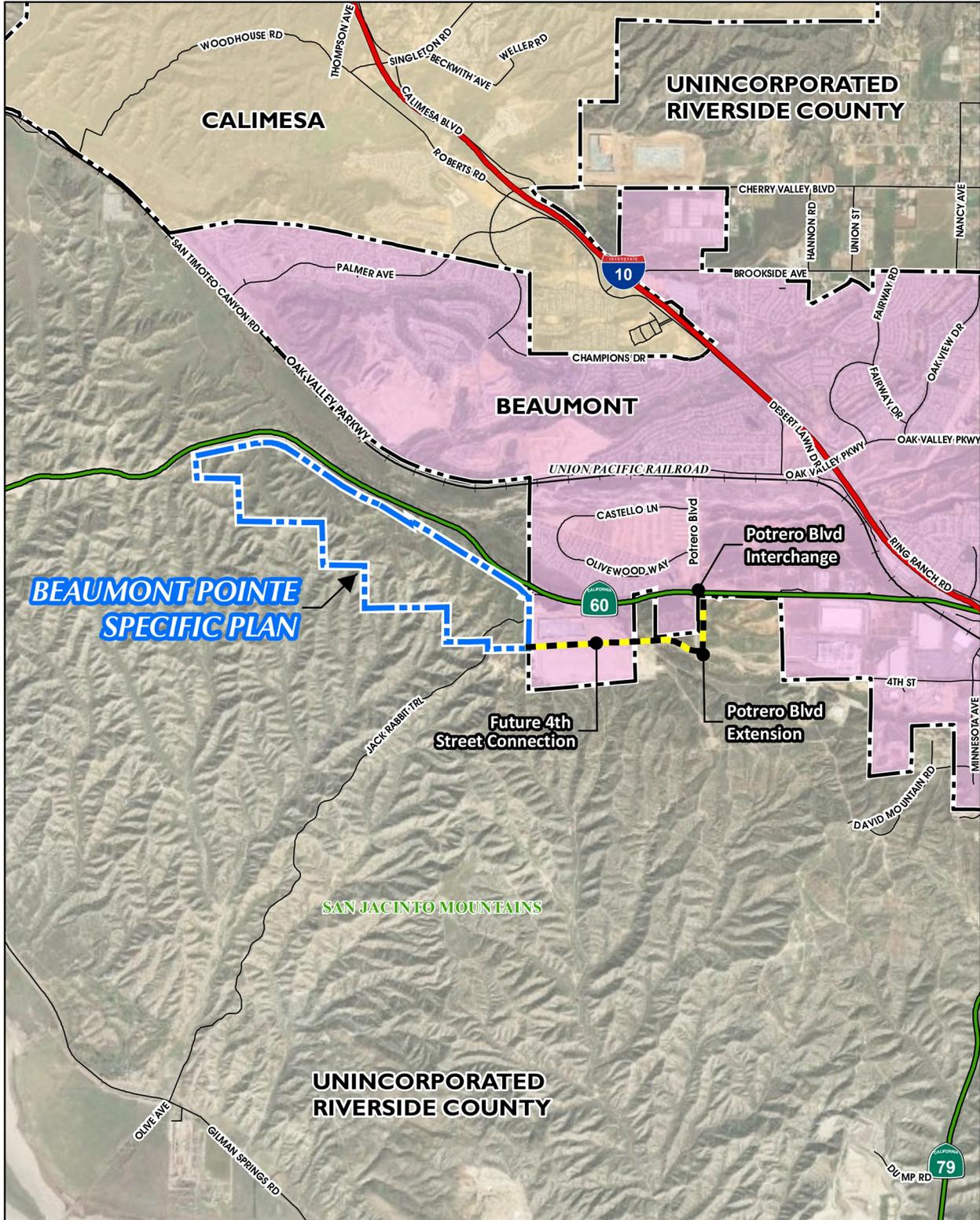


Source(s): ESRI, RCLMA (2021), SB County (2020)

Figure 3-1



### Regional Map

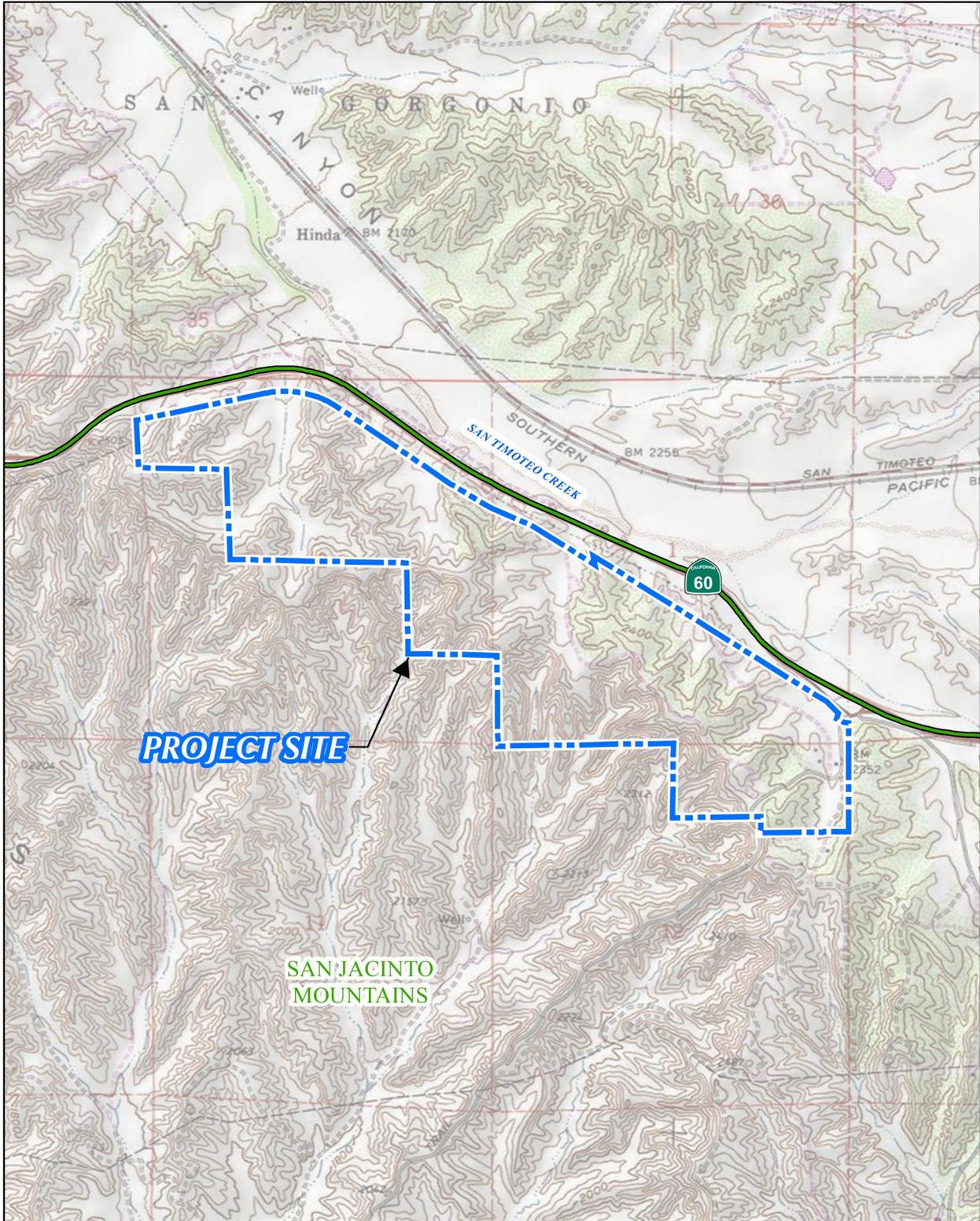


Source(s): ESRI, RCTLMA (2021)

Figure 3-2



### Vicinity Map

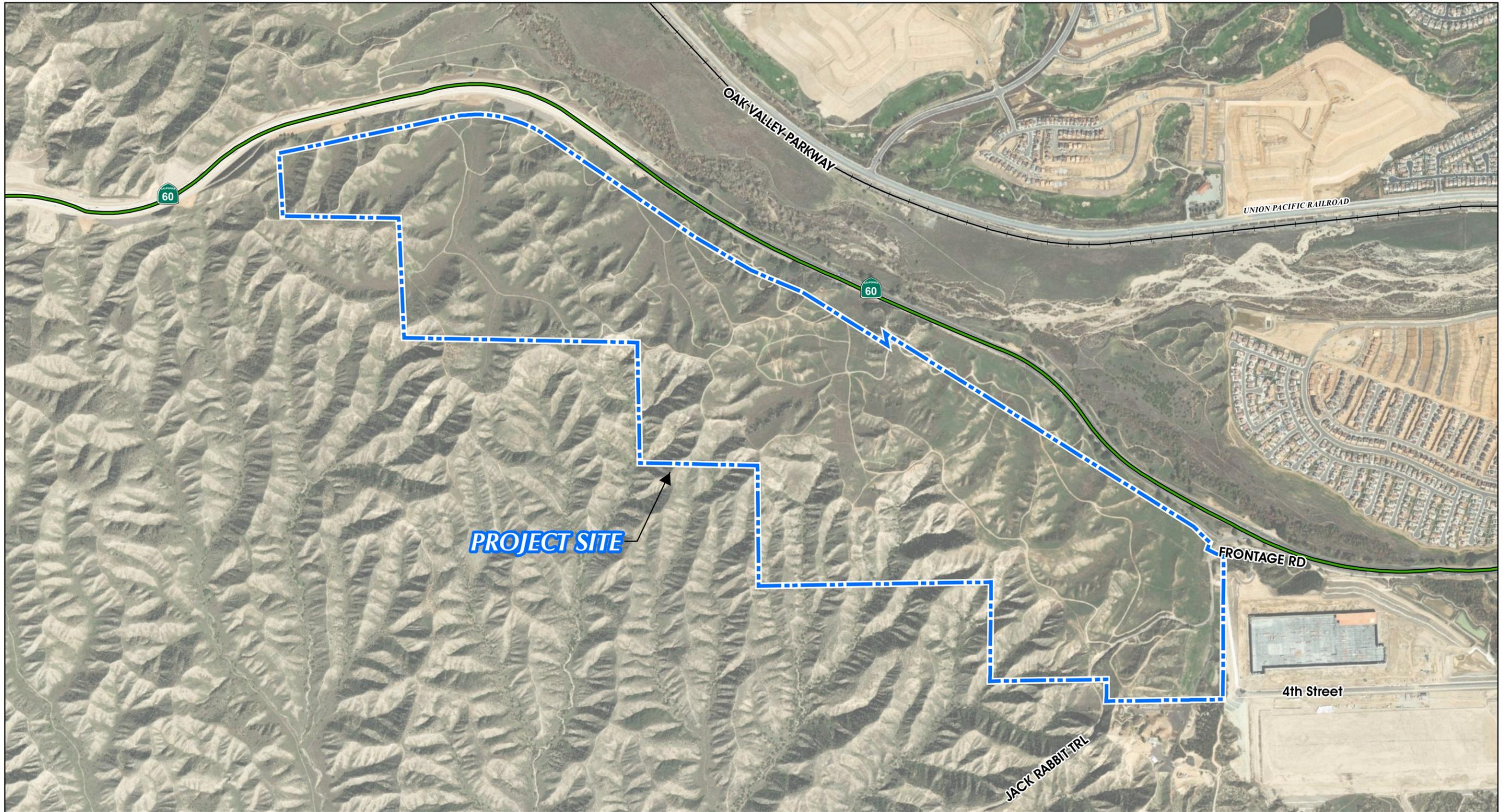


Source(s): USGS (2013)

Figure 3-3



USGS Topographic Map



Source(s): ESRI, RCLMA (2021)

Figure 3-4

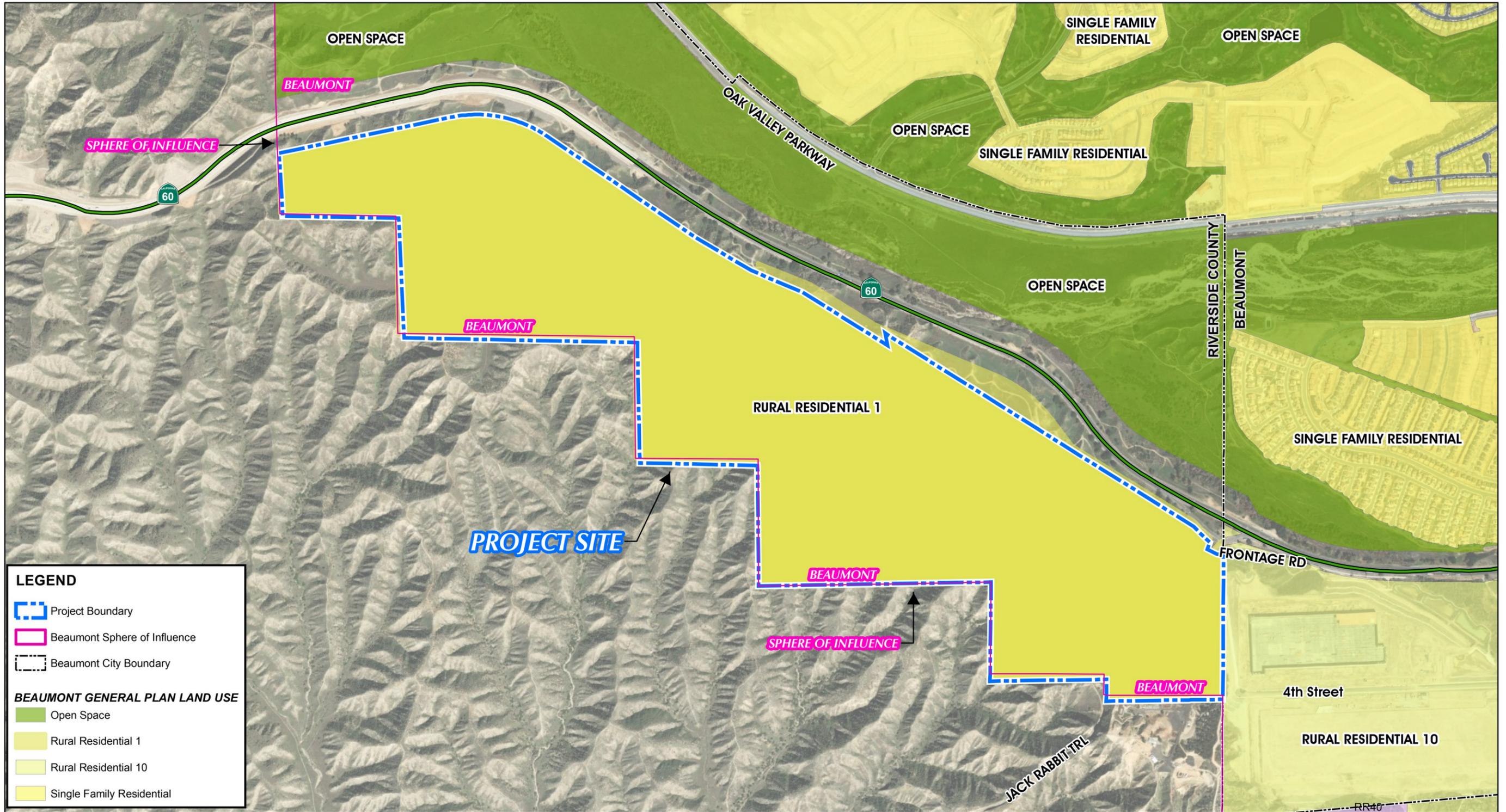


Lead Agency: City of Beaumont

Aerial Photograph

SCH No. 2020099007

Page 3-37



Source(s): ESRI, City of Beaumont (2021)

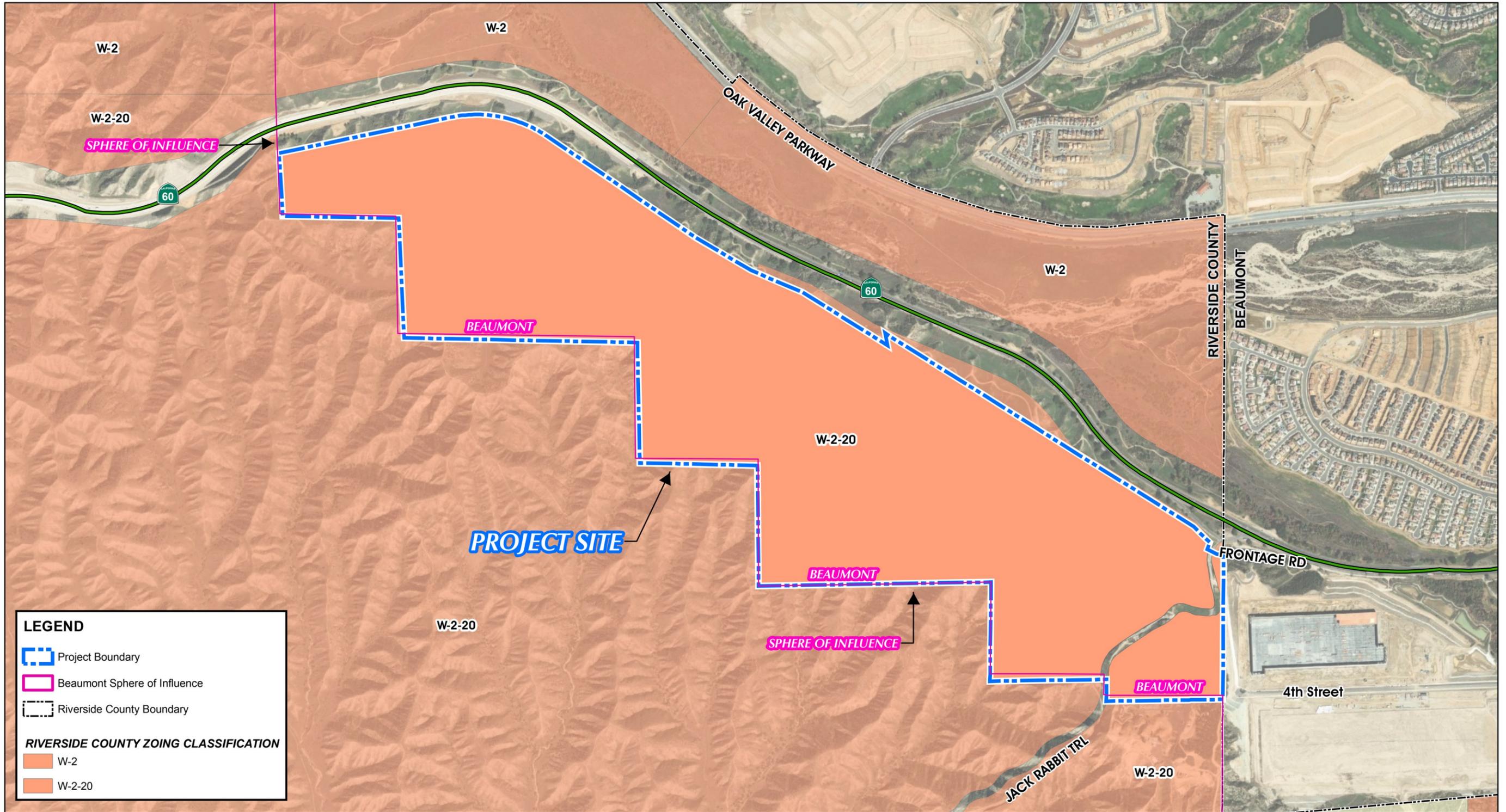


Lead Agency: City of Beaumont

Figure 3-5

City of Beaumont  
Existing General Plan Land Use Designation

SCH No. 2020099007

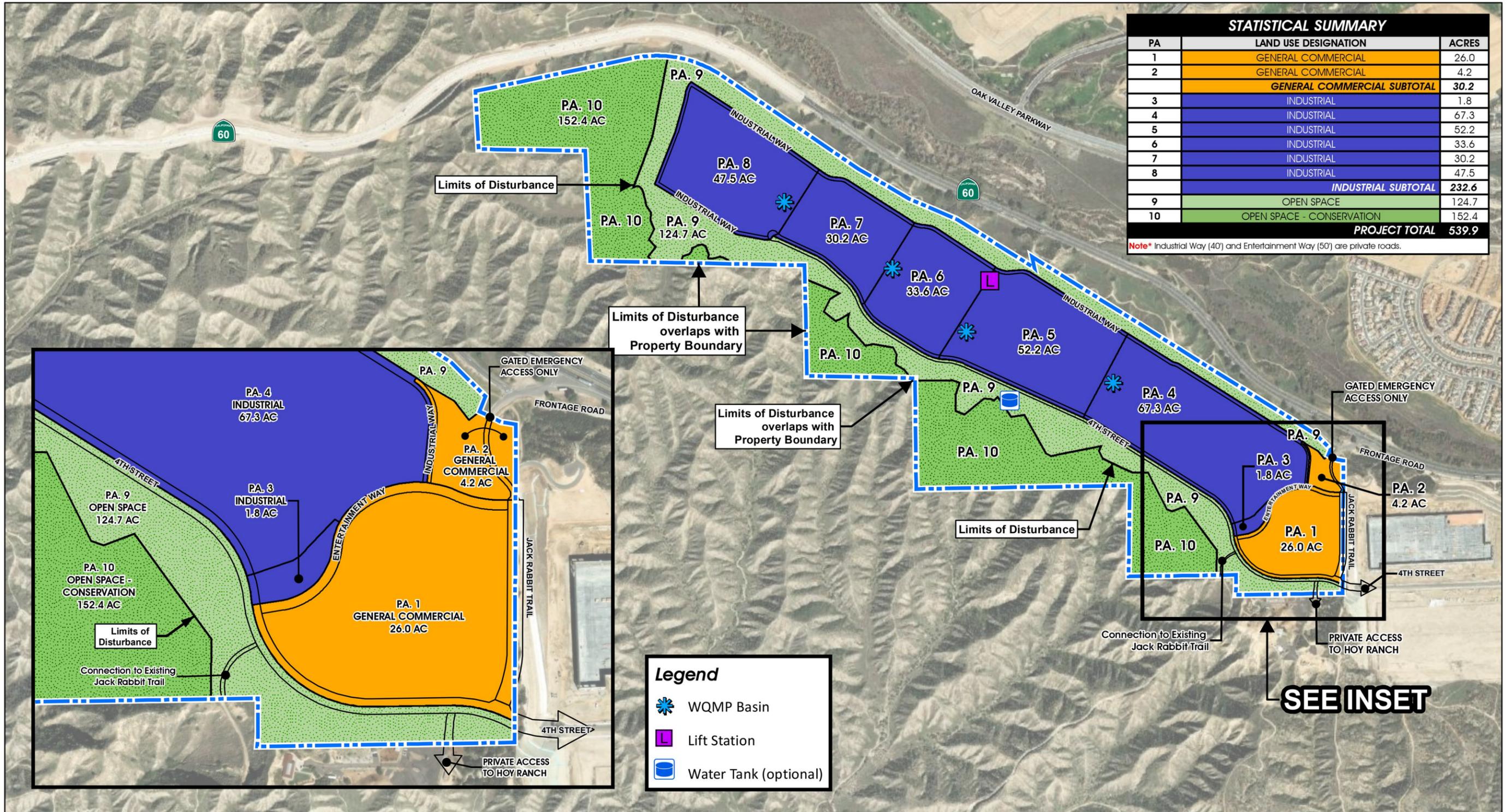


Source(s): ESRI, RCLMA (2021)

Figure 3-6



Riverside County  
Existing Zoning Classification

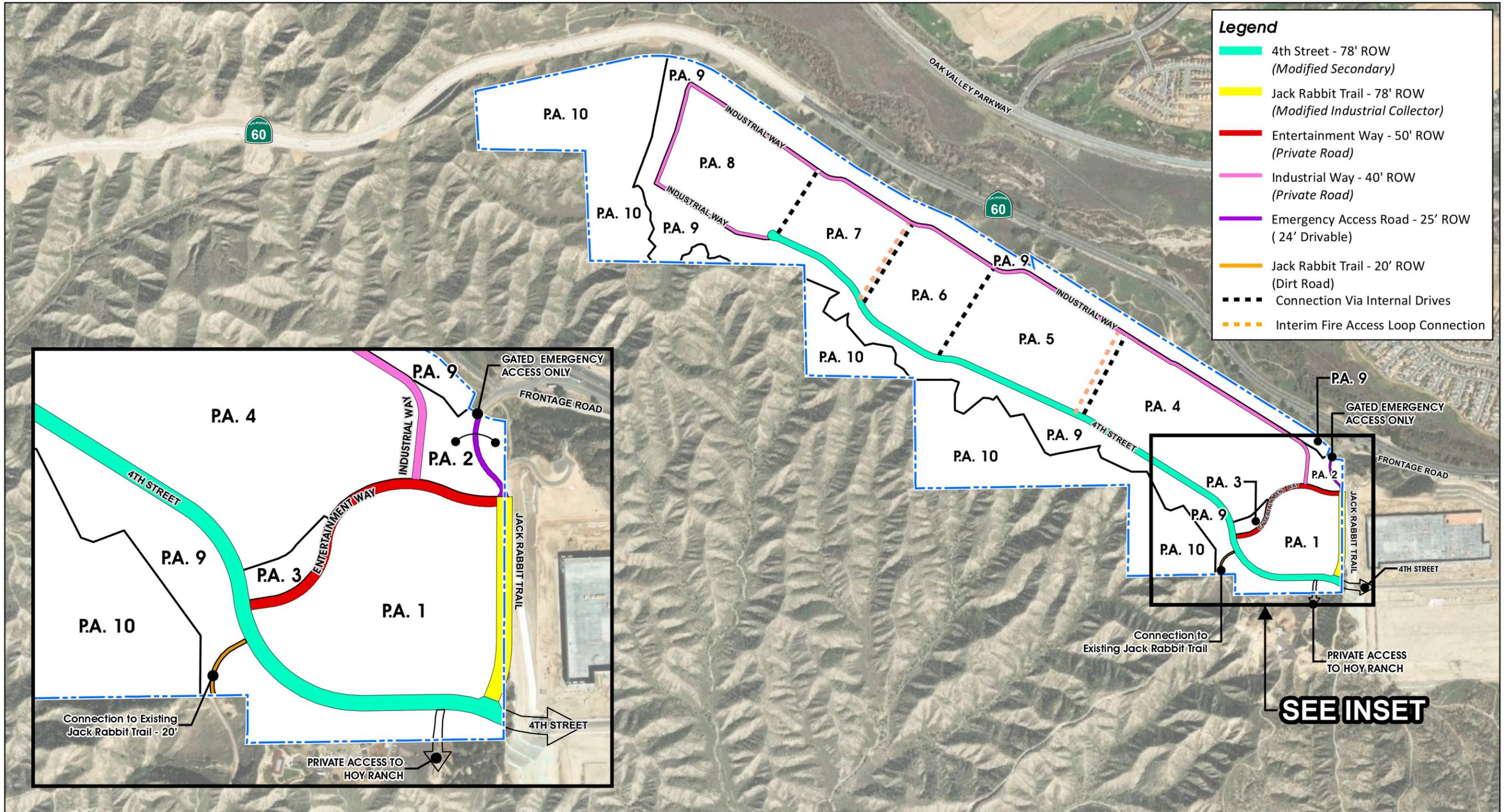


Source(s): ESRI, RCLMA (2022), City of Beaumont (2004)  
Composite: Proactive Engineering Consultants (2020), Herdman Architecture (07-09-2021)

Figure 3-7



Conceptual Land Use Plan

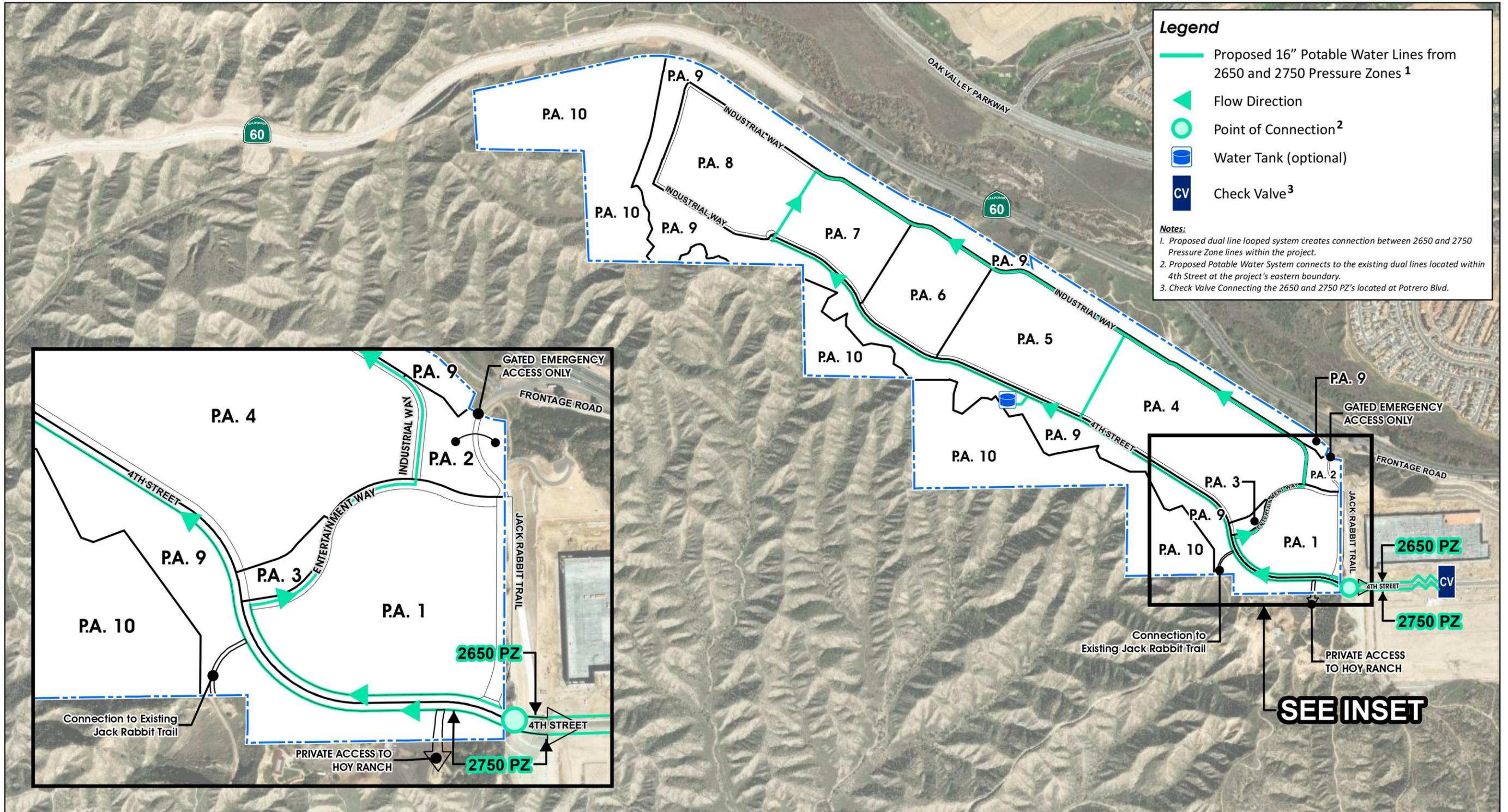


Source(s): ESRI, City of Beaumont (2004)  
Composite: Proactive Engineering Consultants (2020)

Figure 3-8



Conceptual Circulation Plan

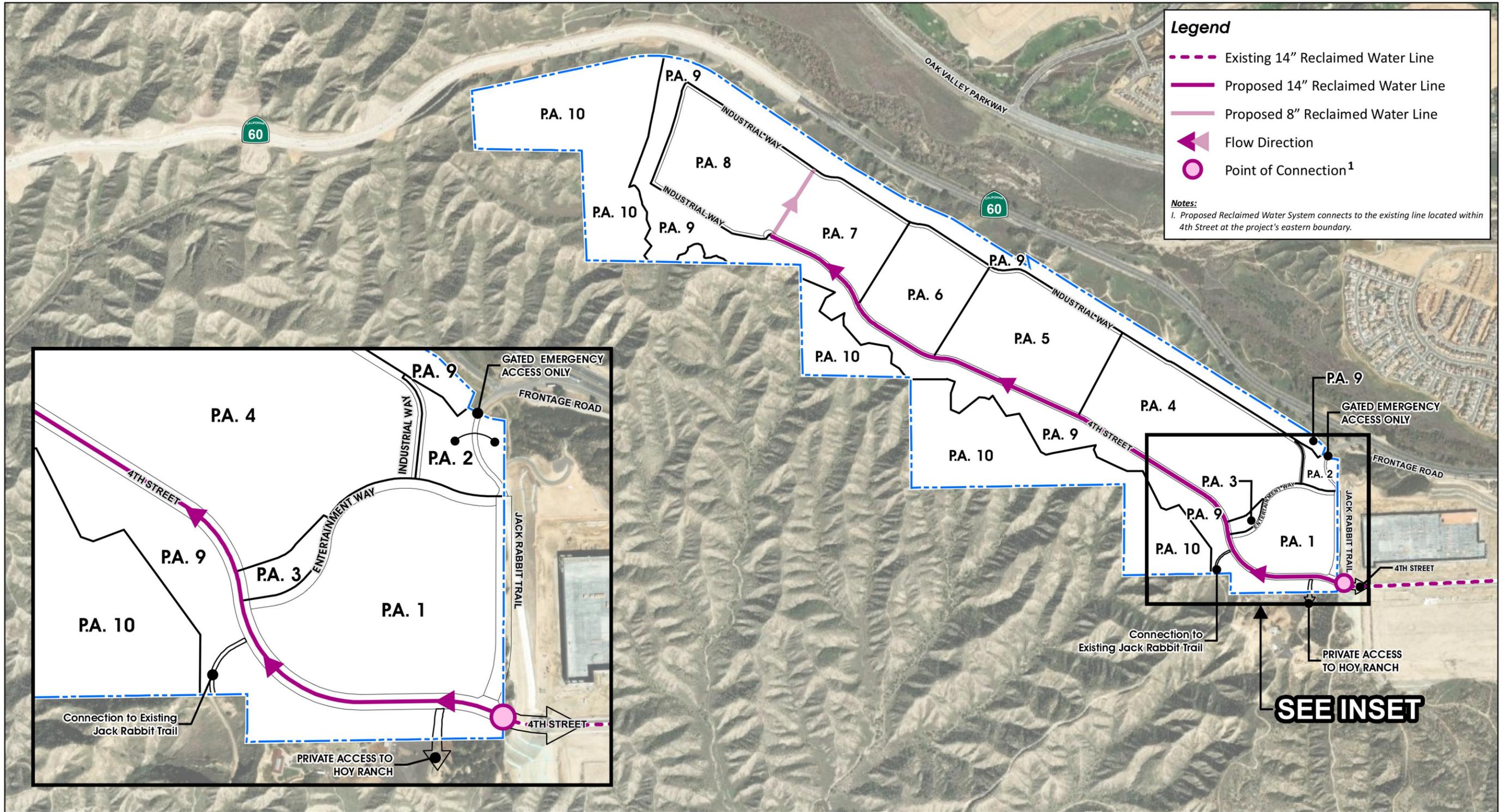


Source(s): ESRI, RCLMA (2022)  
Composite: Proactive Engineering Consultants (2020)



Figure 3-9

Conceptual Potable Water Plan

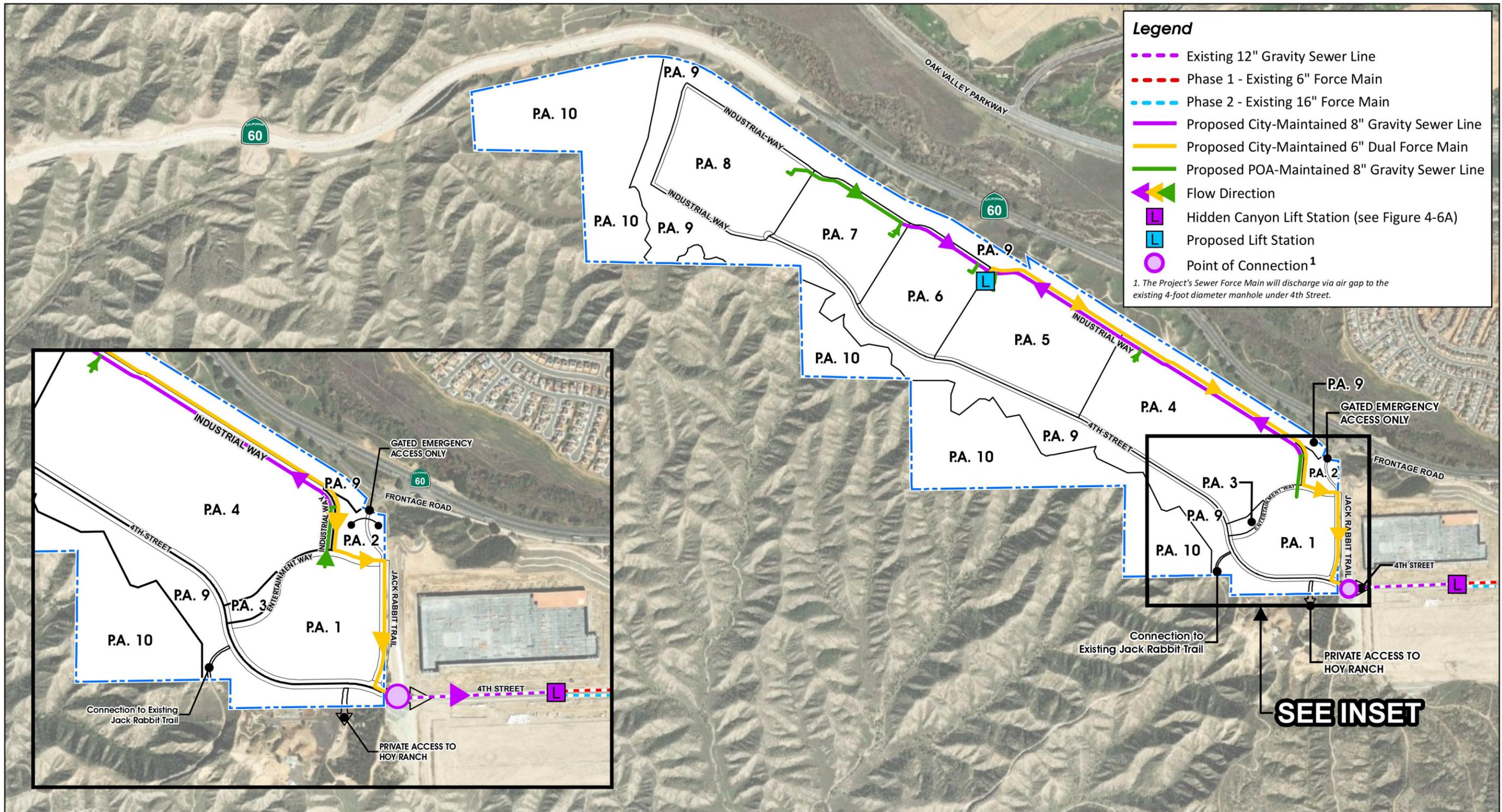


Source(s): ESRI, RCLMA (2022)  
Composite: Proactive Engineering Consultants (2020)



Figure 3-10

Conceptual Reclaimed Water Plan



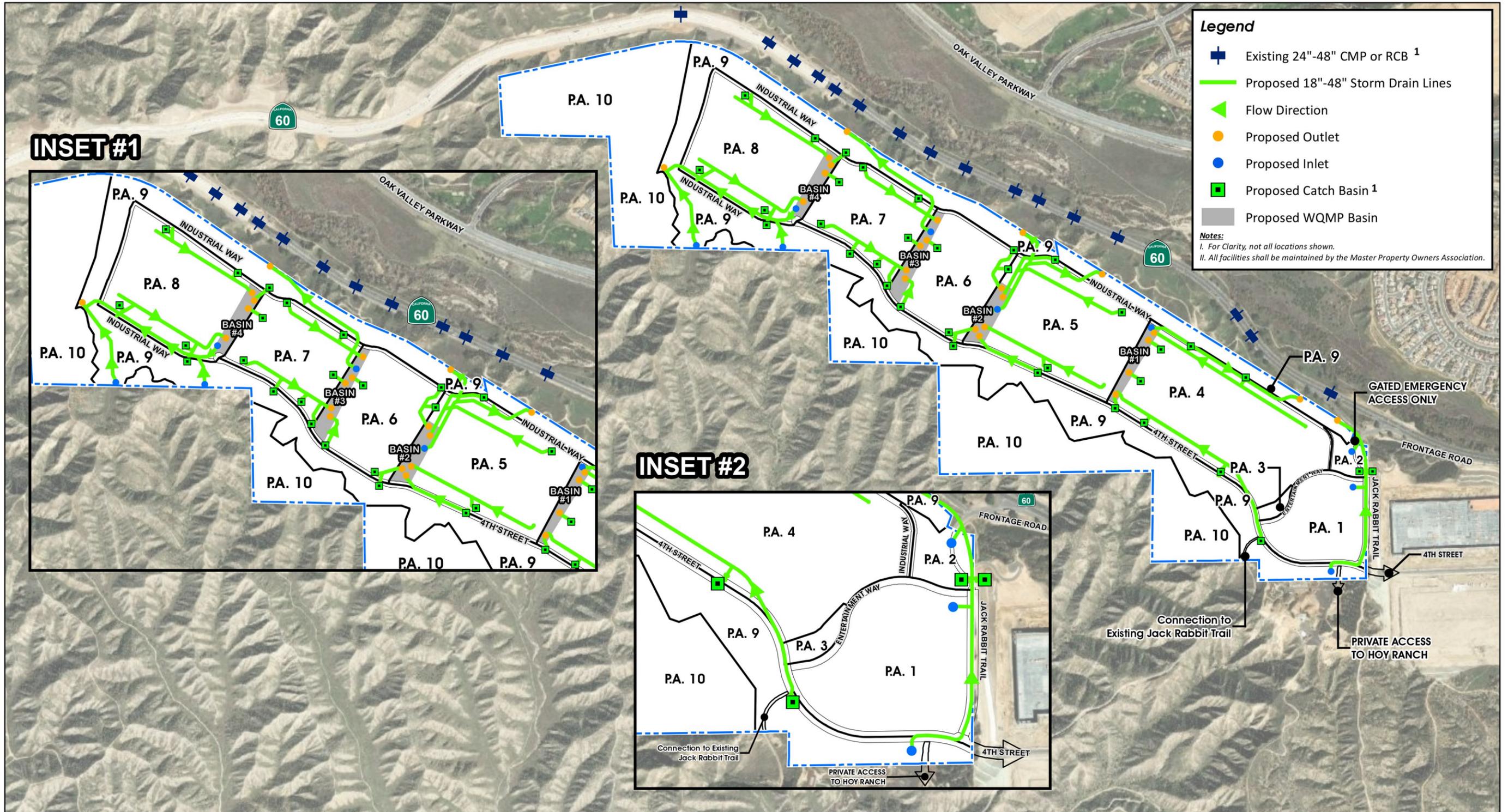
**SEE INSET**

Source(s): ESRI, RCLMA (2022)  
Composite: Proactive Engineering Consultants (2020)



Figure 3-11

**Conceptual Sewer Plan**

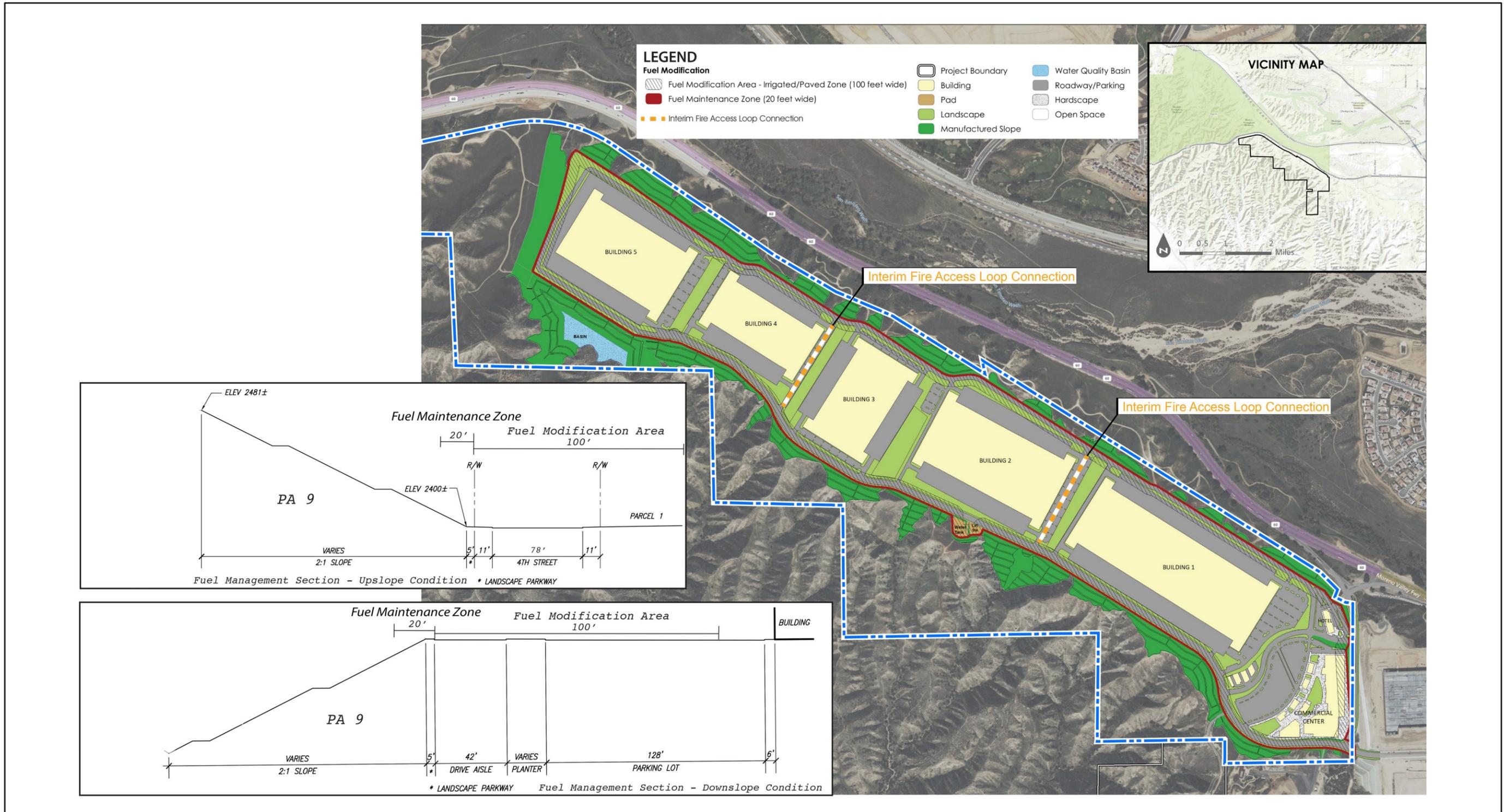


Source(s): ESRI, RCLMA (2022)  
 Composite: Proactive Engineering Consultants (2020)

Figure 3-12



Conceptual Drainage and Water Quality Plan

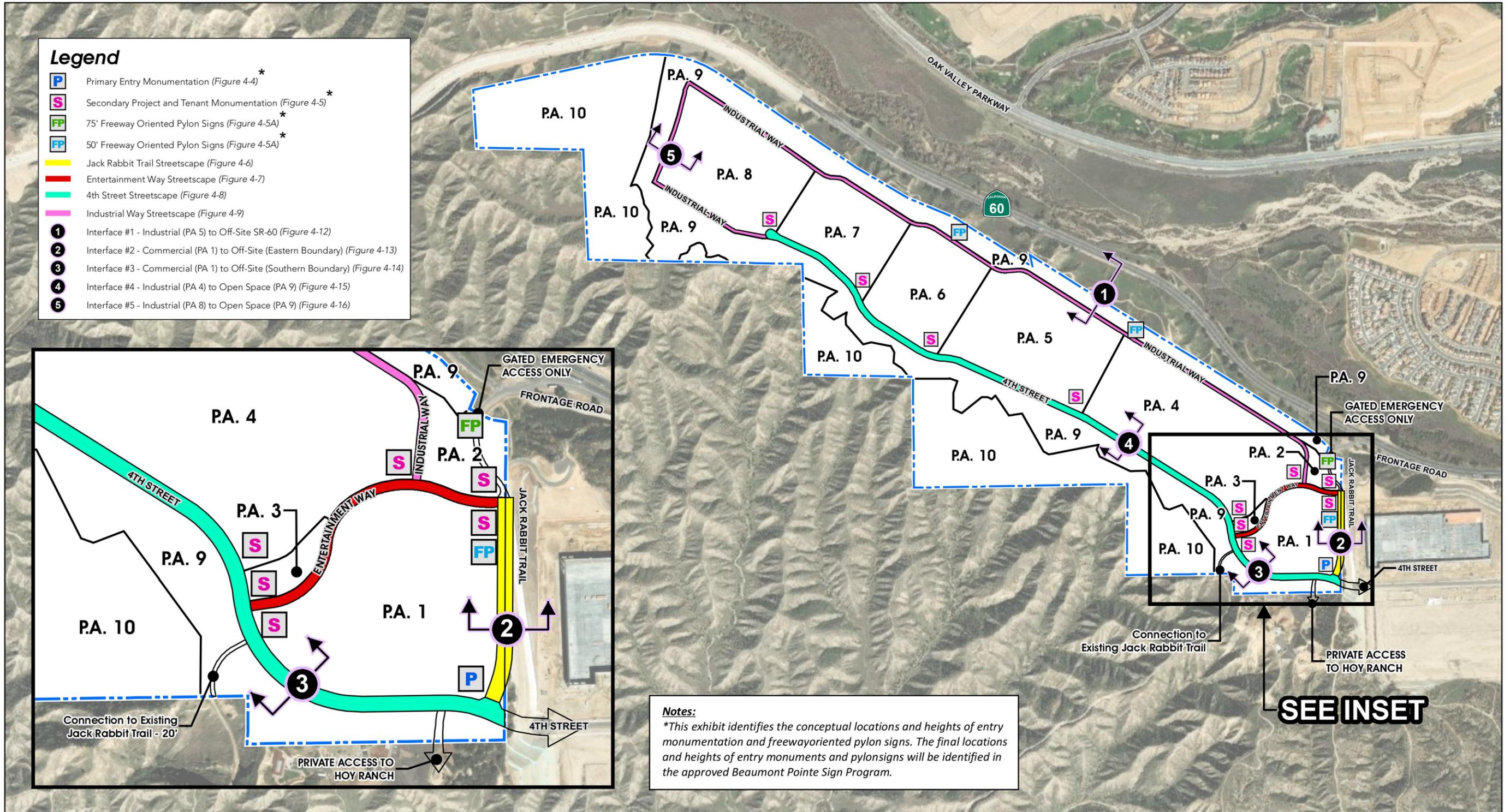


Source(s): Dudek (09-29-2022)

Figure 3-13



Fuel Modification Plan

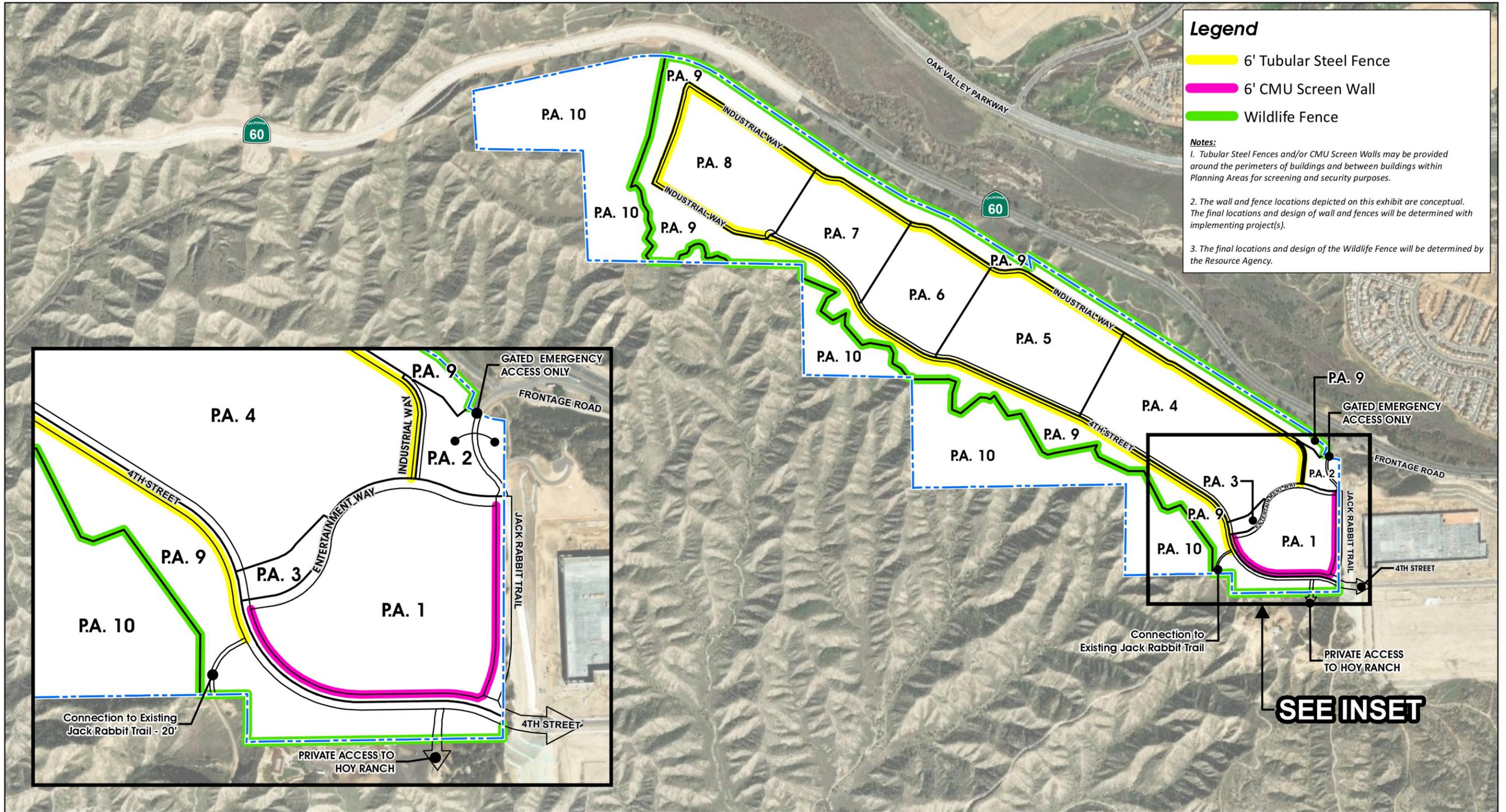


Source(s): ESRI, RCLMA (2022)  
Composite: Proactive Engineering Consultants (2020)



Figure 3-14

Master Landscape Plan



Source(s): ESRI, RCTLMA (2022)  
Composite: Proactive Engineering Consultants (2020)

Figure 3-15



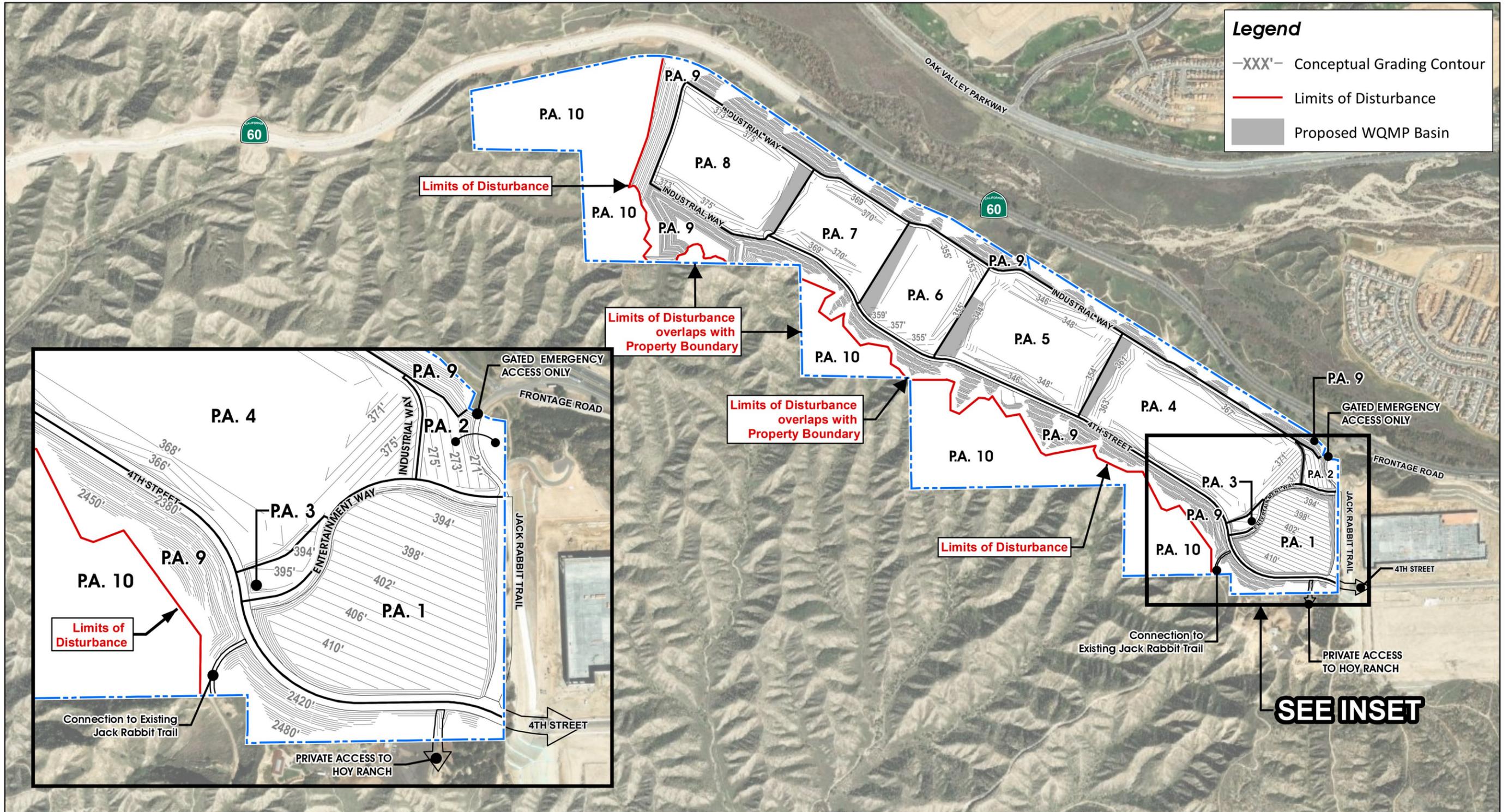
Conceptual Wall and Fence Plan



Source(s): Herdman (07-21-2021)

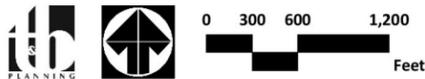
Figure 3-16



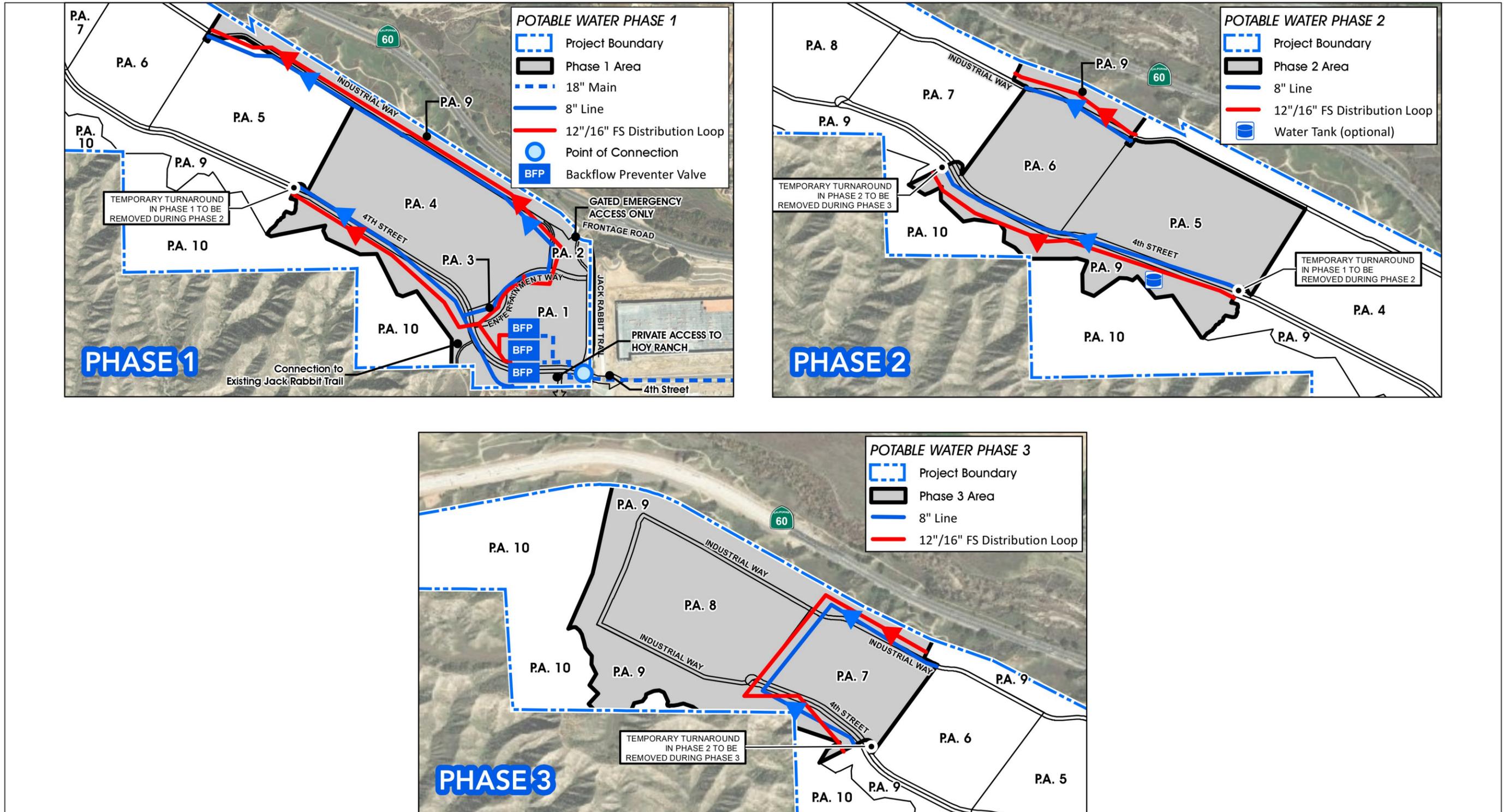


Source(s): ESRI, RCTLMA (2022)  
Composite: Proactive Engineering Consultants (2020)

Figure 3-17



Conceptual Grading Plan



Source(s): ESRI, RCLMA (2022)  
Composite: Proactive Engineering Consultants (07-12-2021)

Figure 3-18



Conceptual Potable Water Phasing Plan

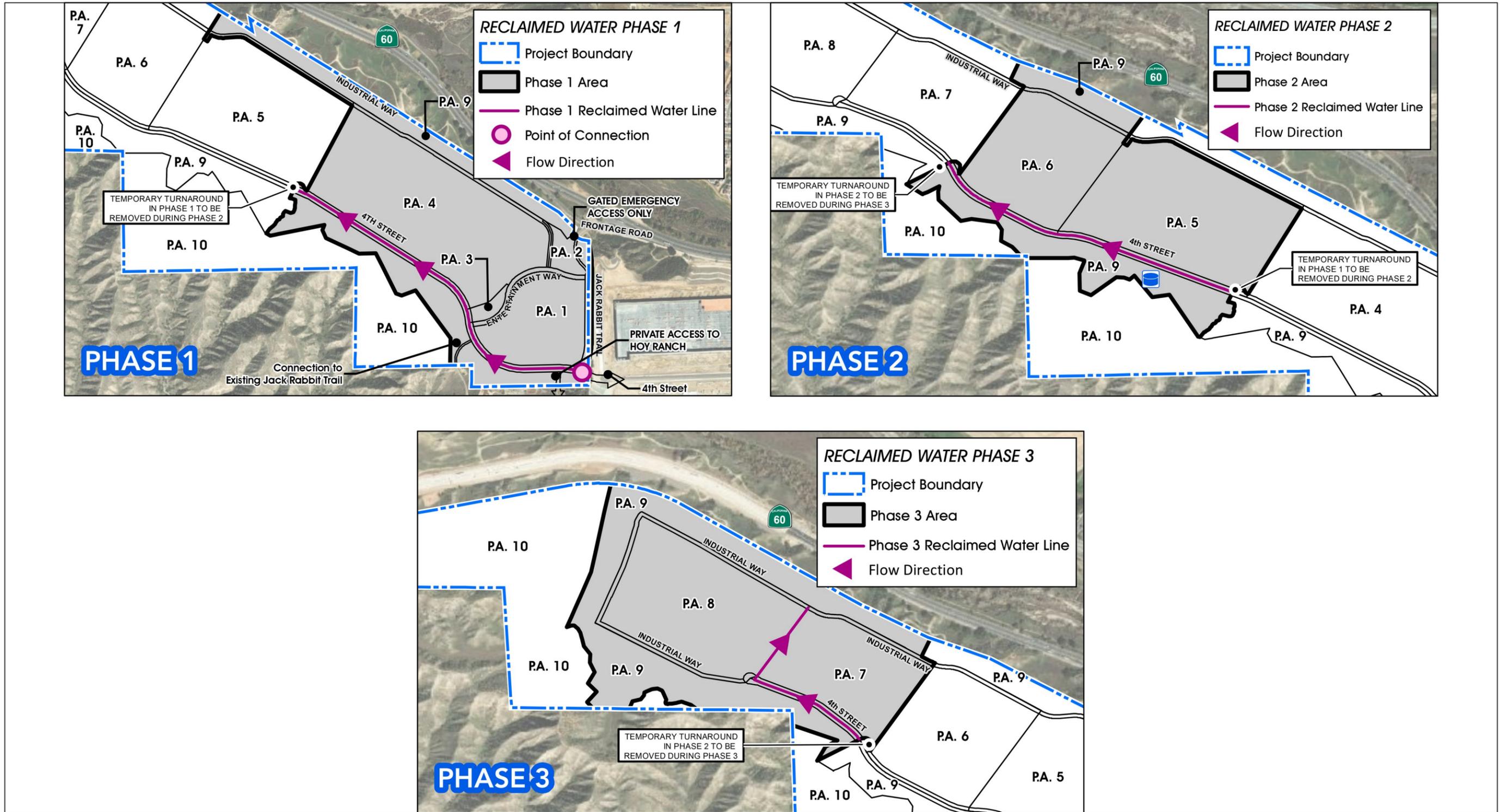
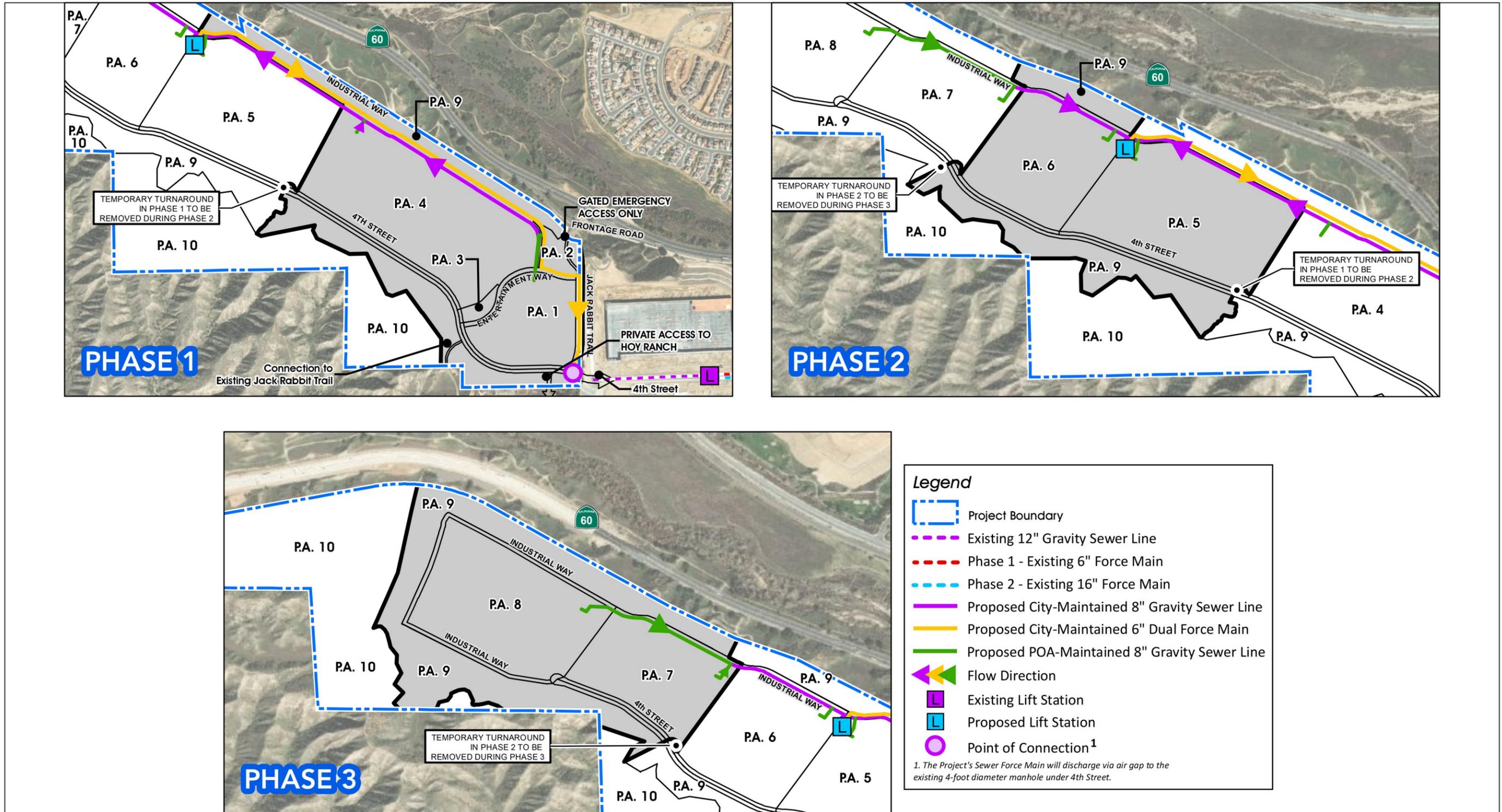


Figure 3-19

Source(s): ESRI, RCLMA (2022)  
Composite: Proactive Engineering Consultants (07-12-2021)



Conceptual Reclaimed Water Phasing Plan

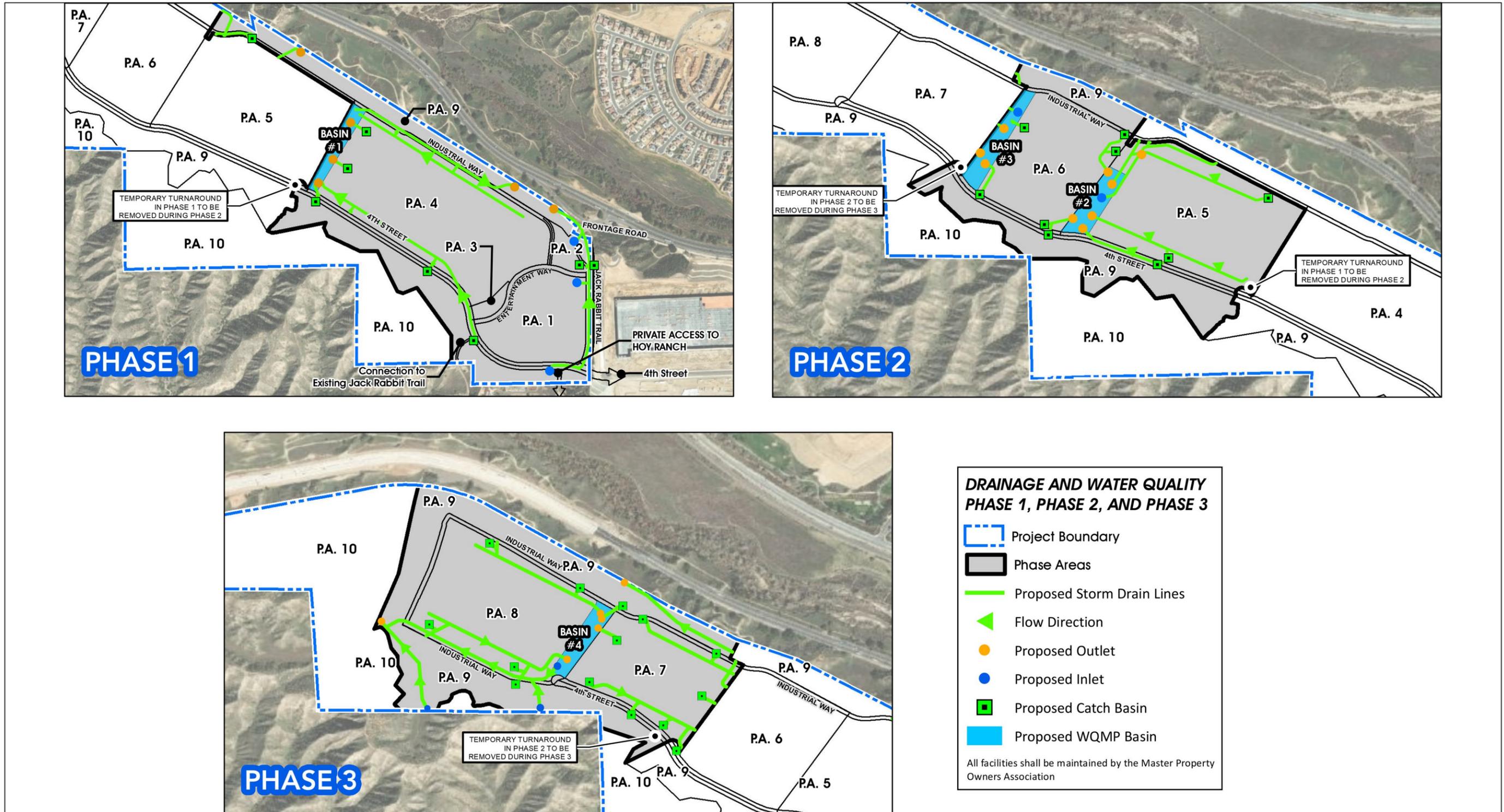


Source(s): ESRI, RCLMA (2022)  
Composite: Proactive Engineering Consultants (07-12-2021)

Figure 3-20



Conceptual Sewer Phasing Plan



Source(s): ESRI, RCLMA (2022)  
Composite: Proactive Engineering Consultants (07-12-2021)

Figure 3-21



Conceptual Drainage and Water Quality Phasing Plan



## 4.0 ENVIRONMENTAL ANALYSIS

### 4.0.1 SUMMARY OF EIR SCOPE

In accordance with CEQA Guidelines Sections 15126–15126.4, this EIR Section 4.0, *Environmental Analysis*, provides analyses of potential direct, indirect, and cumulatively considerable impacts that could occur from planning, constructing, and operating the proposed Project.

In compliance with the procedural requirements of CEQA, the City of Beaumont prepared a Notice of Preparation (*Technical Appendix A*) to determine the scope of environmental analysis for this EIR that was issued on September 7, 2020. The NOP public comment periods began September 7, 2020 and ended on October 6, 2020. Public comment on the scope of this EIR consisted of written comments received by the City of Beaumont in response to the NOP (see Table 2-2 of this Draft EIR); the City received no comments from members of the public at the EIR scoping meeting held on September 17, 2020. Taking all known information and public comments into consideration, this Draft EIR evaluates all twenty (20) environmental subject areas identified in CEQA Guidelines Appendix G in this Section 4.0, as listed below. Each subsection of this Section 4.0 evaluates several specific subject matters related to the general topic of the subsection. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the subject matters addressed therein. Environmental issues and their corresponding sections are:

- |  |                                    |
|--|------------------------------------|
| 4.1 Aesthetics                         | 4.11 Land Use and Planning         |
| 4.2 Agriculture and Forestry Resources | 4.12 Mineral Resources             |
| 4.3 Air Quality                        | 4.13 Noise                         |
| 4.4 Biological Resources               | 4.14 Population and Housing        |
| 4.5 Cultural Resources                 | 4.15 Public Services               |
| 4.6 Energy                             | 4.16 Recreation                    |
| 4.7 Geology and Soils                  | 4.17 Transportation                |
| 4.8 Greenhouse Gas Emissions           | 4.18 Tribal Cultural Resources     |
| 4.9 Hazards and Hazardous Materials    | 4.19 Utilities and Service Systems |
| 4.10 Hydrology and Water Quality       | 4.20 Wildfire                      |

Pursuant to CEQA Guidelines Section 15063(a), when a lead agency can determine that an EIR will be required for a project, an Initial Study is not required. An Initial Study was not prepared for this Project; and therefore, this EIR evaluates in detail all required environmental subject areas. Each topical section includes the following information:

- Existing Setting
- Public comments received based on this EIR’s Notice of Preparation (NOP) and Scoping Meeting



- A description of the existing setting including a discussion of the regulatory framework, if applicable.
- Identification of thresholds of significance.
- Analysis of potential Project effects.
- Evaluation of potential cumulative impacts.
- Identification of the level of significance of impacts before mitigation.
- Identification of additional Project-specific mitigation measures, if required, to reduce the identified Project impacts.
- Identification of the level of significance of impacts after mitigation, including unavoidable significant adverse impacts.

#### 4.0.2 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader with comparing information between environmental issues, each section is organized under seven major headings:

- Existing Conditions
- Notice of Preparation/Scoping Comments
- Regulatory Framework
- Basis for Determining Significance
- Impact Analysis
- Cumulative Impact Analysis
- Significance of Impacts Before Mitigation
- Mitigation
- Significance of Impacts After Mitigation

In addition, Section 1.0, *Executive Summary*, summarizes all impacts by environmental issue.

#### 4.0.3 TERMINOLOGY USED IN THIS EIR

The level of significance is identified for each impact in this EIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the physical environment.
- **Less than significant.** The project would not cause any substantial, adverse change in the physical environment.



- **Significant impact.** A substantial or potentially substantial adverse change in the physical environment would occur and would exceed the threshold(s) of significance presented in this EIR, requiring the consideration of mitigation measures.

Each Subsection also includes a discussion or listing of the applicable regulatory criteria (laws, policies, regulations, etc.) that the Project is required to comply with (if any). If impacts are identified as significant after mandatory compliance with regulatory criteria, feasible mitigation measures are presented that would either avoid the impact or reduce the magnitude of the impact. The following terms are used to describe the level of significance following the application of recommended mitigation measures:

- **Less than significant with mitigation incorporated.** A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR; however, the impact can be avoided or reduced to a less-than-significant level through the application of feasible mitigation measure(s).
- **Significant and unavoidable.** A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR. Feasible and enforceable mitigation measure(s) that have a proportional nexus to the Project's impact are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

#### 4.0.4 PROJECT DESIGN FEATURES AND REGULATORY REQUIREMENTS

##### A. Project Design Features

The Project includes several Project Design Features (PDFs) that specifically relate to each environmental consideration. The PDFs will be included in the Mitigation Monitoring and Reporting Program (MMRP) required in association with certification of the EIR.

##### B. Regulatory Requirements

Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's MMRP to further ensure the implementation of the mandated RRs.

#### 4.0.5 PROJECT PROJECTIONS

The City's December, 2020 Updated General Plan contains newer projections than SCAG used for projected employment in the City. Therefore, unless an independent agency relied upon different employment figures, the City's 2020 Updated General Plan was used to generate projected employment. Additionally, the City's General Plan was used for projections related to recreation.



#### 4.0.6 SCOPE OF CUMULATIVE EFFECTS ANALYSIS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts as “...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources:

- A. *A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.*
- B. *A summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions.*

The cumulative impact analysis in this EIR uses both Method A and Method B. Method B uses projections in the long-range planning documents—such as Beaumont’s General Plan, Southern California Association of Governments’ (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and South Coast Air Quality Management District (SCAQMD) 2016 Air Quality Management Plan (AQMP). This information was supplemented with a list of related projects (Method A), described in detail below.

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. For example, cumulative air quality and greenhouse gas emission impacts are based on the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert regions of Los Angeles, Riverside, and San Bernardino counties, in addition to the City of Beaumont. The approach and cumulative development area for each respective topical section is further discussed below. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality, greenhouse gases, transportation) have been addressed in the context of various regional plans and defined significance thresholds. Following is a summary of the approach and extent of cumulative impacts, which is further detailed in each topical environmental section.

- **Aesthetics.** Aesthetic impacts are based on the regional scenic resources specified in the City’s General Plan EIR, such as the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains.
- **Agriculture and Forestry Resources.** This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the City and its SOI.



- **Air Quality.** Air quality impacts are based on the regional boundaries and emissions standards of the South Coast Air Basin and South Coast AQMD.
- **Biological Resources.** The cumulative impact analysis for biological resources considers development of the Project in conjunction with other development projects in the vicinity of the Project area. The cumulative impact evaluation also takes into consideration the geographic area covered by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which is the prevailing habitat conservation plan applicable to the region.
- **Cultural Resources.** Cultural resources impacts are site specific and generally do not combine to result in cumulative impacts. This cumulative impact analysis considers development of the Project in conjunction with other development projects in the vicinity of the Project site.
- **Energy.** Energy impacts are based on the service areas of Southern California Edison and SoCalGas and transportation fuel consumption.
- **Geological Resources.** Geologic and soils impacts are site specific and generally do not combine to result in cumulative impacts. However, the cumulative analysis considers the Project in conjunction with other development projects in the vicinity of the Project site.
- **Greenhouse Gas (GHG) Emissions.** Potential GHG emission impacts are not bounded by geography but affect global climate change. The assessment of cumulative GHG impacts, therefore, is based on the regional boundaries and emissions standards of the County of Riverside and County of Riverside Climate Action Plan, respectively.
- **Hazards and Hazardous Materials.** Cumulative analysis highlights the regulatory requirements related to the storage, handling, and use of hazardous substances. Project impacts, however, are site specific, and generally would not combine with impacts of other projects to result in cumulatively considerable impacts. However, the cumulative analysis considers the Project site and nearby related projects.
- **Hydrology and Water Quality.** The cumulative impact analysis for hydrology and water quality analysis considers potential hydrology and water quality effects of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects located in the Santa Ana River Basin and the Upper Santa Ana Valley – San Timoteo Groundwater Basin.
- **Land Use and Planning.** Cumulative analysis for land use consistency considers the Project's impacts in conjunction with buildout of the City's General Plan.
- **Mineral Resources.** Cumulative analysis considers development of the Project's impacts in conjunction with buildout of the City's General Plan.



- **Noise.** Cumulative traffic noise is assessed relative to applicable City’s noise-level standards, and considers development of the Project in conjunction with other development projects in the vicinity of the Project site. The study area is aligned with the traffic study area (see Table 4.0-1).
- **Population and Housing.** The cumulative impact analysis for population and housing considers development of the Project in conjunction with other development projects in the vicinity of the Project area. The cumulative impact evaluation also takes into consideration growth projections identified in SCAG’s Connect SoCal and the City’s General Plan.
- **Public Services.** Public services impacts are based on the service areas of Beaumont Police Department, Riverside County Fire Department, Beaumont Unified School District and Beaumont Library District.
- **Recreation.** This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development within two miles of the Project site.
- **Transportation.** The cumulative analysis considers development of the Project in conjunction with other development projects in the County of Riverside and is based on the Western Riverside Council of Governments (WRCOG) SB 743 Implementation Pathway Document Package. In addition, the cumulative analysis considers consistency with SCAG’s Connect SoCal and the City’s General Plan.
- **Tribal Cultural Resources.** Cumulative analysis considers development of the Project in conjunction with other development projects and planned development project in the vicinity of the Project site that are in the western area of Riverside County and the traditional use of the Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Torres-Martinez Desert Cahuilla Indians, Santa Rosa Band of Cahuilla Indians, Ramona Band of Cahuilla Indians, Cabazon Band of Mission Indians, Soboba Band of Mission Indians, Cahuilla Band of Indians, Los Coyotes Band of Cahuilla and Cupeno Indians, and Augustine Band of Cahuilla Mission Indians.
- **Utilities and Service Systems.** This cumulative impact analysis considers development of the Project site in conjunction with other development projects and planned development within the service area for the respective utility provides or the service area for specific facilities. For example, the cumulative area considered for water and wastewater service is Beaumont/Cherry Valley Water District service area, for electricity the SCE service area, and for natural gas the SoCalGas service area.



- **Wildfire.** The cumulative impact analysis considers potential wildfire impacts of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects within the City of Beaumont.

**4.0.7 RELATED PROJECTS**

As stated, the cumulative analysis used both a projections approach or and list of related projects. During the time of the NOP and through consultation with planning and engineering staff from the City of Beaumont, the list of related projects was prepared based the Project’s Traffic Impact Analysis<sup>1</sup> (*Technical Appendix K1*) and uses data from the cities of Jurupa Valley and Banning. The Traffic Impact Analysis required by the City also forms the basis for analysis of air quality and noise impacts of the project in this EIR. Accordingly, the Traffic Impact Analysis is included in this EIR for informational purposes only with respect to evaluation of environmental impacts related to traffic. A total of 22 related projects were identified in the study area for the traffic study, shown on Table 4.0-1, *Cumulative Development Land Use Summary*, and Figure 4.0-1, *Cumulative Development Location Map*.

**Table 4.0-1 Cumulative Development Land Use Summary**

<b>ID</b>	<b>Project/Location</b>	<b>Land Use</b>	<b>Quantity</b>	<b>Units</b>
<b>City of Beaumont</b>				
B1	Sundance	Residential	4,450	DU
B2	Fairway Canyon SCPGA	Residential	3,300	DU
B3	Four Seasons Tract No. 32260 & 33096	Residential	1,890	DU
B4	Heartland (Olivewood)	Residential	981	DU
B5	Hidden Canyon Industrial	Industrial	2,890,000	TSF
B6	Sundance Corporate Center	Commercial/Industrial	13.60	AC
B7	Kirkwood Ranch	Residential	403	DU
B8	Potrero Creek Estates	Residential	700	DU
B9	Tract No. 32850	Residential	95	DU
B10	Noble Creek Vistas	Residential	648	DU
B11	Sunny-Cal Specific Plan	Residential	571	DU
B12	San Gorgonio Village Phase 2	Commercial	22.50	AC
B13	Tournament Hills 3, TM 36307	Residential	279	DU
B14	Rolling Hills Ranch Industrial Phase 2	Industrial	2,850.000	TSF
B15	Beaumont Village	Commercial	50.810	TSF
B16	Beyond Beaumont	Commercial	6.589	TSF

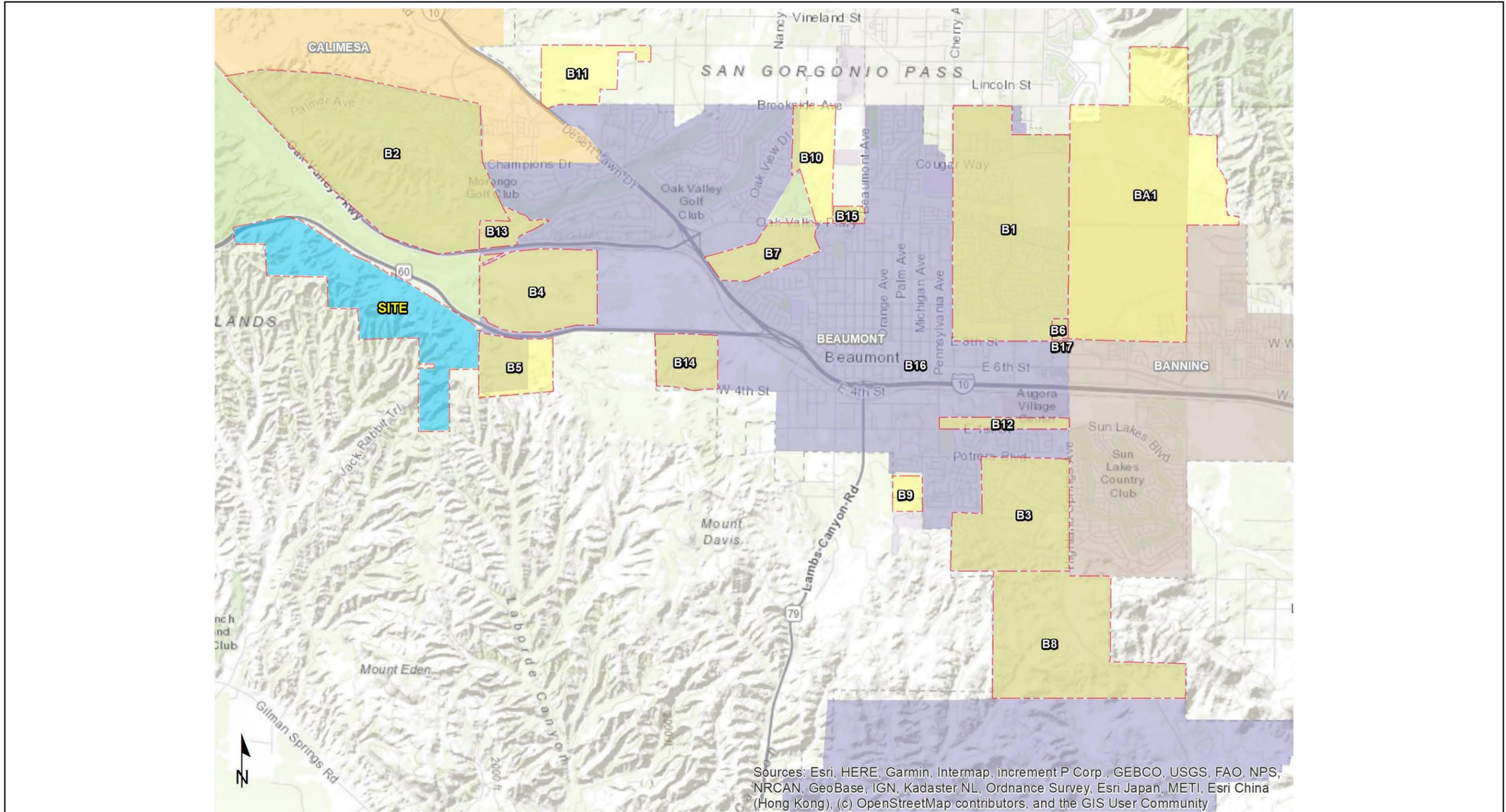
<sup>1</sup> The City of Beaumont traffic study guidelines requires a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects and the traffic analysis required by the City also forms the basis for analysis of air quality and noise impacts of the project in this EIR. However, CEQA Guidelines Section 15064.3, effective January 1, 2019, “describes specific considerations for evaluating a project’s transportation impacts” and provides that, except for roadway capacity projects, “a project’s effect on automobile delay (or LOS) shall not constitute a significant environmental impact” (CEQA Guidelines Section 15064.3(a)). Accordingly, the traffic analysis is included in this EIR for informational purposes only with respect to evaluation of environmental impacts related to traffic.



<b>ID</b>	<b>Project/Location</b>	<b>Land Use</b>	<b>Quantity</b>	<b>Units</b>
B17	Highland & 8th Retail	Fast-Food w/ Drive Thru	3.500	TSF
		Super Con. Mkt. w/ Gas Station	12	VFP
B18	Potrero & 4th Warehouse	Industrial	577.920	TSF
<b>Banning</b>				
BA1	Butterfield Specific Plan	Residential	5,387	DU
		Commercial	549.000	TSF
		Golf Course	253.9	AC
		School	23.0	AC
BA2	7-11 NWC Ramsey St. & Sunset Ave.	Gasoline/Service Station w/Conven. Mkt.	10.0	VFP
BA3	Nourish	Commercial	1.07	AC
BA4	The Alley Barber & Hair Styling	Commercial	0.16	AC

Source: (Urban Crossroads, 2022), Table 4-4

AC = Acres; DU = Dwelling Units; RM = Rooms; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions



Source(s): Urban Crossroads (07-21-2020)

Figure 4.0-1



Cumulative Development Location Map



## 4.1 AESTHETICS

This section describes the aesthetic qualities and visual resources present on the Project site and in the site's vicinity and evaluates the potential effects that the Project may have on these resources. Descriptions of existing visual characteristics, both on site and in the vicinity of the Project site, and the analysis of potential impacts to aesthetic resources are based on analysis of aerial photography (Google Earth, 2021), site photographs taken by Glenn Lukos Associates, Inc., Project application materials submitted to the City of Beaumont (City) and described in Section 3.0 *Project Description* of this EIR; and a Conceptual Lighting Study prepared by Visual Concepts Lighting, Inc. (Visual Concepts Lighting, 2021), and is included as *Technical Appendix N* to this EIR. Descriptions and analysis in this section are based upon existing site conditions, Project site plans/exhibits, the Riverside County General Plan, and the Beaumont General Plan. The Project site is proposed to be annexed and incorporated into the City of Beaumont; as such, the Project's aesthetic impacts are evaluated against the City of Beaumont's requirements and standards.

### 4.1.1 EXISTING CONDITIONS

#### A. Regional Setting

As previously discussed, the Project site is in Riverside County, California, in a portion of the Peninsular Ranges Geologic Province of Southern California. The range occurs in a northwest/southeast trend through Riverside County, and extends approximately 1,000 miles from the Raymond-Malibu Fault zone in western Los Angeles County to the southern tip of Baja California. The southern half of the Project site is in the Badlands, which is comprised of steep hills and narrow canyons. The Project site is within the City's sphere of influence (SOI) (City of Beaumont, 2020a); the City is located immediately east of the Project site.

The City and its SOI is in the San Geronio Pass (Pass), which serves as a link from the central Inland Empire to the west with the Coachella Valley desert to the east. Primary scenic vistas of the Pass area are the San Geronio Mountains and the San Bernardino Mountains located to the north and the San Jacinto Mountains to the southeast. Intermittent views of these mountains can be seen along major thoroughfares in the City. The open space area referred to as the "Badlands" is located within the southerly portion of the City. The Badlands is topographically characterized by deeply dissected ravines with intervening ridgelines. A defining topographic feature of the Badlands is Mount (Mt.) Davis, which, at approximately 2,681 feet above mean sea level (msl), is the summit of this area (City of Beaumont, 2020b).

#### 1. General Plan Subareas Setting

According to the City's General Plan 3.3, General Plan Subareas, the Project site is within the Jack Rabbit Subarea of the City, which includes its SOI. The Jack Rabbit Subarea is undeveloped and includes the San Timoteo Badlands, a mountainous range, and contains the western extent of State Highway (SR-60) Freeway (City of Beaumont, 2020a, p. 58). The area south of SR-60, which includes the Project site, has topographical constraints and access is limited to the eastern end of the subarea



from Jack Rabbit Trail. This subarea is bordered to the north by the Fairway Canyon Subarea; to the east by the Heartland, Interstate Employment, and Mountains Subareas; and unincorporated Riverside County to the south.

The Fairway Canyon and Heartland Subareas are largely planned with suburban residential developments that are mostly governed by specific plans. The Fairway Canyon Subarea is a master planned golf resort community. The Heartland Subarea is intended to be developed with single-family residences and preserve open space in the northern portion of the subarea. These subareas have a residential character. The Interstate Employment Subarea contains large tracts of developed and undeveloped land, farmland, and industrial development. The land use pattern in this subarea has the potential to accommodate additional job intensive uses. This subarea is generally designated for Industrial and Commercial uses. The Mountains Subarea includes 11,000 acres consisting of predominantly vacant land. Most of this subarea is protected under the Western Riverside County MSHCP. This subarea has a rural character and has natural features that have a high scenic quality.

***B. Existing Setting and Surrounding Land Uses***

Under existing conditions, the Project site is characterized by rugged steep ridges and hillsides with narrow canyons that are generally situated on the southwest portion of the site (see Figure 4.1-1, *On-Site Visual Character*). Relatively gentle ridges, broad canyons, and valleys are located on the northwest and southeast portions of the site. The existing topography of the site consists of low rolling hills and canyons, ranging in elevation between the 2,300 and 2,450-foot contours msl. The site is generally undisturbed, except for the paved portion of Jack Rabbit Trail road that traverses through the eastern portion of the property, and includes a network of unmarked dirt roads and trails. The existing unmarked trails traverses the Project site from east to west. A drainage divide directs flows in a northwesterly direction into San Timoteo Canyon and south through “The Badlands” into San Jacinto Valley. Vegetation on the property consists primarily of shrubs, weeds, and grasses. Additionally, the Project site does not have any sources of artificial light and does not have any structures that would produce glare.

The Project site is visible from SR-60, located approximately 365 feet north of the Project site, and Frontage Road located immediately east of the Project site. Public views of the Project site include hillsides and slopes with vegetation and a limited number of trees.

A description of the Project site’s surrounding area is provided below.

- **North.** The SR-60 Freeway lies immediately north of the Project site. The distance from the Project site’s northern property line to the SR-60 Freeway varies between approximately 250 to 450 feet. North of the SR-60 freeway lies San Timoteo Creek, and the mainline of the Union Pacific/BNSF Railroad. Beyond the railroad right of way are the Oak Valley Parkway, the Oak Valley Golf Course and the residential neighborhoods of the Oak Valley community. Additionally, a master-planned residential community, currently under construction, is located north of the SR-60 Freeway, northeast of the Project site.



Photograph 1: View of the Project site looking northwest towards the SR-60. The photo depicts rolling hills dominated by non-native grassland intermixed with patches of scrub vegetation.



Photograph 2: View of the Project site looking north towards the SR-60. The photo depicts a small canyon that rises from the SR-60 towards ridgelines that transition to the badlands to the south.



Photograph 3: View of the Project site looking west. The photos depicts areas of non-native grassland intermixed with patches of scrub vegetation that then transitions to larger areas of scrub habitat on the edge of the badlands.



Photograph 4: View from the boundary of the Project site looking south into the badlands and beyond towards the Mystic Lake area.

Source(s): Glenn Lukos Associates (10-07-2022)

Figure 4.1-1





- **East.** The property located immediately east of the Project site, on the west side of Jack Rabbit Trail, is developed with a single-family residence and ranch. The property east of Jack Rabbit Trail is disturbed by construction activities. This property is part of the Hidden Canyon Industrial Park project, currently under construction, which proposes industrial development on both sides of 4th Street. The properties east of the Hidden Canyon Industrial Park project site include vacant, disturbed, and undeveloped land; and developed land with commercial and industrial uses.
- **South.** Rural mountainous lands are located directly to the south/southeast/southwest and include natural drainage courses, unmarked trails, and Jack Rabbit Trail. The mountainous area to the south/southwest of the Project site is designated for existing and proposed conserved lands within the Western Riverside County MSHCP.
- **West.** The mountainous area to the west is also designated for existing and proposed conserved lands within the MSHCP and contains rural mountainous terrain, unmarked trails, natural drainage courses, and a portion of the SR-60 Freeway.

**C. Lighting**

Nighttime illumination and glare impacts are the effects of a project’s exterior lighting upon adjoining uses and areas. Light and glare impacts are determined through a comparison of the existing light sources with the proposed lighting plan or policies. In some cases, excessive light and glare can impact residents or other sensitive land uses; be disorienting or dangerous to drivers; impair the character of rural communities; and/or adversely affect wildlife. Lighting is typically measured in foot-candles which is defined the unit of measure expressing the quantity of light on a surface. One foot-candle is defined as enough light to saturate one square foot with one lumen of light. Table 4.1-1, *Common Outdoor Light Levels*, depicts general benchmark for outdoor light levels.

**Table 4.1-1 Common Outdoor Light Levels**

<b>Outdoor Light</b>	<b>Footcandle</b>
Sunlight	10,000
Full Daylight	1,000
Overcast Day	100
Very Dark Day	10
Twilight	1
Deep Twilight	0.1
Full Moon	0.01
Quarter Moon	0.001
Starlight	0.0001
Overcast Night	0.00001

Source: (Engineering ToolBox, 2004)



#### 4.1.2 NOTICE OF PREPARATION/SCOPING COMMENTS

A Notice of Preparation for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to aesthetics.

One comment related to aesthetics from Center for Biological Diversity (CBD) was received on October 6, 2020. CBD requested that negative edge effect from human activity such as lighting impacts on biological resources be analyzed in the EIR. Impacts on Biological Resources are discussed in Section 4.4, *Biological Resources*.

#### 4.1.3 REGULATORY FRAMEWORK

##### A. State

###### 1. *California Scenic Highways*

The California Department of Transportation (Caltrans) State Scenic Highway Program was established in 1963. The program provides guidance and assists local government agencies, community organizations, and citizens with the process to officially designate scenic highways. The State Scenic Highway Program provides for the designation of scenic corridors as well. Scenic corridors are evaluated based on existing scenic areas adjacent to and visible from (but not within) the highway right-of-way and featuring scenic and natural features. Topography, vegetation, viewing distance, and jurisdictional lines determine corridor boundaries (Caltrans, 2008, p. 1).

Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. Suitability for designation as State Scenic Highway is based on vividness, intactness, and unity (Caltrans, 2008, p. 4).

##### B. Regional

###### 1. *Riverside County Multiple Species Habitat Conservation Plan (MSHCP)*

The Riverside County Multiple Species Habitat Conservation Plan (MSHCP) serves to protect valuable biological resources (critical habitat areas) within Riverside County. These criteria habitat areas also exhibit desirable rural/open space visual qualities which provide relief from development intensities and characteristics of the built urban environment. Accordingly, portions of MSHCP criteria habitat areas with the Project site contribute generally to desirable visual qualities of rural areas lying within the south/southeastern portions of the Project site. These habitat areas will be preserved and protected, consistent with the policies and programs outlined in the MSHCP. Refer to Section 4.4, *Biological Resources*, for further discussion.

###### 2. *Riverside County Eligible and Designated Scenic Highways*

Scenic resources such as natural landmarks and prominent or unusual features of the landscape are prominent throughout Riverside County. Many roadway corridors in Riverside County traverse scenic



resources. Therefore, certain roadways within the County are officially recognized as either “eligible” or “designated” County scenic highways. As shown on Table 4.1-2, *Riverside County Eligible and Designated Scenic Highways*, within the City, segments of Oak Glen Road/Beaumont Avenue (from San Bernardino County line to Beaumont Avenue then to the Beaumont City limit), San Timoteo Canyon Road/Redlands Boulevard (from the Beaumont City limit to the Moreno Valley City limit then to SR-60), and Gilman Springs Road/CA-79 (Moreno Valley City limit to Lamb Canyon Road [CA-79], south of the Beaumont City limit to the Gilman Springs Road intersection and continuing south towards CA-74 and the City of San Jacinto) are designated as County eligible scenic highways. Development along the designated scenic highways and roadways is managed to preserve the scenic quality of these areas.

**Table 4.1-2 Riverside County Eligible and Designated Scenic Highways**

Segment	Distance from Project Site
Oak Glen Road/Beaumont Avenue (from San Bernardino County line to Beaumont Avenue then to the Beaumont City limit)	6.4 miles NE
San Timoteo Canyon Road/Redlands Boulevard (from the Beaumont City limit to the Moreno Valley City limit then to SR-60)	2.1 miles NE
Gilman Springs Road/CA-79 (Moreno Valley City limit to Lamb Canyon Road [CA-79] south of the Beaumont City limit to the Gilman Springs Road intersection and continuing south towards CA-74 and the City of San Jacinto)	3.4 miles E

**C. Local**

**1. Beaumont General Plan**

The City of Beaumont General Plan does not have any specific section related to aesthetics and visual resources. However, the Land Use and Community Design Element (Chapter 3) and Conservation and Open Space Element (Chapter 8) include policies that are applicable to the topic of aesthetics.

The Land Use and Community Design Element of the City’s General Plan presents the approach to community design and land use, providing clear parameters for future development and change in the City. This element contains the General Plan land use designation map, and goals and policies describing the community’s preferences and priorities for the character and appearance of the City. The Land Use and Community Design Element also includes in-depth policies for each subarea in the City.

The Conservation and Open Space Element of the City’s General Plan presents a vision for protecting the community’s access to land, water, and natural resources. This element additionally provides information on energy, air quality, environmentally sensitive habitat, visual resources, and cultural and tribal resources in the City. The Conservation and Open Space Element also identifies goals and



policies describing the community's preferences and priorities for promoting environmental stewardship and sustainability practices (City of Beaumont, 2020a).

## 2. *City of Beaumont Municipal Code Chapter 8.50, Outdoor Lighting*

Chapter 8.50 (Outdoor Lighting Ordinance) of the City of Beaumont Municipal Code establishes regulations and standards which will reduce light pollution generated by residential, commercial, and industrial lighting fixtures and devices, minimizes light pollution which has a detrimental effect on the environment and the enjoyment of the night sky, reduce and minimize lighting and lighting practices, which cause unnecessary illumination of adjacent properties, correct problems of glare and light trespass, and reduce energy use (City of Beaumont, 2020c).

Section 8.05.030 of the City of Beaumont's Outdoor Lighting Ordinance establishes three Lighting Zones in the City for the purpose of regulation and establishing standards for the reasonable use of outdoor lighting. These lighting zones, which are defined on the basis of land uses, include the Residential Lighting Zone, which consists of the City zoned exclusively for residential uses; the Commercial Industrial Zone, consisting of all those areas the City zoned exclusively for commercial and industrial uses; and the Special Use Lighting Zone, consisting of specific land uses, which require more accurate color rendition (e.g., automobile sales lots, outdoor recreation facilities, outdoor advertising displays, service stations, etc.). The City of Beaumont's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and lighting fixtures within the City. The City's Outdoor Lighting Ordinance meets or exceeds the requirements and performance standards established under Riverside County Ordinance No. 655.

### 4.1.4 BASIS FOR DETERMINING SIGNIFICANCE

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section I of Appendix G to the CEQA Guidelines, the Project would result in a significant impact to aesthetics if the Project or any Project-related component would:

- a. *Have a substantial adverse effect on a scenic vista;*
- b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;*
- c. *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or*
- d. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.*



#### 4.1.5 REGULATORY REQUIREMENTS AND PROJECT DESIGN FEATURES

##### A. Regulatory Requirements

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to further ensure the implementation of the mandated RRs.

**RR 1-1** The Project is required to comply with City of Beaumont Municipal Code Chapter 8.50, which establishes specific design, construction, and performance standards applicable to lighting and lighting fixtures within the City to reduce "skyglow" or light pollution that affects day or nighttime views of the Mt. Palomar Observatory.

##### B. Project Design Features

The Project includes the following Project Design Features (PDFs) that serve to reduce the Project's impacts. The PDFs will be included in the Project's Mitigation Monitoring and Reporting Program to ensure implementation of the PDFs.

**PDF 1-1** Development implementing the Beaumont Pointe Specific Plan shall comply with the Development Standards set forth in Chapter 3 and the Design Guidelines related to Architectural Design and Landscape Design in Chapter 4 of the Specific Plan. Conformity to the Development Standards and Design Guidelines would be addressed by the City's future review of implementing building permits for compliance with the Specific Plan's requirements and would serve to reduce and/or avoid impacts relating to aesthetics.

#### 4.1.6 IMPACT ANALYSIS

**Threshold a: *Would the Project have a substantial adverse effect on a scenic vista?***

Development projects have the potential to impact scenic vistas in two ways: 1) a development could physically alter a designated scenic resource (e.g., disturb or develop upon a ridgeline, hillside, peak or shoreline) and 2) could block or substantially obscure the public views of a scenic vista (e.g., designated scenic views from public roads, trails, parks, landmarks, etc.). Views from private properties are not a legal right or protected government interest; therefore, views from private properties are not considered viewing points for the purpose of this analysis.

The Project site is in the westerly portion of the City's SOI, which, according to the Beaumont General Plan EIR, provides vistas to the San Gorgonio Mountains and the San Bernardino Mountains to the north and the San Jacinto Mountains to the southeast (City of Beaumont, 2020b). Intermittent views of San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains can be seen along major thoroughfares in the City. The closest major thoroughfare to the Project site is SR-60, an east-west oriented freeway, which provides intermittent and partial views to these mountains. It should be



noted that Frontage Road, an east-west oriented roadway, also provides intermittent and partial views to these mountains. The Project site is located approximately 16.5 miles southwest of the San Gorgonio Mountains; approximately 19 miles south of the San Bernardino Mountains, and approximately 22 miles northwest of the San Jacinto Mountains. Additionally, an open space area referred to as the Badlands is in the southerly portion of the City and is characterized by deeply dissected ravines with intervening ridgelines. Mt. Davis is a defining topographic feature of the Badlands. The Project site is located approximately 2.8 miles northwest of Mt. Davis and is bounded by portions of the Badlands to the south. Currently, views of the Badlands and Mt. Davis are not visible from SR-60 and Frontage Road in the vicinity of the Project site due to distance and intervening topography. It should be noted that the Project site includes and is in proximity to hillsides, ridges, canyons, and valleys; however, the City does not designate these natural landforms as scenic vistas. However, the City does generally recognize the value of ridgelines and hillsides as significant natural and visual resources. Specifically, the City's General Plan EIR states that special attention should be given to development proposals within the Badlands area, and projects that could affect views of, or otherwise alter ridgelines.

Implementation of the Project would result in the conversion of the 539.9-acre Project site from vacant undeveloped land to Industrial, General Commercial, Open Space, and Open Space - Conservation land uses. As shown in Figure 4.1-2, *Existing and Proposed Ridgelines*, landform modifications would occur under the Project in PAs 1-8 and remedial grading would occur in PA 9, along with landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan's developed areas and the Open Space - Conservation in PA 10. No development would occur in PA 10. Therefore, although landforms in mid-ground views (PAs 1-8) would be altered for the development, the Project would not allow grading within PA 10, which would preserve foreground landforms along the SR-60 Freeway and ridgeline background views behind the development. Landform would not change along the north-northeast edge of the Project site between the site's north-northeast property line to the SR-60 Freeway. Additionally, the Project's proposed structures, which would reach a maximum height of 60 feet above finished grade, are not anticipated to block major views to the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains due to Project site's orientation and topography in relation to SR-60 and Frontage Road. Specifically, the topography to the north near SR-60 will be higher than the finished grade building pads for the proposed industrial uses, which would limit the views of the proposed structures from SR-60. Under Project conditions, SR-60 and Frontage Road are anticipated to continue to provide intermittent and partial views to the existing ridgelines.

As shown in Figure 3-14, *Master Landscaping Plan*, Freeway Oriented Pylon Signs, including freestanding monument signs, freestanding pylon signs, and freestanding tenant signs are proposed along the northern boundary of the Project site. Four (4) Freeway Oriented Pylon Signs are permitted within the Project: one (1) at maximum 50 feet height is permitted in Planning Area (PA) 2, two (2) at maximum 50 feet height are permitted in PA 9 (abutting SR-60) separated by a minimum of 600 feet, and one (1) at maximum 50 feet height is permitted in PA 1. Freeway Pylon Signs are prohibited within and along the boundary of PA 8. Maximum sign height would be from grade and signage is encouraged to use natural materials where possible. The proposed signage, due to their small size in comparison to panoramic ridgelines views, would not block views to the San Gorgonio Mountains, San Bernardino

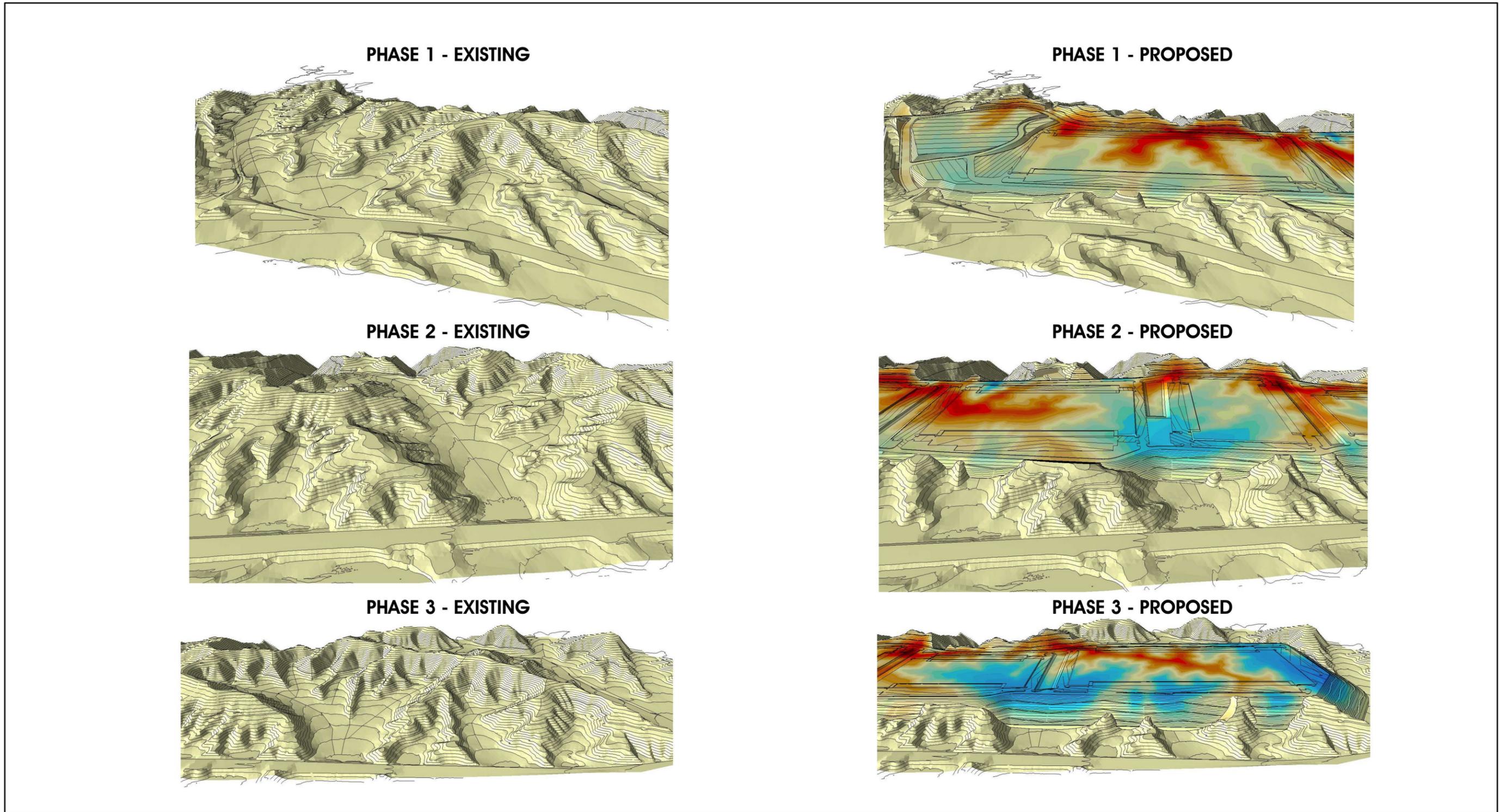


Mountains, and San Jacinto Mountains. Height of each sign would comply with the City's regulations and the Sign Program. The Sign Program would provide adequate and appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses. Pursuant to the Sign Program, all signs must be contained within the parcel to which applicable and be so oriented as to preclude hazardous obstructions to person and/or vision of pedestrians and/or vehicle operators. Additionally, as evidenced by the Beaumont General Plan, the City is committed to preserving its natural resources and open spaces to the extent feasible to enhance the living environment for the City's residents.

As shown on Figure 3-7, *Conceptual Land Use Plan*, the southern portion of the Project site and the areas surrounding the proposed structures will be designated as Open Space and Open Space - Conservation, which will also help preserve the scenic views within this area. The Project's proposed Industrial and General Commercial land uses are in proximity to developing areas that are designated for Industrial uses. In accordance with the Beaumont General Plan goals and policies, the Project's design will be reviewed to ensure that the Project is attractive and cohesive, without diminishing the quality of the natural beauty of the general vicinity. The Beaumont General Plan goals and policies identified in Table 4.1-3, *General Plan Applicability Analysis*, under Threshold c are intended to ensure that urbanization of the City will not result in significant visually intrusive or incompatible development. As such, through compliance and implementation of the Beaumont General Plan goals, policies, and implementation strategies, and consistency with the established Specific Plan Development Standards and Design Guidelines and the Sign Program, impacts on scenic vistas would be less than significant.

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

According to the Caltrans List of Eligible and Designated State Scenic Highways, there are no designated or eligible State scenic highways within or adjacent to the Project site. The nearest officially designated State scenic highway is CA-243 located approximately 9.5 miles east of the Project site (Caltrans, 2019). At this distance, the Project would not be within the corridor of CA-243 and would not have any effect on views of the scenic resources available in CA-243 corridor. The nearest eligible State scenic highway is CA-74 located approximately 13.0 miles south of the Project site. Additionally, at this distance the Project would not be within the viewing corridor of this eligible State scenic highway and would not have any effect on views of the scenic resources available from this highway corridor. Accordingly, the Project would not have the potential to substantially damage scenic resources within a State scenic highway and no impacts would occur.



Source(s): JRT BP LLC (01-27-2022)

Figure 4.1-2



**Existing and Proposed Ridgelines**



According to Figure C-8, *Scenic Highways*, of the Riverside County General Plan, the nearest Riverside County eligible scenic highway to the Project site is San Timoteo Canyon Road/Redlands Boulevard, located approximately 2.1 miles northeast. San Timoteo Canyon Road/Redlands Boulevard is an east-west oriented roadway that provides views to San Gorgonio Mountains and San Bernardino Mountains. Due to distance, intervening topography, and the relatively low profile of the Project's proposed structures and signage, the Project is not anticipated to substantially damage scenic resources within the San Timoteo Canyon Road/Redlands Boulevard corridor and impacts would be less than significant.

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

The Project site is within a non-urbanized area of the City's SOI and unincorporated Riverside County. As such, the Project's potential to degrade the existing visual character or quality of public views of the site and its surroundings is analyzed.

As previously stated, the Project site is vacant and undeveloped. The Project site consists of mixture of flat to rolling terrain along the south side of the SR-60 freeway, with steep hillsides and various canyons throughout. The Project site includes various unmarked trails and is covered in ground covering, trees, and shrubs. Under existing conditions, the Project site has a rural character and includes natural features that the City classifies as scenic resources. As described in Section 4.1.1, the areas surrounding the Project site include vacant undeveloped land, residential land uses, and industrial/commercial uses. Industrial/commercial uses to the east include the Hidden Canyon Industrial Park project, currently under construction, which are visible from the SR-60 and the Project site. However, uses would be similar to the proposed project design. Due to the topographic constraints of the Project area, public views of the Project site are limited to SR-60 and Frontage Road. There are limited distant views of the Project site from Oak Valley Parkway north of the SR-60.

**B. Construction**

The Project Applicant proposes to develop the 539.9-acre Project site with Industrial, General Commercial, Open Space and Open Space - Conservation land uses. As shown on Figure 3-17, *Conceptual Grading Plan*, the conceptual grading design provides for an overall balanced earthwork condition. Development of the Project site would require a substantial amount of earthwork. The estimated raw cut and raw fill for the entire site is 12,147,070 cubic yards (cy) and 12,785,261 cy respectively, with earthwork bulking meeting the 600,000 cubic yard differential. Grading Phase 1 would grade PAs 1 through 4 and portions of PAs 5, 6, and 9 to allow for the construction of Building 1. PAs 1 through 3 would be mass graded, but construction of the commercial buildings would occur in the final phase. Grading Phase 1 requires approximately 5,505,980 cubic yards of cut and 5,200,155 cubic yards of fill. Grading Phase 2 would grade the remaining of PAs 5 and 6 and portions of PAs 7,



8 and 9 and to allow for the construction of Buildings 2 and 3. Grading Phase 2 requires approximately 4,051,099 cubic yards of cut and 4,223,556 cubic yards of fill. Grading Phase 3 would grade the remaining of PAs 7, 8 and 9 to allow for the development of Buildings 4 and 5. Grading Phase 3 would require 2,790,081 cubic yards of cut and 2,950,550 cubic yards of fill. Earthwork activities are expected to balance on site. The boundary between PA 9 and PA 10 is designated as the “Limits of Disturbance” on the Land Use Plan, meaning that no grading, fuel management or development activities will occur beyond the location of that line.

Construction activities at the Project site would be visible from public vantage points. The most visible construction activities would occur during mass grading activities, when constructing slopes and leveling higher elevations to create building pads and within PAs 2 and 8, which have the greatest visibility from the SR-60 Freeway. However, overall views of construction activities would be limited due to distance to the SR-60 Freeway and the surrounding topography. As stated previously, although landforms in mid-ground views (PAs 1-8) would be altered for the development, no grading would occur between the Project site’s north-northeast property line and the SR-60 or within PA 10, which would preserve existing foreground landforms along the SR-60 Freeway and distant ridgeline background views to the south. Specifically, as shown on Figure 4.1-3, *Conceptual Grading Plan*, building pad elevations would range from approximately 2,348 to 2,410 feet above msl, while the existing landform between the north-northeastern boundary of the Project site and the SR-60 would be maintained with elevations ranging between approximately 2,220 to 2,300 feet above msl.

During grading and construction various pieces of heavy machinery would be used. All Project-related construction activities would be temporary and all construction equipment would be removed from the Project site following the completion of the Project’s construction activities. As such, Project-related changes to local visual character as viewed from the SR-60 and Frontage Road during near-term construction activities would be less than significant due to limited views of construction equipment and the low profile of construction equipment compared to the future development. The construction of the Project would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings.





**C. Operation**

As described in Section 3.6.6. of this EIR, following adoption of the Specific Plan, the Project Applicant would process Plot Plans that would allow review of building design and layouts for consistency with the Specific Plan Development Standards and Design Guidelines. Although building footprints may be adjusted as allowed within the parameters of the Specific Plan, a conceptual site plan was prepared to analyze environmental impacts associated with Project operations (see Figure 3-16, *Conceptual Site Plan*). The conceptual design would result in development of five (5) warehouse buildings, one (1) 125-room hotel building, and a maximum of 246,000 sf of retail and commercial recreation businesses, including approximately 30,000 sf of restaurants and 216,000 sf of retail and commercial recreation businesses within the central portion of the Project site. The existing character of the Project site is undeveloped and is in proximity to hillsides, ridges, canyons, and valleys; however, the City does not designate these natural landforms as scenic vistas.

Although the Project would convert undeveloped hillside areas to industrial and commercial development, it would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings, because the existing hillsides surrounding the Project site would be maintained, limiting views of the development. As stated previously and shown on Figure 4.1-2, landform modifications would occur under the Project in PAs 1-8 and remedial grading would occur in PA 9, along with landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan's developed areas and the Open Space – Conservation in PA 10. No development would occur in PA 10. Therefore, although landforms in mid-ground views (PAs 1-8) would be altered for the development, no grading would occur within PA 10 or between the north-northeast property line and SR-60 Freeway with a distance of approximately 250 to 450 feet, which would preserve foreground landforms along the SR-60 Freeway and ridgeline background views behind the development. Additionally, the Project's proposed structures, which would reach a maximum height of 60 feet above finished grade, would not block views to the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains due to Project site's orientation and topography in relation to SR-60 and Frontage Road. Views of the Project site from the SR-60 Freeway along the Project frontage will include existing landform, manufactured slopes, and intermittent views of the proposed buildings. Specifically, building pad elevations will range from approximately 2,348 to 2,410 feet above msl, while the existing landform between the north-northeastern boundary of the Project site and the SR-60 would be maintained with elevations ranging between approximately 2,220 to 2,300 feet above msl. The pad elevations and distance to the SR-60 Freeway would limit views of the proposed structures from SR-60. Under Project conditions, SR-60 and Frontage Road are anticipated to continue to provide intermittent and partial views to the existing ridgelines. Therefore, the proposed development would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings.

Additionally, all development on the Project site, including walls and fences would be required to comply with the Development Standards and Design Guidelines established in the Beaumont Pointe Specific Plan (refer to PDF 1-1), which was crafted to establish the pattern and character of development for the Project site to form an aesthetically pleasing employment and retail entertainment



center. The design theme for the Industrial land use features a contemporary aesthetic, which provides architectural styling with attractive detailing, steel accents, a light-toned color palette, and timeless features consistent with nearby existing and planned industrial projects to the east. Design elements are included to reduce the visibility and intensity of the industrial activities, including walls, landscaping, and building design. Additionally, signage will be required to conform with the Sign Program to ensure that all project signage is designed with a single vision and theme. All building signage would be in scale with and in proportion to, the primary building facades so that the signage is not ‘overpowering’ and does not dominate the overall appearance. Accordingly, through implementation of the Beaumont Pointe Specific Plan Development Standards and Design Guidelines and Sign Program, the design and appearance of the Project would ensure that the development on the Project site is aesthetically pleasing and would not substantially degrade the existing visual character of the Project site and its surroundings from public views and impacts would be less than significant.

It should be noted that the Project site is within a MSHCP Criteria Area for the Western Riverside County MSHCP. Under existing conditions, the Project site has hillsides ridges, deep canyons, and valleys, which the City of Beaumont identifies as scenic resources. These resources are predominantly located in the northwestern and southern portions of the Project site. The Project Applicant proposes to designate 124.7 acres as Open Space and 152.4 acres as Open Space - Conservation, which would preserve the existing ridges, canyons, and valleys. As discussed in Threshold a, the Project Applicant would comply and implement the Beaumont General Plan goals and policies identified in Section 4.1.2 to ensure that the Project would not substantially degrade the existing visual character or quality of public views of the site. As discussed above, landform modifications would occur under the Project in PAs 1-8 and remedial grading would occur in PA 9, along with landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the developed areas and PA 10. Although landforms in mid-ground views would be significantly altered for the development, no grading would occur within PA 10 or between the north-northeast property line and SR-60 Freeway, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Therefore, the Project impacts would be less than significant.

Moreover, the Beaumont General Plan goals and policies identified in Table 4.1-3, *General Plan Applicability Analysis*, are intended to ensure that urbanization of the City will not result in substantial degradation to the existing visual character or quality of the Project site and its surroundings. The Project’s consistency with the General Plan policies pertaining to aesthetics are provided in Table 4.1-3.



**Table 4.1-3 General Plan Applicability Analysis**

General Plan Policy	Applicability
<b>Land Use and Community Design Element (Chapter 3)</b>	
<i>Goal 3.5: A City that promotes quality urban design to make Beaumont a more desirable place to live and work.</i>	
<p>Policy 3.5.2: Continue to work towards the implementation of streetscape and sign standards.</p>	<p><b>No Conflict.</b> The Project would develop the Project site in accordance with the Development Standards and from Chapter 3 and Design Guidelines from Chapter 4 of the Beaumont Pointe Specific Plan, which establishes comprehensive streetscape design standards for interior streets. The Development Standards and the Design Guidelines that define the Project’s design theme are intended to create a welcoming visual environment. Additionally, a Sign Program for the Project is being processed concurrently with the Specific Plan. The Sign Program provides adequate and appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses. As such, the Project would be consistent with General Plan Policy 3.5.2.</p>
<p>Policy 3.5.3: Promote quality design in the review of commercial and residential projects.</p>	<p><b>No Conflict.</b> The Project would include “Activities Park” within the General Commercial land uses that would consist of landscaping, seating, video screen walls, and programming for wellness activities such as yoga, movies on the lawn, “biergarten” games, and a large climbing wall. In addition, to encourage social interaction, the Industrial and General Commercial building sites within Project site may include outdoor employee break areas with tables affixed to the ground to provide employees with a location to eat, gather, and enjoy being outside. The Project Applicant would develop the site in accordance with the Development Standards established in Chapter 3 and the Design Guidelines established in Chapter 4 of the Beaumont Pointe Specific Plan, which includes comprehensive architectural and landscape standards and development criteria that provide for an attractive, contemporary industrial/business park. Additionally, the development standards provide regulations for building placement and orientation, floor area ratio, height, setbacks, open space, landscaping, signage, walls and fencing, roadways, and utilities and service areas. As such, the Project would be consistent with General Plan Policy 3.5.3.</p>



General Plan Policy	Applicability
<p><i>Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.</i></p>	
<p>Policy 3.12.1: Develop policies for hillside development in order to protect the natural environment and views.</p>	<p><b>No Conflict.</b> Under existing conditions, the Project site is characterized by rugged steep ridges and hillsides with narrow canyons that are generally situated on the southwest portion of the site. Relatively gentle ridges, broad canyons, and valleys are located on the northwest and southeast portions of the site. The existing topography of the site consists of low rolling hills and canyons, ranging in elevation between the 2,300 and 2,450-foot contours msl.</p> <p>The Project would entail extensive grading activities to allow for the development of the proposed Industrial and Commercial uses. However, the proposed development is in proximity to developing areas to the east that are designated for Industrial uses. Additionally, the southern portion of the Project site and the areas surrounding the proposed structures will be designated as Open Space and Open Space - Conservation, which will also help preserve the scenic views within this area. As discussed above, although landforms in mid-ground views would be altered for the development, the Project would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. Therefore, the Project would preserve the scenic views within the area and would not result in an impact on scenic vistas. The Project would be consistent with General Plan Policy 3.12.1.</p>
<p>Policy 3.12.2: Limit the extent and intensity of uses and development in area of unstable, steep terrain, scenic vistas, and other critical environmental areas.</p>	<p><b>No Conflict.</b> The Project site is adjacent to and in part within the San Timoteo Badlands, which is characterized with mountainous terrain. The Project site contains hillsides, ridges, canyons, and valleys in the northwestern and southeastern portions of the site. These areas include PAs 9 and 10 which are designated as Open Space and Open Space -Conservation, respectively. Areas designated as Open Space -Conservation would serve to protect the natural resources on site and no development would occur in this area. As previously discussed, grading would occur on PAs 1 through 9.</p> <p>Landform modifications would occur under the Project in PAs 1-8 and remedial grading would occur in PA 9, along with landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan’s developed areas and PA 10. Although landforms in mid-ground views would be altered for the development, no grading would occur within PA 10 or</p>



General Plan Policy	Applicability
	<p>between the north-northeast property line and SR-60 Freeway, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. The boundary between PA 9 and PA 10 is designated as the “Limits of Disturbance” on the Land Use Plan. This designation means that all development activity will take place inside of the limits of disturbance (i.e., within PA 9 or within PAs 1-8) and not on PA 10. PA 9 would include natural slopes which form a buffer between the developed areas and PA 10, which would be dedicated to the Regional Conservation Authority (RCA), pursuant to the MSHCP. Therefore, this area would preserve deeply incised hillsides and watercourse along with the habitats associated with these landforms.</p> <p>As discussed in Section 4.7, <i>Geology and Soils</i>, a Geotechnical Report was prepared to evaluate geological conditions on the Project site and feasibility of development. As discussed, the Project’s proposed 2:1 cut and fill slopes are considered grossly stable and surficially stable; and, impacts relating to unstable soils and geologic units, including landslide, lateral spreading, subsidence, and liquefaction would be less than significant. Furthermore, mandatory adherence to the recommendations contained in the site-specific geotechnical report during Project construction would ensure impacts associated with geological hazards are less than significant.</p> <p>Moreover, as discussed in Threshold b above, impacts to scenic vistas would be less than significant. As such, the Project would be consistent with General Plan Policy 3.12.2.</p>
<p>Policy 3.12.3: Control the grading of land, pursuant to the City’s Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.</p>	<p><b>No Conflict.</b> The Project would require extensive grading in order to develop the site with the proposed Industrial and General Commercial land uses. However, the Project’s grading plan would be in accordance with the standards identified in the City’s Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure. The Project’s grading would occur within the central portion of the Project site where the proposed buildings would be located. Although landforms in mid-ground views would be altered for the development, the Project Applicant does not propose to grade the northwestern or southern portions of the Project site within PA 10 or between the north-northeast property line and SR-60 Freeway, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. Future development would be subjected to the recommendations contained in the Geotechnical Report (see Section 5 of</p>



General Plan Policy	Applicability
	<p><i>Technical Appendix F1</i>, of this EIR), in accordance with the CBC and Beaumont Municipal Code Section 17.1.040. The Geotechnical Report includes requirements for: supplemental subsurface exploration, general earthwork and grading, fill placement and compaction, remedial grading, manufactured slopes, surface drainage, subdrainage, oversized rock materials, deep fill areas/settlement monitoring, preliminary foundation recommendations, retaining walls, sulfate potential, corrosion potential, preliminary pavement design, and temporary excavations. Mandatory compliance with the recommendations contained within the Project site’s Geotechnical Report (as required by the CBSC, Beaumont Building Code, and conditions of approval) would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Therefore, the Project would be consistent with General Plan Policy 3.12.3.</p>
<p>Policy 3.12.4: Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.</p>	<p><b>No Conflict.</b> The Project designates 152.4 acres (PA 10) as Open Space – Conservation, which is intended to be dedicated to the RCA, pursuant to the Western Riverside County MSHCP, for preservation to augment existing, adjacent conserved lands in this part of Riverside County. This area consists of deeply incised hillsides and watercourses along with the habitats associated with these landforms. Although landforms in mid-ground views would be altered for the development, the Project would not allow grading within PA 10, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. No development would occur in this area. The Specific Plan would implement measures to ensure that Project design elements visually enhance and do not degrade the surrounding area. Therefore, the Project would be consistent with General Plan Policy 3.12.4.</p>
<p>Policy 3.12.12: Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.</p>	<p><b>No Conflict.</b> The Project site is bordered to the north by SR-60 and to the east by new industrial development. The Project site is bordered to the west and to the south by open space and conservation land uses which are buffered under the Beaumont Specific Plan by PA 9 and PA 10 which abut the open space areas and are designated as Open Space and Open Space – Conservation, respectively. PA 9 will be developed with landscaped, manufactured slopes, fuel modification areas, as well as the natural slopes which form a buffer between the Specific Plan’s developed areas and the Open Space –</p>



General Plan Policy	Applicability
	<p>Conservation in PA 10. PA 10 will remain ungraded and undeveloped. These areas would not be developed with the Project’s proposed structures. PA 9 will also be developed with project signage along the SR-60 frontage only. As further described in Section 3.0. of this EIR, the Project’s on-site Open Space designated areas would provide a buffer between the proposed development and adjoining natural open space. As such, the Project would be consistent with General Plan Policy 3.12.4.</p>
<p><b>Conservation and Open Space (Chapter 8)</b></p>	
<p><i>Goal 8.6: A City that protects and enhances its scenic vistas and views.</i></p>	
<p>Policy 8.6.1: Protect and preserve existing, signature view of the hills and mountains from the City.</p>	<p><b>No Conflict.</b> The Project site is within the Timoteo Badlands, which is characterized with mountainous terrain. The Project site’s northwestern and southern portions contain ridges, canyons, and hillsides that are visible from Frontage Road and SR-60. The Project’s proposed buildings would be built to a maximum height of 60 feet and therefore would be mainly visible from the SR-60. Landform modifications would occur under the Project in PAs 1-8 and remedial grading would occur in PA 9, along with landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan’s developed areas and PA 10. Although landforms in mid-ground views would be altered for the development, the Project Applicant does not propose to develop the northwestern or southern portions of the Project site, which would preserve distant ridgeline views. As such, public views to the site’s natural features would continue to be provided from the immediate surrounding area. Additionally, due to the location and orientation of the Project’s proposed buildings and signage, views to San Bernardino Mountains, San Gorgonio Mountains, and San Jacinto Mountains would not be obstructed. As such, the Project would be consistent with General Plan Policy 8.6.1.</p>
<p>Policy 8.6.3: Require the preparation of a grading analysis on hillside development to pre-determine where development should occur to minimize the impact of new development on views of the City’s hillsides.</p> <p>Policy 8.6.4: When grading is necessary, encourage grading for new development that complements the surrounding natural</p>	<p><b>No Conflict.</b> The Project’s grading plan would be in accordance with the standards identified in the City’s Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, and preserve views of ridges, canyons, and hillsides. Moreover, although landforms in mid-ground views would be altered for the development, the Project would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. The boundary between PA 9 and PA 10 is designated as the “Limits</p>



General Plan Policy	Applicability
features.	of Disturbance” on the Land Use Plan, meaning that no grading, fuel management or development activities will occur beyond the location of that line. As such, the Project would be consistent with General Plan Policies 8.6.3 and 8.6.4.
Policy 8.6.6: Limit light pollution from outdoor sources, especially in rural hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.	<b>No Conflict.</b> The Project’s proposed outdoor lighting would be in accordance with the standards established in City of Beaumont Municipal Code Chapter 8.50 (Outdoor Lighting Ordinance) to limit light pollution. As such, the Project would be consistent with General Plan Policy 8.6.6.
<i>Goal 8.8: A City where the natural and visual character of the community is preserved.</i>	
<p>Policy 8.8.1: Promote the maintenance of open space through the implementation of the General Plan.</p> <p>Policy 8.8.2: Protect and preserve open space and natural habitat wherever possible.</p>	<b>No Conflict.</b> Under existing conditions, the Project site is designated for Rural Residential. The Project Applicant proposes to modify the Project site’s designation from Rural Residential uses to Industrial, General Commercial, Open Space, and Open Space - Conservation. The Project Applicant proposes to designate the central portion of the Project site as Industrial and General Commercial. The remaining portions of the Project site would be designated as Open Space and Open Space - Conservation. The Project Applicant does not propose to develop the areas designated as Open Space and Open Space - Conservation. These areas would be retained as open space. See Project Consistency response to General Plan Policy 8.8.3. Therefore, the Project would be consistent with General Plan Policies 8.8.1 and 8.8.2.
Policy 8.8.3: Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space, and natural resources consistent with the MSHCP.	<b>No Conflict.</b> The Project requires a Criteria Refinement to approve the Specific Plan, as designed, to be consistent with the MSHCP Reserve Assembly requirements. The Criteria Refinement Analysis was determined to be consistent with the MSHCP by the RCA, US Fish and Wildlife Service and the California Department of Fish and Wildlife on November 9, 2022. The Project designates approximately 152.4 acres as Open Space-Conservation within the southern portion of the Project site which is intended to be dedicated to the RCA, pursuant to the Western Riverside County MSHCP, for preservation to augment existing, adjacent conserved lands in this part of Riverside County. The Project Applicant does not propose to disturb the areas designated as Open Space - Conservation. The Project Applicant would preserve this area and retain the natural resources. Therefore, the Project would be consistent with General Plan Policy 8.8.3.



General Plan Policy	Applicability
<p>Policy 8.8.6: Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.</p>	<p><b>No Conflict.</b> See Project Consistency response to General Plan Policy 3.12.12. Therefore, the Project would be consistent with General Plan Policy 8.8.6.</p>
<p><i>Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.</i></p>	
<p>Policy 8.9.2: Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.</p>	<p><b>No Conflict.</b> The Project site is within the San Timoteo Badlands, which is characterized with mountainous terrain. The Project site contains hillsides, ridges, canyons, and valleys in the northwestern and southeastern portions of the site, which per below will be preserved. These areas include PAs 9 and 10 which are designated as Open Space and Open Space - Conservation, respectively. Areas designated as Open Space - Conservation would serve to protect the natural resources on site and no development would occur in this area. As previously discussed, grading would occur on PAs 1 through 9. Landform modifications would occur under the Project in PAs 1-8 and remedial grading would occur in PA 9, along with landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan’s developed areas and PA 10. Although landforms in mid-ground views would be altered for the development, no grading would occur within PA 10 or between the north-northeast property line and SR-60 Freeway, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. The boundary between PA 9 and PA 10 is designated as the “Limits of Disturbance” on the Land Use Plan. This designation means that all development activity will take place inside of the limits of disturbance (i.e., within PA 9 or within PAs 1-8) and not on PA 10.</p> <p>As discussed in Section 4.7, <i>Geology and Soils</i>, geotechnical observation and testing shall be conducted during various stages of grading to avoid geological hazards associated with unstable soils. Mandatory adherence to the recommendations contained in the site-specific geotechnical report during Project construction would ensure impacts associated with geological hazards reduce to a less than significant level. Moreover, as discussed in Threshold a above, impacts to scenic vistas would be less than significant. Therefore, the Project would be consistent with General Plan Policy 8.9.2.</p>



General Plan Policy	Applicability
<p>Policy 8.9.3: Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.</p>	<p><b>No Conflict.</b> The Project’s grading plan would be in accordance with the standards identified in the City’s Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure. Mandatory adherence to the recommendations contained in the site-specific geotechnical report (see Section 5 of <i>Technical Appendix F1</i>, of this EIR) during Project construction would ensure impacts associated with geological hazards reduce to a less than significant level. Although landforms in mid-ground views would be altered for the development, the Project Applicant does not propose to grade the northwestern or southern portions of the Project site within PA 10 or between the north-northeast property line and SR-60 Freeway, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. As such, the Project would be consistent with General Plan Policy 8.9.3.</p>
<p>Policy 8.9.4: Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.</p>	<p><b>No Conflict.</b> The Project would implement measures related to the City of Beaumont to ensure that Project design elements visually enhance and do not degrade the surrounding area. As discussed under Threshold a, the Project’s proposed structures, which would reach a maximum height of 60’ are not anticipated to block views to the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains. Additionally, the Project’s proposed Open Space and Open Space - Conservation land uses would ensure that the Project site’s existing hillsides, ridges, canyons, and valleys are preserved and retain their rural character. Although landforms in mid-ground views would be altered for the development, the Project would not allow grading within PA 10 or between the north-northeast property line and SR-60 Freeway, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. As such, the Project would be consistent with General Plan Policy 8.9.4.</p>

***Threshold d: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Light pollution may alter the natural light levels in the outdoor environment due to artificial light sources. Excessive night lighting can lead to skyglow, which interferes with the operation of astronomical observations.

Currently, the Project site does not have any sources of artificial light. Additionally, the Project site is within Zone B of the Mt. Palomar Nighttime Lighting Policy Area (RCIT, 2020). Development



projects within Zone B of the Mt. Palomar Nighttime Lighting Policy Area are required to adhere to the requirements of Riverside County Ordinance No. 655, which controls artificial lighting sources to protect the Observatory (Riverside County, 1988). Compliance with the Beaumont Municipal Code Chapter 8.50 would ensure compliance with Ordinance No. 655.

Implementation of the Project would introduce new sources of light on the Project site that may affect the nighttime sky. Lighting will be installed on buildings and along streets, parking areas, loading dock areas, and pedestrian walkways for the security and safety of future employees and visitors. Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented away from public streets, open space, SR-60, and/or adjacent properties. Additionally, new sources of light from glare may also arise from the use of reflective materials on building exteriors from the Project's proposed structures. Industrial building facades may include freeway visible business identification signs, murals, or other visual works to be used to enhance building walls, particularly along the SR-60. However, the murals may include down-lighting only, to allow passing motorists views of the signs or murals. Uplighting is not permitted. Such signs, murals or other visual works are prohibited from including moving, flashing, or otherwise visually distracting elements, or materials that are highly reflective.

A Conceptual Lighting Study was prepared based on the conceptual land use plan depicted in Figure 3-16, *Conceptual Site Plan*. According to the Conceptual Lighting Study, which was prepared in compliance with Beaumont Municipal Code Chapter 8.50, lighting generated from the proposed industrial and general commercial uses to the trespass line is at an average of zero footcandles and a maximum of 0.7 footcandles. The trespass line is within the edge of PA 9, which is designated as Open Space and serves as a buffer between the Specific Plan's developed areas and the Open Space – Conservation in PA 10. No light trespass would reach PA 10. (Visual Concepts Lighting, 2021)

Additionally, the Project would be required to comply with the Development Standards and Design Guidelines established in the Beaumont Pointe Specific Plan (refer to PDF 1-1). The Design Guidelines contain standards related to architecture to provide specific guidance for future implementing development. None of the Project's proposed building materials would consist of large expanses of reflective materials, except for proposed windows, which would not be mirrored and would have low-potential glare characteristics. Compliance with the Development Standards and compliance with the Design Guidelines of the Beaumont Pointe Specific Plan, the Sign Program, and Beaumont Municipal Code Chapter 8.50 would ensure that all lighting and building design elements proposed by the Project are designed to prevent the creation of substantial light or glare that could affect day or nighttime views in the area. Therefore, the implementation of the Project would not create a new source of substantial light or glare in the area and, as such, the Project's impacts would be less than significant.

#### **4.1.7 CUMULATIVE IMPACT ANALYSIS**

The Project's potential to result in cumulatively considerable visual quality impacts would be limited to a geographic area that extends a relatively short distance from the Project site. Under existing conditions, the Project site is visible from SR-60 to the north, and Frontage Road to the northeast,



which are located at relatively the same elevations as the Project site. Accordingly, for purposes of analysis herein, the Project's cumulative study area for the purposes of scenic vistas is limited to the Project site and immediately surrounding area, as areas beyond this study area would not be in the same viewshed as the Project.

As previously discussed under Threshold a, the City of Beaumont is within the Pass area, which provides scenic vistas to the San Gorgonio Mountains, San Bernardino Mountains, San Jacinto Mountains, and Badlands. The implementation of the Project with related projects would not result in substantial adverse effects on scenic vistas, as the orientation of the Project site and the Project's proposed buildings would not substantially obstruct or contribute to the obstruction of views to prominent scenic vistas open to the public and impacts would be less-than-cumulatively considerable. Additionally, the Project and other development projects in the area would be required to comply with the goals, policies, and implementation strategies identified in the Beaumont General Plan, MSHCP and Riverside County General Plan to ensure that urbanization of the City will not result in significant visually intrusive or incompatible development. Therefore, the Project is not anticipated to result in a cumulatively considerable impact on scenic vistas.

As discussed under Threshold b, the Project site is not within or adjacent to any designated or eligible State scenic highway. Therefore, the Project would not have the potential to degrade any scenic resources within a State scenic highway. As such, the Project would not result in a cumulatively considerable impact on scenic resources within a State scenic highway.

As discussed under Threshold c, the Project site is within a rural, yet developing portion of the City of Beaumont's SOI. Although the Project would require substantial landform modification and mid-ground views would be altered for the development, the Project would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. There are no components of the Project that would substantially degrade public views. The Project would be required to adhere to the Development Standards established in Chapter 3 and Design Guidelines established in Chapter 4 in the Beaumont Pointe Specific Plan, which contains standards related to architecture, landscaping, walls/fences, and other elements of the physical environment. Therefore, the Project would not result in a cumulatively-considerable impact to the visual character or quality of public views of the site and its surroundings.

As discussed under Threshold d, the Project incorporates Development Standards and Design Guidelines for exterior lighting and would be required to comply with the regulations of the City of Beaumont Municipal Code Chapter 8.50 and the Sign Program. All development to the north and east (development to the west and south being precluded by conservation requirements) in the vicinity of the Project site would be in the City and would also be required to comply with the City of Beaumont Municipal Code Chapter 8.50 regarding lighting. The Project is designed to ensure that Project lighting elements do not adversely affect nighttime views in the local area. Additionally, there are no components of the Project that would produce substantial amounts of glare, such as mirrored windows or reflective glass. Therefore, the Project would not result in a cumulatively-considerable impact related to light and glare.



#### 4.1.8 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less-than-Significant Impact. The Project site does not comprise all or part of a scenic vista. The Project site is undeveloped and has hillsides, ridges, canyons, and valleys; however, the City has not identified these scenic resources as a scenic vista. The City identifies views of the San Gorgonio Mountains, San Bernardino Mountains, San Jacinto Mountains, and Badlands as scenic vistas. Currently, views to the Badlands are not available in the Project area due to the intervening topography. Public views of the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains are provided from SR-60 and Frontage Road. Due to the distance to and orientation of the Project site in relation to SR-60 and Frontage Road, the Project's proposed buildings and signage are not anticipated to obstruct views to the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains from SR-60 or Frontage Road and impacts would be less than significant.

Threshold b: Less-than-Significant Impact. The Project site is not located within or visible from any designated State scenic highways. Therefore, the Project does not have the potential to damage scenic resources within a State scenic highway and no significant impacts would occur.

Threshold c: Less-than-Significant Impact. Construction activities would result in a temporary change to the visual character of the Project site through the introduction of construction equipment, staging area, and construction machinery. All construction equipment would be removed from the Project site following the completion of the Project's construction activities. Therefore, impacts would be less than significant during the Project's near-term construction phase. Under long-term conditions, the build out of the Project would change the existing visual character of the Project site from vacant, undeveloped, and disturbed land to a developed industrial park in accordance with the Beaumont Pointe Specific Plan. Adherence to the Development Standards and Design Guidelines of the Beaumont Pointe Specific Plan would ensure that the development on the Project site would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and that project impacts are less than significant.

Threshold d: Less-than-Significant Impact. The Project is not anticipated to create substantial light or glare. Compliance with the lighting requirements and standards within Beaumont Municipal Code Chapter 8.50, and Beaumont Specific Plan would ensure that impacts associated with light and glare would be less than significant.

#### 4.1.9 MITIGATION

Impacts would be less than significant and mitigation is not required.

#### 4.1.10 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts would be less than significant without mitigation.



## 4.2 AGRICULTURE AND FORESTRY RESOURCES

The following analysis in this section is based primarily on information obtained from the California Department of Conservation (CDC) Farmland Mapping & Monitoring Program (FMMP) (CDC, 2016b), the City of Beaumont General Plan (City of Beaumont, 2020a), and the Project's Phase I Environmental Site Assessment prepared by McAlister GeoScience (McAlister GeoScience, 2019). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

### 4.2.1 EXISTING CONDITIONS

#### A. Agricultural Resources

##### 1. *Regional Agricultural Setting*

According to the Riverside County Agricultural Commissioner's Office, in a document entitled, "Riverside County Agricultural Production Report 2018" the top three categories of agricultural resources cultivated in Riverside County (by value) are nursery stock, milk, and table grapes (RCACO, 2018, p. 2). In 2018, the total gross value of agricultural production in Riverside County was approximately \$1.30 billion, which represents a 6.3% increase from 2017 when total values slightly exceeded \$1.22 billion. In terms of dollar value, agriculture is reported as the largest industry in Riverside County (RCACO, 2018, p. 1).

The Department of Conservation reports that agricultural lands face continuing pressure from urbanization and rising production costs. The DOC's "California Farmland Conversion Report, 2014-2016" summarizes land use conversion between 2014 and 2016 (the most recent years for which information has been reported by the DOC), and states that Riverside County as a whole experienced a net loss of 2,761 acres of "Important Farmland" between 2014 and 2016, representing a decline of 0.9% (CDC, 2016a, Table A-25). "Important Farmlands" include Prime Farmland, Statewide Important Farmland, Unique Farmland, and Farmland of Local Importance. From 2010 to 2012, the DOC reported a net loss of 2,761 acres of "Important Farmland" within Riverside County as a whole, which represented a decline of 0.6% (CDC, 2015, Table A-25).

As identified in the City of Beaumont General Plan, approximately 9,000 acres within the General Plan Area is vacant and undeveloped. Much of the vacant land in the Beaumont Planning Area is suitable for agricultural use. However, development of the area severely constrains the viability of agriculture as a continued or permanent use (City of Beaumont, 2020a, p. 49). The City of Beaumont, including the Project site, experiences a high degree of wind, which can result in the blowing of sand and dust and soil erosion. These factors present a challenge to agricultural use, as when agricultural land is exposed down to bare soil requiring plowing or grading operations which can expose soils and create wind erosion hazards (City of Beaumont, 2020a, p. 65).

##### 2. *Local Agricultural Setting*

Under existing conditions, the Project site is characterized by rugged steep ridges and hillsides with narrow canyons that are generally situated on the southwest portion of the site. Relatively gentle ridges,



broad canyons, and valleys are located on the northwest portion of the site. The site contains a paved Jack Rabbit Trail road that traverses through the eastern portion of the property and includes a network of unmarked dirt roads and trails. Based on aerial photographs in the Project's Phase I Environmental Site Assessment, between the 1900s and the present, the Project site has not been used for agriculture and has remained relatively unchanged in that it remains vacant and undeveloped (McAlister GeoScience, 2019, p. i).

According to the Riverside County Pass Area Plan, the Project site is designated as Rural Mountainous (RM). The RM designation allows single-family residential uses with a minimum lot size of 10 acres. The designation allows for limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a Surface Mining Permit) and associated uses and governmental use (Riverside County, 2017). The City's General Plan land use designation for the Project site is Rural Residential 1 (RR1), which permits agricultural use. However, the City of Beaumont (City) considers the RR1 land use designation to be primarily residential, where limited agricultural uses are permitted but considered ancillary (or secondary) to the primary purpose of the zone to be used for residential development.

According to the Riverside County Zoning Ordinance, the Project site is zoned as "W-2-20 Controlled Area Development," which is intended for one-family dwellings but permits limited agriculture uses such as field crop and grazing. The City has not adopted any zoning designations for the Project site.

#### **B. Forest Resources**

No forestry resources are located on the Project site or in the immediate vicinity of the Project site (Google Earth Pro, 2021). The Project site is not zoned for forestry uses. The Project site has been recently disturbed and contains non-native grassland and Riversidean sage scrub. None of the on-site vegetation is associated with forest land. As such, there are no forest resources within the Project site.

#### **4.2.2 NOTICE OF PREPARATION/SCOPING COMMENTS**

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to agriculture and forestry resources.

#### **4.2.3 REGULATORY FRAMEWORK**

The following is a brief description of the State and local environmental laws and related regulations governing the protection of agriculture and forestry resources.

##### **A. State**

###### **1. *California Land Conservation Act (CLCA)***

The California Land Conservation Act (CLCA) of 1965, also known as the Williamson Act (CA Gov. Code Section 51200, *et seq.*), enables local governments to enter into contracts with private landowners



for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Pursuant to Government Code Section 51230, counties and cities may establish Agricultural Preserves, which define boundaries of those areas within which the city or county will be willing to enter into contracts pursuant to the CLCA; Contracts pursuant to the CLCA only are allowed for areas within established Agricultural Preserves. Agricultural Preserves generally must be at least 100 acres in size; however, a city or county may allow for lesser acreage if a finding is made that the characteristics of the agricultural enterprises in the area are unique and that the establishment of preserves of less than 100 acres is consistent with the general plan of the county or city. Once established, land uses within an Agricultural Preserve must be agricultural in nature, or other such uses that are not incompatible with agricultural uses. For lands within Agricultural Preserves, individual land owners may enter into a Contract with a county or city, which would provide for the exclusion of uses other than agricultural, and other than those compatible with agricultural uses, for the duration of the Contract, even if the land is sold to a new owner. In return for entering into a Contract, the landowner is granted preferential taxes that are based upon agricultural and related land uses rather than fair market value. Contracts may be exited at the option of the landowner or local government by initiating the process of term nonrenewal. Under this process, the remaining contract term (nine years in the case of an original term of ten years) is allowed to lapse, with the contract null and void at the end of the term. During the nonrenewal process, the annual tax assessment continually increases each year until it is equivalent to current tax rates at the end of the nonrenewal period. Under a set of specifically defined circumstances, a Contract may be cancelled without completing the process of term nonrenewal. Contract cancellation, however, involves a comprehensive review and approval process, and the payment of a fee by the landowner equal to 12.5% of the full market value of the property in question (CDC, 2019; California Legislative Info, n.d.).

Under existing conditions, no portion of the Project site is under a Williamson Act contract.

## 2. *Farmland Mapping and Monitoring Program (FMMP)*

The goal of the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) is to provide consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. To meet this goal, FMMP's objective is to provide maps and statistical data to the public, academia, and local, state, and federal governments to assist them in making informed decisions for the best utilization of California's farmland. The FMMP was established in 1982 in response to what was by then a critical need for data on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State. Government Code Section 65570 mandates FMMP to biennially report to the Legislature on the conversion of farmland and grazing land, and to provide maps and data to local government and the public. The FMMP also was directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. It was the intent of the Legislature and a broad coalition of building, business, government, and conservation interests that FMMP be non-regulatory, and provide a consistent and impartial analysis of agricultural land use and change in California. With this in mind,



FMMP provides basic data from which observations and analyses can be made in the land use planning process (CDC, 2004, p. 3).

Pursuant to the FMMP, all lands within California are classified into one of seven map categories. The minimum mapping unit is generally 10 acres, except as otherwise noted (CDC, 2004, p. 6). Provided below is a description of the various map categories established by the FMMP:

**Prime Farmland (P):** Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

**Farmland of Statewide Importance (S):** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

**Unique Farmland (U):** Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

**Farmland of Local Importance (L):** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

**Grazing Land (G):** Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

**Urban and Built-Up Land (D):** Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

**Other Land (X):** Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.



According to CDC and as shown in Figure 4.2-1, *FMMP Farmlands Map*, the majority of the Project site is designated as “Other Land” and the remaining portions (60.9 acres) of the site, located around the northern portions of the Project site, is designated “Farmland of Local Importance” (CDC, 2016b). FMMP Important Farmland Maps are derived from the U.S. Department of Agriculture, Natural Resources Conservation Service soil survey maps using Land Inventory and Monitoring (LIM) criteria. The LIM criteria classified the land’s suitability for agricultural production, which included physical and chemical characteristics of soils, as well as specified land use characteristics (CDC, 2004, p. 5).

***B. Local Plans, Policies, and Regulations***

***1. County of Riverside General Plan***

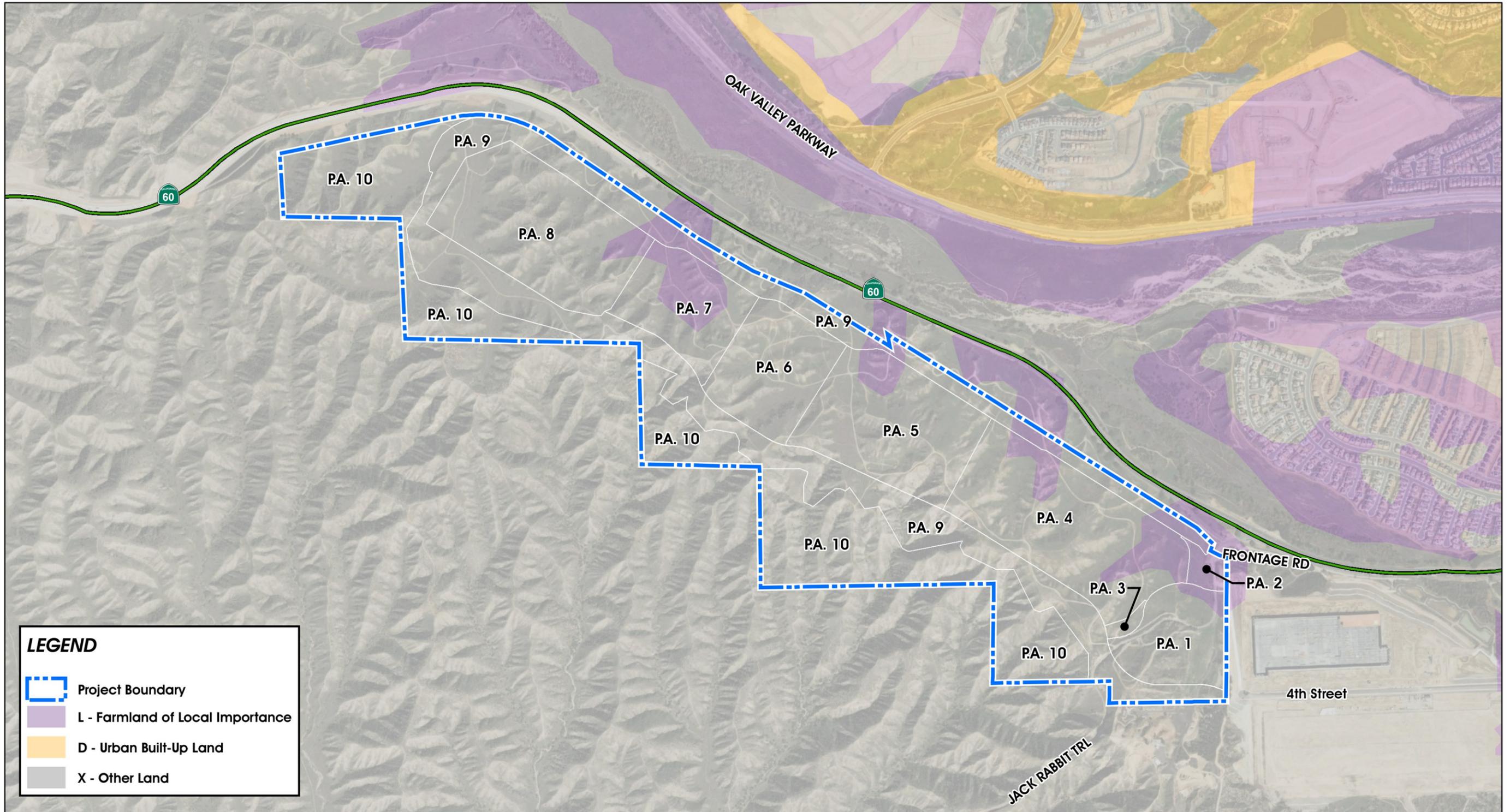
The County of Riverside General Plan, Multipurpose Open Space Element, Figure OS-2, identifies several classifications of important agricultural lands, as established by state and federal agencies in the County. As shown, portions of the site, located around the northern portions of the Project site, is designated “Farmland of Local Importance” (Riverside County, 2015).

***2. County of Riverside Municipal Code***

The County of Riverside Municipal code contains regulations pertaining to agricultural resources in the County, including:

**County of Riverside Municipal Code, Chapter 17.120, A-1 Light Agriculture Zone:** Uses permitted under the Light Agriculture Zone include for one-family dwellings, field crops, grazing, farms for small animals, noncommercial raising of hogs, Future Farmers of America (FFA) or 4-H projects, temporary stand for the display and sale of the agriculture produce, public parks and playgrounds, golf courses with standard length fairways, country clubs, home occupations, mining operations, employee housing, and outside storage of materials, such as irrigation equipment and farming machinery.

**County of Riverside Municipal Code, Chapter 17.124, A-P Light Agriculture with Poultry Zone:** Uses permitted under the Light Agriculture with Poultry Zone include for one-family dwellings, farms for fowls and small animals, grazing of farm stock or animals, farms for the selective or experimental breeding and raising, processing of waste products produced on the property, FFA or 4-H projects, farms for commercial egg production, breaking, separation, pasteurization, containerizing and freezing of eggs, temporary stand for the display and sale of the agriculture produce, public utility facilities and water works facilities.



**LEGEND**

- Project Boundary
- L - Farmland of Local Importance
- D - Urban Built-Up Land
- X - Other Land

Source(s): ESRI, FMMP (2016)

Figure 4.2-1





**County of Riverside Municipal Code, Chapter 17.128, A-2 Heavy Agriculture Zone:** Uses permitted under the Heavy Agriculture Zone include for one-family dwellings, water works facilities, nurseries, greenhouses, orchards, grazing of farm stock or animals, farm for small animals, farms for the selective or experimental breeding and raising, noncommercial raising of hogs, FFA or 4-H projects, temporary stand for the display and sale of the agriculture produce, keeping or raising of not more than fifty (50) mature female crowing fowl and ten (10) mature male crowing fowl, home occupations, mining operations, large and small animal hospitals, commercial stables and riding academies, mink farms, signs, public fairgrounds, employee housing, and outside storage of materials, such as irrigation equipment and farming machinery.

**County of Riverside Municipal Code, Chapter 17.132, A-D Agriculture-Dairy Zone:** Uses permitted under the Agriculture-Dairy Zone include for one-family dwellings in conjunction with a dairy operation, dairy farms and dairy calf, farm for small animals, grazing of farm stock or animals, farms for the selective or experimental breeding and raising, FFA or 4-H projects, temporary stand for the display and sale of the agriculture produce, water works facilities, keeping or raising of not more than fifty (50) mature female crowing fowl and ten (10) mature male crowing fowl, employee housing, and outside storage of materials, such as irrigation equipment and farming machinery.

### 3. *City of Beaumont General Plan*

The General Plan identifies goals and policies related to agriculture and forestry resources in the Conservation and Open Space Element. These goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*.

### 4. *City of Beaumont Municipal Code*

As discussed above, the Project Site is in the City's sphere of influence (SOI) and the City has not adopted any zoning designations for the Project site. However, the City of Beaumont Municipal code contains regulations pertaining to agricultural resources in the City, including:

**Beaumont Municipal Code, Chapter 17.03, Zoning Map and Zone Districts, Section 17.03.050, Residential, Rural Zone (RR Zone):** The Residential, Rural Zone is intended to provide for and encourage the development of agriculturally-orientated low-density residential development to take advantage of the rural environment.

#### 4.2.4 METHODOLOGY

The Project site and surrounding areas were assessed to determine the presence of any farmland, agricultural land, or forest/timberland. Documents and maps from the CDC and the County of Riverside Agricultural Commissioner's Office were reviewed, as well as technical reports prepared for the Project, to determine whether there were any past or are any current agricultural activities on the Project site. This information was used to determine the Project's potential to affect any farmland, land



used or zoned for agricultural purposes, Williamson Act lands, forest lands, or forest/Timberland resources.

**4.2.5 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section II of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to agriculture and forestry resources if the Project or any Project-related component would:

- a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?*
- b. *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c. *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

**4.2.6 IMPACT ANALYSIS**

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

Section 21095 of the CEQA statute and the State CEQA Guidelines Appendix G define three of the FMMP’s Important Farmland categories—Prime Farmland, Unique Farmland, and Farmland of Statewide Importance—as agricultural lands for purposes of CEQA analysis and acknowledge that their conversion to nonagricultural uses may be considered a significant impact. As previously stated, based on the most recent FMMP data available for Riverside County (2016) the Project site does not contain any “Prime Farmland,” “Unique Farmland,” or “Farmland of Statewide Importance.” As previously discussed, the majority of the Project site is designated as “Other Land” and the remaining portions (approximately 60.9 acres) of the site, areas located around the northeastern boundary of the Project site and along the SR-60, is designated “Farmland of Local Importance” (CDC, 2016b). The Project site has not been used for agriculture. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps pursuant to the FMMP



of the California Resource Agency to non-agricultural use, and less than significant impacts would result.

***Threshold b: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

The Project is zoned under the County of Riverside as “Controlled Development Area” (W-2-20), which is intended for one-family dwellings but includes a broad number of permitted uses, including light agriculture, aviaries, apiaries, grazing of farm animals, and animal husbandry. Additionally, the W-2-20 zone allows the following with a Plot Plan approval: guest ranches, educational institutions, country clubs, churches, and meat cutting/packing plants without slaughtering. The County of Riverside does not consider W-2-20 to be primarily an agricultural use. Additionally, the Project would result in annexation of the Project site to the City of Beaumont. The Project site is not zoned for agricultural use by the City. Accordingly, the Project would not conflict with existing zoning for agricultural use.

The Project site is not located within an agricultural preserve and is not under a Williamson Act contract (RCIT, 2021); therefore, impacts resulting from a conflicting existing Williamson Act contract would be less than significant.

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

***Threshold d: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?***

The Project site does not contain any forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). Accordingly, the Project would not conflict with existing zoning for forest land or timberland and would not result in the loss or conversion of forest land. Accordingly, no impacts relating to existing zoning, or rezoning of, forest land, timberland, or timberland zoned Timberland Production would occur.

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

“Farmland” is defined in Section II (a) of Appendix G of the State CEQA Guidelines as “Prime Farmland,” “Unique Farmland” or “Farmland of Statewide Importance.” As disclosed above in the response to Threshold “a,” the Project site has not been used for agriculture, and the Project would not result in the conversion of Farmland to non-agricultural use.



Additionally, the Project would not result in the indirect conversion of agricultural land to non-agricultural use as a result of land use incompatibilities where agricultural and urban uses interface. There are no agricultural uses on the Project site or its surrounding area. The only location in the City with Prime Farmland is the Dowling Farms site, which is now vacant and no longer growing row crops. Therefore, the Project would not result in the conversion of Farmland to non-agricultural uses and no impact would occur.

As discussed in the responses to Threshold “c” and Threshold “d,” the Project would not convert forest land to non-forest use.

#### 4.2.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development in the Project area.

The proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps pursuant to the FMMP of the California Resource Agency to non-agricultural use. Therefore, the Project would not contribute to the cumulative loss of farmland or conversion of farmland to a non-agricultural use. No cumulative impacts would result.

The Project site is located in the City’s SOI and is not currently zoned by the City. As noted previously, the County of Riverside does not consider W-2-20 to be primarily an agricultural use. Therefore, the Project would not conflict with zoning for an agricultural use. Furthermore, the Project site does not contain a Williamson Contract under existing conditions. Accordingly, the Project would not have cumulative significant impact due to conflicting with a Williamson Contract.

Additionally, there are no forest lands, timberlands, or Timberland Production zones on the Project site or in the Project site’s vicinity, nor are any nearby lands under active production as forest land. Therefore, cumulatively significant impacts to forest land would not occur and the Project has no potential to result in a cumulatively-considerable impact to the loss of these lands.

#### 4.2.8 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps pursuant to the FMMP of the California Resource Agency to non-agricultural use, and no significant impacts would result.

Threshold b: Less than Significant Impact. The Project site is not subject to a Williamson Act Contract and is not zoned for agricultural use; therefore, the Project would not conflict with a Williamson Act Contract or agricultural zoning.

Threshold c: No Impact. The Project site is not zoned for forest land; therefore, the Project would not conflict with any zoning for forest land resources.



Threshold d: No Impact. There are no forest lands, timberland, or Timberland Production-zoned land on the Project site; therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest use.

Threshold e: No Impact. The Project would not result in the conversion of farmland to non-agricultural uses, and would not result in the conversion of forest land to non-forest use, and no significant impacts would result.

#### **4.2.9 MITIGATION**

Impacts would be less than significant and mitigation is not required.

#### **4.2.10 SIGNIFICANCE OF IMPACTS AFTER MITIGATION**

Impacts would be less than significant without mitigation.



### 4.3 AIR QUALITY

The following analysis is based in part on information obtained from a technical report entitled, *Air Quality Analysis*, which was prepared by Urban Crossroads, Inc., is dated August 29, 2022, and is included as *Technical Appendix B1* to this EIR (Urban Crossroads, 2022a). Additionally, Urban Crossroads prepared the *Health Risk Assessment*, which is dated August 29, 2022, and is appended to this EIR as *Technical Appendix B2* (Urban Crossroads, 2022b). Refer to Section 7.0, *References*, for a complete list of reference sources.

#### 4.3.1 EXISTING CONDITIONS

##### A. South Coast Air Basin

The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of South Coast Air Quality Management District (South Coast AQMD). The SCAB encompasses a 6,745-square mile subregion of the South Coast AQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles / Kern County border to the north, and the Los Angeles / San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

##### B. Climate and Meteorology

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality. The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO<sub>2</sub>) to sulfates (SO<sub>4</sub>) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90% of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of



widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed “Santa Anas” each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the “Catalina Eddy,” a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO<sub>x</sub>) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

*1. Project Location and Climate*

The City of Beaumont, including the City’s Sphere of Influence (SOI) lies within the SCAB, which is under the jurisdiction of the South Coast AQMD. The specific terrain and geographical location



determine climate within the SCAB. The City of Beaumont lies within the terrain south of the San Gorgonio Mountains and San Bernardino Mountains and northwest of the San Jacinto Mountains.

The City of Beaumont has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5-10 degrees cooler than its neighboring lower-elevation cities, such as Riverside, Hemet, Perris, San Jacinto, and the Coachella Valley. The annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April.

Approximately 5 to 10 times a year the Project vicinity experiences strong, hot, dry desert winds known as the Santa Ana winds. These winds, associated with atmospheric high pressure, originate in the upper deserts and are channeled through the passes of the San Bernardino Mountains and into the inland valleys. Santa Ana winds can last for a period of hours or days, and gusts of over 60 miles per hour have been recorded.

**C. Criteria Pollutants and Associated Health Effects**

Criteria pollutants are pollutants that are regulated by federal and state laws through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and health effects are identified below:

- **Carbon Monoxide (CO)** is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest in the winter during the morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. CO is emitted directly from internal combustion engines; therefore, motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Therefore, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk to the effects of CO include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic oxygen deficiency.
- **Sulfur Dioxide (SO<sub>2</sub>)** is a colorless gas or liquid. SO<sub>2</sub> enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO<sub>2</sub> oxidizes in the atmosphere, it forms sulfates (SO<sub>4</sub>). Collectively, these pollutants are referred to as sulfur oxides (SO<sub>x</sub>). SO<sub>2</sub> is a respiratory irritant to people afflicted with asthma. After acute exposure to SO<sub>2</sub>, asthma sufferers can experience breathing difficulties, including airway constriction and reduction in



breathing capacity. Although healthy individuals do not exhibit similar acute breathing difficulties even after exposure to higher concentrations to SO<sub>2</sub>, animal studies suggest that very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

- **Nitrogen Oxides (NO<sub>x</sub>)** consist of nitric oxide (NO), nitrogen dioxide (NO<sub>2</sub>) and nitrous oxide (N<sub>2</sub>O) and are formed when nitrogen (N<sub>2</sub>) combines with oxygen (O<sub>2</sub>). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes, and are major contributors to smog formation and acid deposition. NO<sub>2</sub> is a criteria air pollutant, and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere, and reduced visibility. Of the nitrogen oxide compounds, NO<sub>2</sub> is the most abundant in the atmosphere. As ambient concentrations of NO<sub>2</sub> are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO<sub>2</sub> than those indicated by regional monitoring stations. Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO<sub>2</sub> at levels higher than ambient levels in Southern California. Short-term exposure to NO<sub>2</sub> can result in resistance to air flow and airway contraction in healthy subjects. Exposure to NO<sub>2</sub> can result decreases in lung functions in individuals with asthma or chronic obstructive pulmonary diseases (e.g., chronic bronchitis, emphysema), as these individuals are more susceptible to the effects of NO<sub>x</sub> than healthy individuals.
- **Ozone (O<sub>3</sub>)** is a highly reactive and unstable gas that is formed when volatile organic compounds (VOCs) and NO<sub>x</sub>, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, warm temperatures, and light wind conditions are favorable to the formation of this pollutant. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for ozone effects. An increased risk for asthma has been found in children who participate in multiple sports and reside in communities with high ozone levels.
- **Particulate Matter less than 10 microns (PM<sub>10</sub>)** is an air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. PM<sub>10</sub> also causes reduced visibility. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to enter the lungs where they may be deposited, resulting in the adverse health effects discussed below for PM<sub>2.5</sub>.



- **Particulate Matter less than 2.5 microns (PM<sub>2.5</sub>)** is a similar air pollutant to PM<sub>10</sub> consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). The chemical composition of fine particles is highly dependent on location, time of year, and weather conditions. Elevated ambient concentrations of fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) have been correlated with an increase in respiratory infections, number, and severity of asthma attacks, and increased hospital admissions. Some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer. Daily fluctuations in PM<sub>2.5</sub> concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter. The elderly, people with pre-existing respiratory or cardiovascular disease, and children, appear to be more susceptible to the effects of high levels of PM<sub>10</sub> and PM<sub>2.5</sub>.
- **Volatile Organic Compounds (VOCs) and Reactive Organic Gasses (ROGs)** are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate) that exist in the ambient air. Both VOCs and ROGs are precursors to ozone and contribute to the formation of smog through atmospheric photochemical reactions. VOCs and ROGs have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, including such common VOCs as gasoline, alcohol, and the solvents used in paints. Breathing VOCs can irritate the eye, nose, and throat, which can cause difficulty breathing. In addition, studies have shown that some VOCs can cause damage to the central nervous system.
- **Lead (Pb)** is a heavy metal that is highly persistent in the environment. Historically, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. Currently, emissions of lead are largely limited to stationary sources such as lead smelters, battery manufacturers, and waste incinerators. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient in children. In adults, increased lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures, and death. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure.

**D. Existing Air Quality**

Existing air quality is measured at established South Coast AQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air



Quality Standards (CAAQS) currently in effect are shown in Table 4.3-1, *Ambient Air Quality Standards*.

The determination of whether a region’s air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. At the time of the Air Quality Impact Analysis (AQIA) was performed for this Project, the most recent state and federal standards were updated by the California Air Resources Board (CARB) on May 4, 2016 and are presented in Table 4.3-1. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O<sub>3</sub>, CO, SO<sub>2</sub> (1 and 24 hour), NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are not exceeded. All others are not to be equaled or exceeded. It should be noted that the three-year period is presented for informational purposes and is not the basis for how the State assigns attainment status. Attainment status for a pollutant means that the South Coast AQMD meets the standards set by the EPA or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the state will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area.

**Table 4.3-1 Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards		National Standards		
		Concentration	Method	Primary	Secondary	Method
<b>Ozone (O<sub>3</sub>)</b>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	---	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.070 ppm (137 µg/m <sup>3</sup> )		
<b>Respirable Particulate Matter (PM<sub>10</sub>)</b>	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		---		
<b>Fine Particulate Matter (PM<sub>2.5</sub>)</b>	24 Hour	---	---	35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12.0 µg/m <sup>3</sup>		
<b>Carbon Monoxide (CO)</b>	1 Hour	20 ppm (23 mg/ m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/ m <sup>3</sup> )	---	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/ m <sup>3</sup> )		9 ppm (10 mg/ m <sup>3</sup> )	---	
	8 Hour	6 ppm		---	---	



Pollutant	Averaging Time	California Standards		National Standards		
		Concentration	Method	Primary	Secondary	Method
	(Lake Tahoe)	(7 mg/ m <sup>3</sup> )				
Nitrogen Dioxide (NO <sub>2</sub> )	1 Hour	0.18 ppm (339 µg/ m <sup>3</sup> )	Gas Phase Chemiluminescence	110 ppb (188 µg/ m <sup>3</sup> )	---	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/ m <sup>3</sup> )		0.053 ppm (100 µg/ m <sup>3</sup> )	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> )	1 Hour	0.25 ppm (665 µg/ m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/ m <sup>3</sup> )	---	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	---		---	0.5 ppm (1300 µg/ m <sup>3</sup> )	
	24 Hour	0.04 ppm (105 µg/ m <sup>3</sup> )		0.14 ppm (for certain areas)	---	
	Annual Arithmetic Mean	---		0.030 ppm (for certain areas)	---	
Lead	30 Day Average	1.5 µg/ m <sup>3</sup>	Atomic Absorption	---		High Volume Sampler and Atomic Absorption
	Calendar Quarter	---		1.5 µg/ m <sup>3</sup> (for certain areas)	Same as Primary Standard	
	Rolling 3-Month Average	---		0.15 1.5 µg/ m <sup>3</sup>		
Visibility Reducing Particles	8 Hour	See Footnote 14 in <i>Technical Appendix B1</i> .	Beta Attenuation and Transmittance through filter tape	No National Standards		
Sulfates	24 Hour	25 µg/ m <sup>3</sup>	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/ m <sup>3</sup> )	Ultraviolet Fluorescence			
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/ m <sup>3</sup> )	Gas Chromatography			

See footnotes in Table 2-3, *Technical Appendix B1*.

Source: (Urban Crossroads, 2022a, Table 2-3)

**E. Regional Air Quality**

Air pollution contributes to a wide variety of adverse health effects. The EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O<sub>3</sub>, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), NO<sub>2</sub>, and SO<sub>2</sub> which are known as criteria pollutants. The South Coast AQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district. On February 21, 2019, CARB posted the 2018 amendments to the state and national area designations. The attainment status for criteria pollutants within the SCAB is summarized in Table 4.3-2, *Attainment Status of Criteria Pollutants in the South Coast Air Basin*.

**Table 4.3-2 Attainment Status of Criteria Pollutants in the South Coast Air Basin**

Criteria Pollutant	State Designation	Federal Designation
O <sub>3</sub> – 1-hour standard	Nonattainment	--
O <sub>3</sub> – 8-hour standard	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Attainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/ Attainment
NO <sub>2</sub>	Attainment	Unclassifiable/ Attainment
SO <sub>2</sub>	Unclassifiable/ Attainment	Unclassifiable/ Attainment
Pb	Attainment	Unclassifiable/ Attainment

“—” The national 1-hour O<sub>3</sub> standard was revoked effective June 15, 2005.

Source: (Urban Crossroads, 2022a, Table 2-4)

**F. Air Quality History and Trends**

**1. Criteria Pollutants**

In 1976, California adopted the Lewis Air Quality Management Act which created South Coast AQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The geographic area of which South Coast AQMD consists is known as the SCAB. South Coast AQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures.

South Coast AQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB.

The South Coast AQMD is the lead agency charged with regulating air quality emission reductions for the entire SCAB. South Coast AQMD created AQMPs which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SCAB. The 2012 AQMP states, “the remarkable historical improvement in air quality since the 1970’s is the direct result of Southern



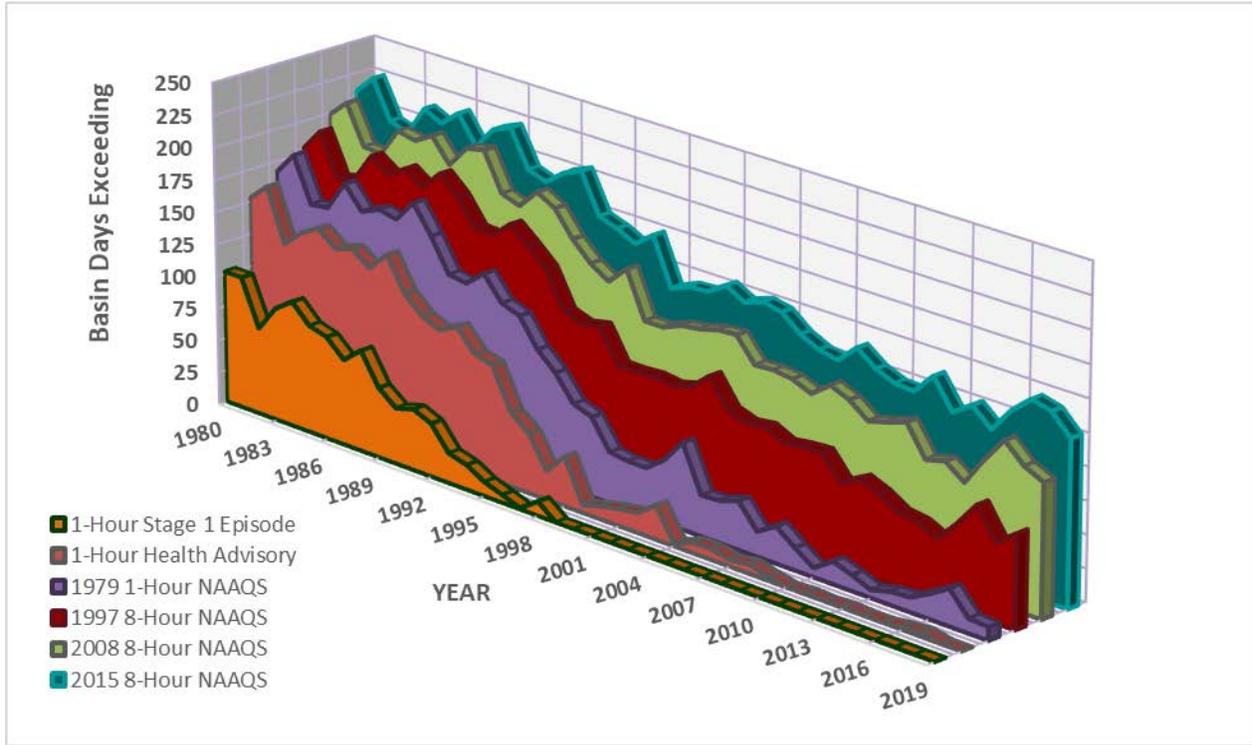
California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs." The continued improvement has been further demonstrated in the subsequent update of the AQMP in 2016.

Emissions of O<sub>3</sub>, NO<sub>x</sub>, VOC, and CO have been decreasing in the SCAB since 1975 and are projected to continue to decrease through 2031. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO<sub>x</sub> and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO<sub>x</sub> emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy. O<sub>3</sub> contour maps show that the number of days exceeding the 8-hour NAAQS has decreased between 1980 and 2019. In the 2019 period, there was an overall decrease in exceedance days compared with the 1980 period. However, as shown in Exhibit 4.3-1, *South Coast Air Basin Ozone Trend*, O<sub>3</sub> levels have increased in the past two years due to higher temperatures and stagnant weather conditions. Notwithstanding, O<sub>3</sub> levels in the SCAB have decreased substantially over the last 30 years with the current maximum measured concentrations being approximately one-third of concentrations within the late 70's.

The overall trends of PM<sub>10</sub> and PM<sub>2.5</sub> levels in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM<sub>10</sub> have remained somewhat constant in the SCAB and direct emissions of PM<sub>2.5</sub> have decreased slightly since 1975. Area wide sources (fugitive dust from roads, dust from construction, and other sources) contribute the greatest amount of direct particulate matter emissions.



*Exhibit 4.3-1: South Coast Air Basin Ozone Trend*

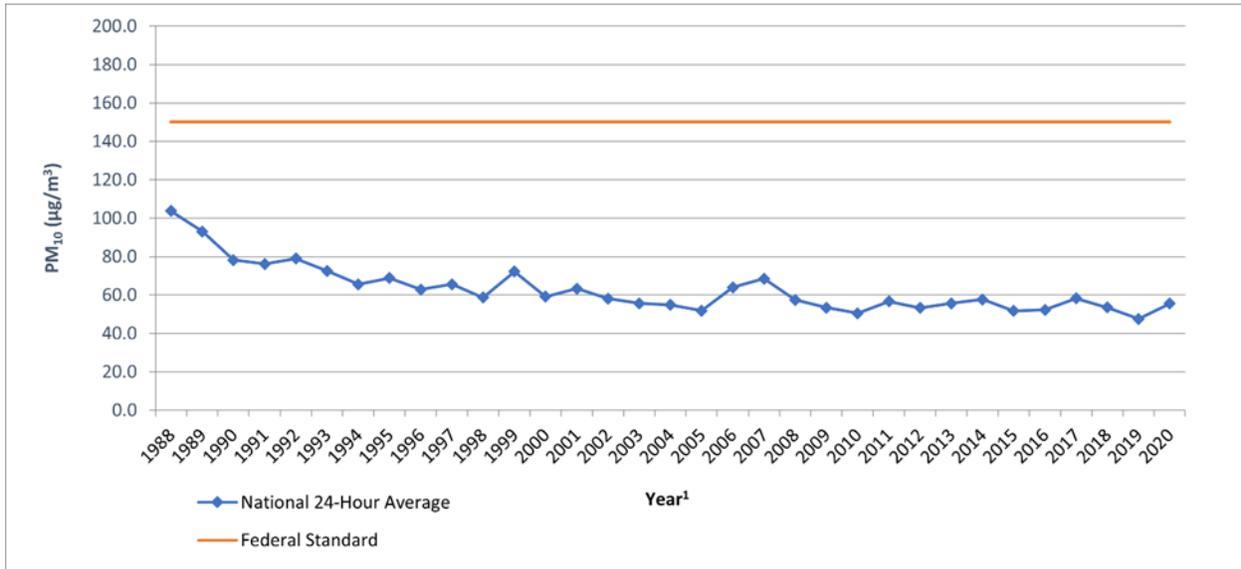


Source: (Urban Crossroads, 2022a, Table 2-5)

As with other pollutants, the most recent PM<sub>10</sub> statistics show an overall improvement as illustrated in Exhibit 4.3-2, *South Coast Air Basin PM<sub>10</sub> Trend (based on Federal Standard)* and Exhibit 4.3-3, *South Coast Air Basin PM<sub>10</sub> Trend (based on State Standard)*. During the period for which data are available, the 24-hour national annual average concentration for PM<sub>10</sub> decreased by approximately 48%, from 103.7 microgram per cubic meter (µg/m<sup>3</sup>) in 1988 to 55.5 µg/m<sup>3</sup> in 2020. Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations will exceed the threshold. The 24-hour state annual average for emissions for PM<sub>10</sub>, have decreased by approximately 64%, from 93.9 µg/m<sup>3</sup> in 1989 to 33.9 µg/m<sup>3</sup> in 2020. Although data in the late 1990's show some variability, this is probably due to the advances in meteorological science rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM<sub>10</sub> standards has also shown an overall drop.



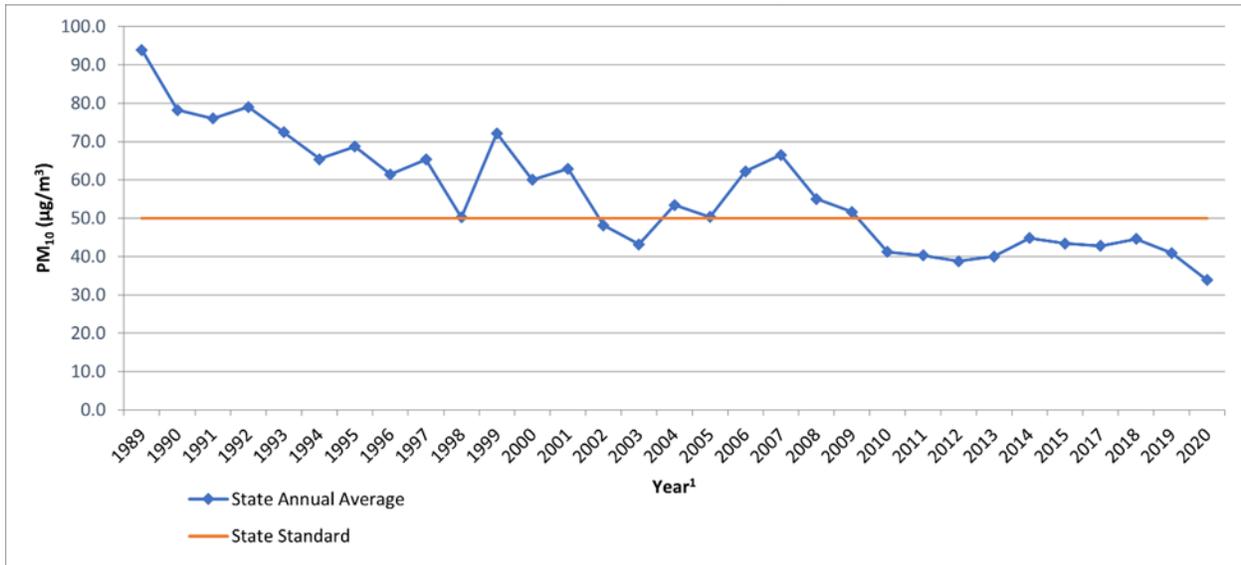
***Exhibit 4.3-2: South Coast Air Basin PM<sub>10</sub> Trend (based on Federal Standard)***



<sup>1</sup> Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of “0” have also been omitted.

Source: (Urban Crossroads, 2022a, Table 2-7)

***Exhibit 4.3-3: South Coast Air Basin PM<sub>10</sub> Trend (based on State Standard)***



<sup>1</sup> Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of “0” have also been omitted.

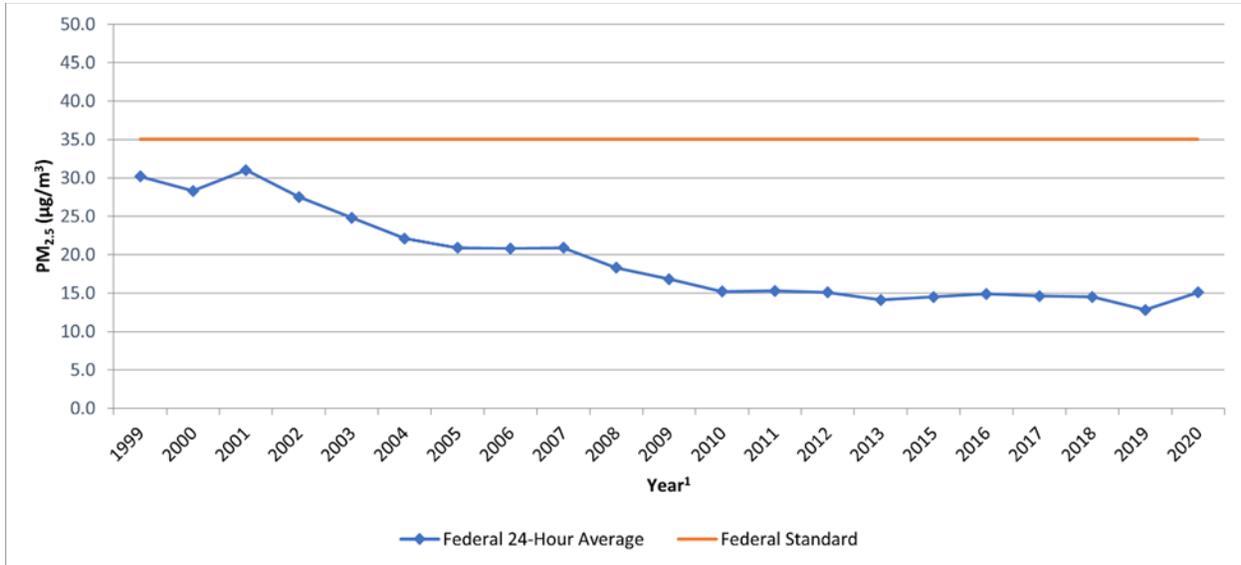
Source: (Urban Crossroads, 2022a, Table 2-8)

Exhibit 4.3-4, *South Coast Air Basin PM<sub>2.5</sub> Trend (based on Federal Standard)*, and Exhibit 4.3-5, *South Coast Air Basin PM<sub>2.5</sub> Trend (based on State Standard)* show the most recent 24-hour average PM<sub>2.5</sub> concentrations in the SCAB from 1999 through 2020. Overall, the national and state annual



average concentrations have decreased by almost 50% and 31% respectively. It should be noted that the SCAB is currently designated as nonattainment for the state and federal PM<sub>2.5</sub> standards.

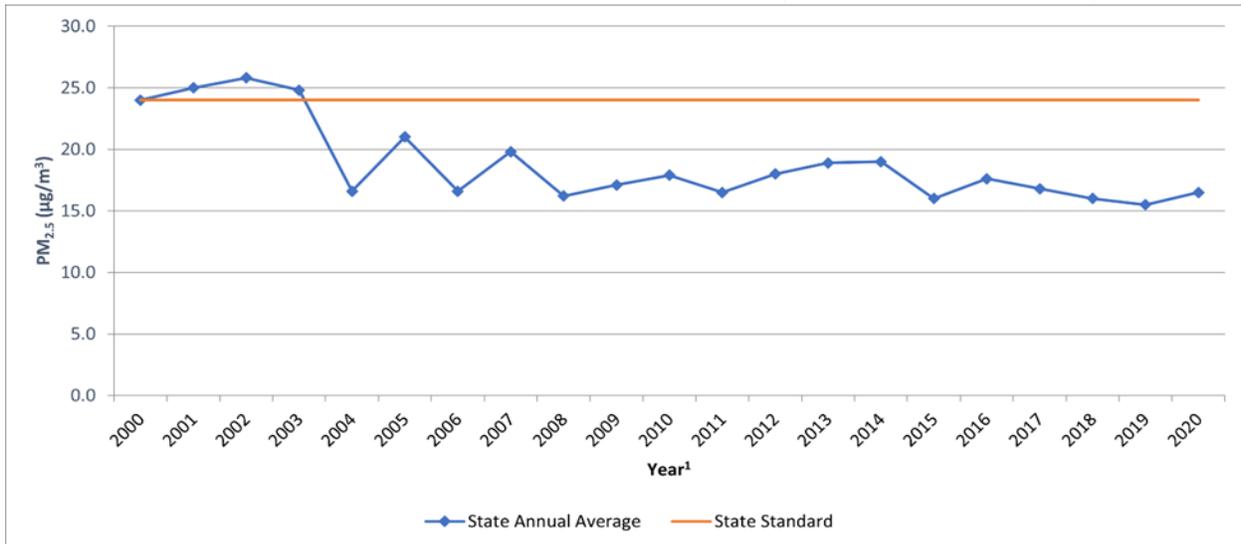
***Exhibit 4.3-4: South Coast Air Basin PM<sub>2.5</sub> Trend (based on Federal Standard)***



<sup>1</sup> Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of “0” have also been omitted.

Source: (Urban Crossroads, 2022a, Table 2-9)

***Exhibit 4.3-5: South Coast Air Basin PM<sub>2.5</sub> Trend (based on State Standard)***



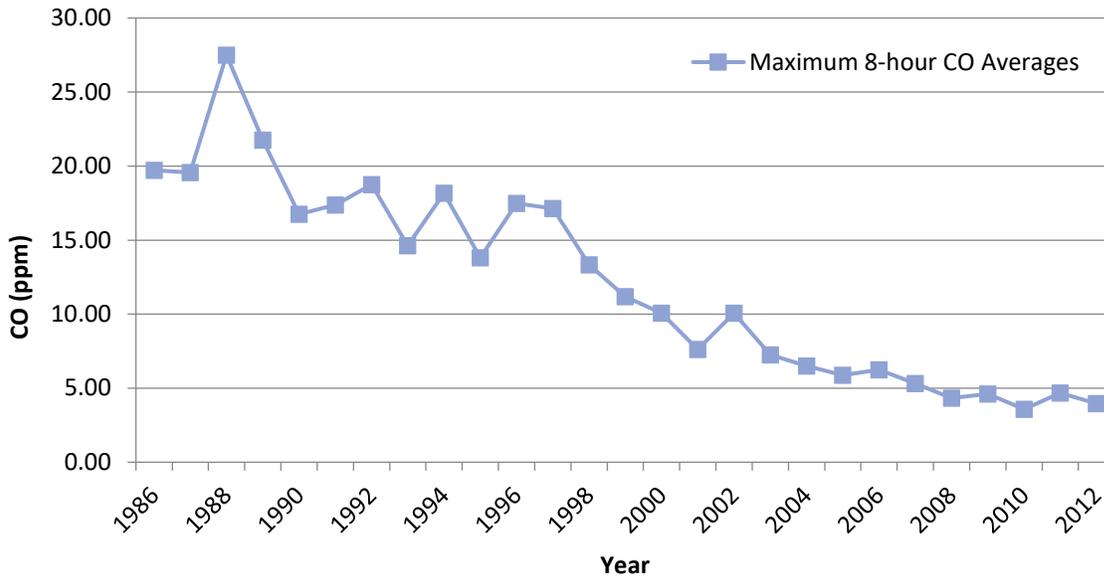
<sup>1</sup> Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of “0” have also been omitted.

Source: (Urban Crossroads, 2022a, Table 2-10)



The most recent CO concentrations in the SCAB are shown in Exhibit 4.3-6, *South Coast Air Basin Carbon Monoxide Trend*. CO concentrations in the SCAB have decreased markedly — a total decrease of more about 80% in the peak 8-hour concentration from 1986 to 2012. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.

***Exhibit 4.3-6: South Coast Air Basin Carbon Monoxide Trend***

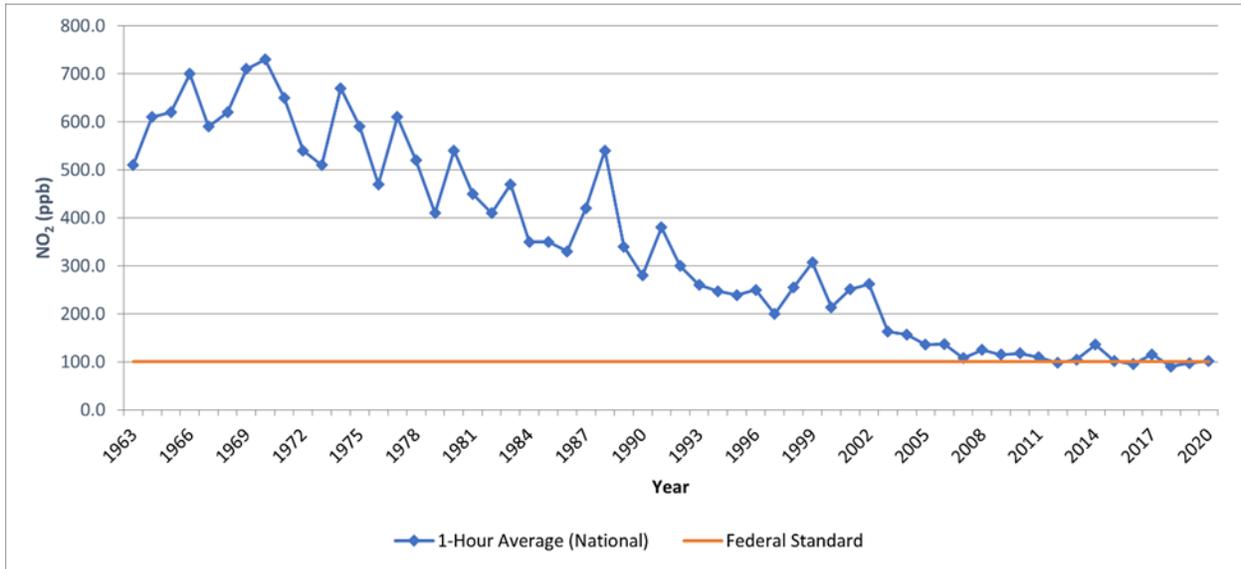


<sup>1</sup> The most recent year where 8-hour concentration data is available is 2012.  
Source: (Urban Crossroads, 2022a, Table 2-11)

The most recent NO<sub>2</sub> data for the SCAB is shown in Exhibit 4.3-7, *South Coast Air Basin NO<sub>2</sub> Trend (based on Federal Standard)* and Exhibit 4.3-8, *South Coast Air Basin NO<sub>2</sub> Trend (based on State Standard)*. Over the last 50 years, NO<sub>2</sub> values have decreased significantly; the peak 1-hour national and state averages for 2020 is approximately 80% lower than what it was during 1963. The SCAB attained the State 1-hour NO<sub>2</sub> standard in 1994, bringing the entire state into attainment. A new state annual average standard of 0.030 ppm was adopted by CARB in February 2007. The new standard is just barely exceeded in the South Coast AQMD. NO<sub>2</sub> is formed from NO<sub>x</sub> emissions, which also contribute to O<sub>3</sub>. As a result, the majority of the future emission control measures would be implemented as part of the overall O<sub>3</sub> control strategy. Many of these control measures would target mobile sources, which account for more than three-quarters of California’s NO<sub>x</sub> emissions. These measures are expected to bring the South Coast AQMD into attainment of the state annual average standard.

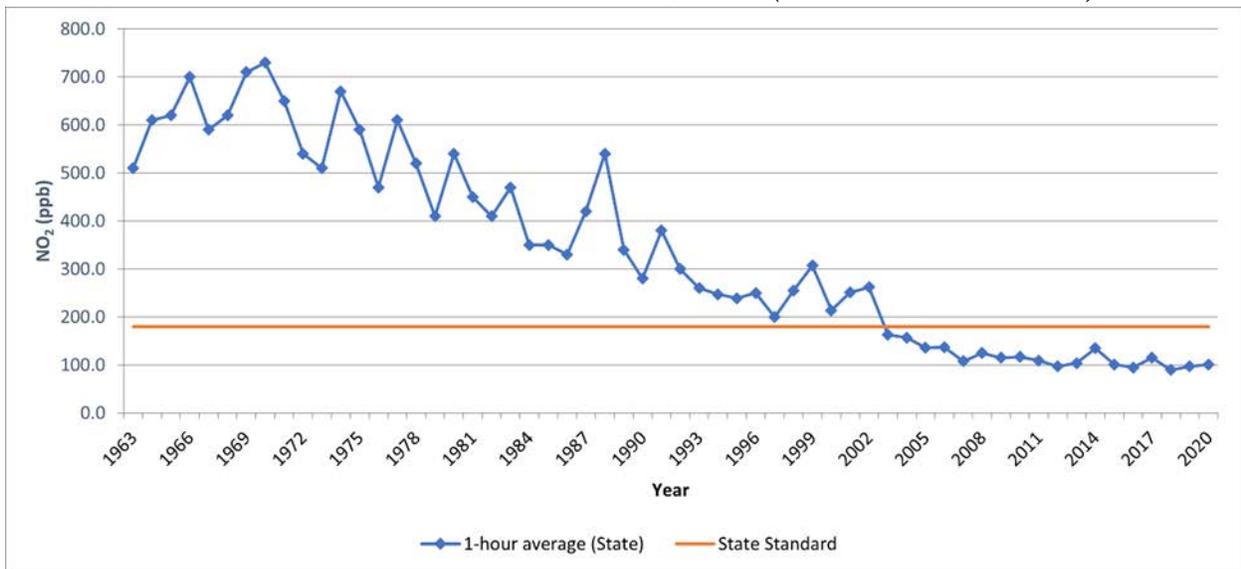


***Exhibit 4.3-7: South Coast Air Basin NO<sub>2</sub> Trend (based on Federal Standard)***



Source: (Urban Crossroads, 2022a, Table 2-12)

***Exhibit 4.3-8: South Coast Air Basin NO<sub>2</sub> Trend (based on State Standard)***



Source: (Urban Crossroads, 2022a, Table 2-13)

Part of the control process of the South Coast AQMD’s duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by South Coast AQMD’s *CEQA Air Quality Handbook* (1993) (1993 CEQA Handbook). The single threshold of significance used to assess Project direct and cumulative impacts has in fact “worked” as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades. As stated by the South Coast AQMD, the District’s thresholds of significance are based on factual and scientific data and are therefore appropriate thresholds of significance to use for this Project.



## 2. Toxic Air Contaminants Trends

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of TAC emissions resulting from mobile and area sources, such as cars, trucks, stationary products, and consumer products. According to the *Ambient and Emission Trends of Toxic Air Contaminants in California* journal article which was prepared for CARB, results show that between 1990-2012, ambient concentration and emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene (C<sub>6</sub>H<sub>6</sub>), and 1,3-butadiene (C<sub>4</sub>H<sub>6</sub>); those that are derived from stationary sources: perchloroethylene (C<sub>2</sub>Cl<sub>4</sub>) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH<sub>2</sub>O) and acetaldehyde (C<sub>2</sub>H<sub>4</sub>O)<sup>1</sup>. The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk.

CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California's second-generation On-Board Diagnostic (OBD-II) system. The OBD-II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire life and assists repair technicians in diagnosing and fixing problems with the computerized engine controls. If a problem is detected, the OBD-II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase "Check Engine" or "Service Engine Soon". The system will also store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. CARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 pounds (lbs). CARB's phase II Reformulated Gasoline Regulation (RFG-2), adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88% from 1990 to 2012. 1,3-Butadiene concentrations also declined 85% from 1990 to 2012 as a result of the use of reformulated gasoline and motor vehicle regulations.

In 2000, CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% since 2000, even though the state's population increased 31% and the amount of diesel vehicles miles traveled increased 81%. DPM differs from other TACs in that it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10- year research program demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a

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<sup>1</sup> It should be noted that ambient DPM concentrations are not measured directly. Rather, a surrogate method using the coefficient of haze (COH) and elemental carbon (EC) is used to estimate DPM concentrations.



chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. A separate Health Risk Assessment (*Technical Appendix B2*) has been prepared that evaluates the Project's potential impacts to surrounding land uses due to exposure of DPM emissions associated with the Project. With the implementation of these diesel-related control regulations, CARB expects a DPM decline of 71% for the period from 2000 to 2020. South Coast AQMD's Multiple Air Toxics Exposure Study (MATES) study, discussed later illustrates the cancer risk trends, which show an approximate 80% reduction in risk from 2000 to 2020, correlates to the reductions in DPM anticipated by CARB.

### 3. Diesel Regulations

#### **California Air Resources Board Regulation for In-Use Off-Road Diesel Vehicles**

On July 26, 2007, the ARB adopted a regulation to reduce DPM and oxides of nitrogen (NO<sub>x</sub>) emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than 5 consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. The ARB is enforcing that part of the rule with fines up to \$10,000 per day for each vehicle in violation. Performance requirements of the rule are based on a fleet's average NO<sub>x</sub> emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirements, making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less).

#### **On-Road Heavy-Duty Vehicle Program**

The ARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, and test procedures. The ARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, and the School Bus Program and others.

#### **Statewide Truck and Bus Regulation**

(Regulation to Reduce Emissions of DPM, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles, Title 13, California Code of Regulations, Section 2025). On December 12, 2008, the ARB approved this regulation (Regulation to Reduce Emissions of DPM, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles, Title 13, California Code of Regulations, Section 2025) to reduce emissions from existing on-road



diesel trucks and buses operating in California. This regulation applies to all on-road heavy-duty diesel-fueled vehicles with a gross vehicle weight rating greater than 14,000 pounds, agricultural yard trucks with off-road certified engines, and certain diesel fueled shuttle vehicles of any gross vehicle weight rating. Out-of-state trucks and buses that operate in California are also subject to the regulation. Under the regulation, older, heavier trucks (i.e. those with pre-2000 year engines and a gross vehicle weight rating greater than 26,000 pounds), are required to have installed a PM filter and must be replaced with a 2010 engine between 2015 and 2020, depending on the model year.

The latest amendments to the Truck and Bus regulation became effective on December 31, 2014. The amended regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses met particulate matter (PM) filter requirements beginning January 1, 2012. Mandatory replacement of lighter and older heavier trucks began January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.

#### 4. Cancer Risk Trends

Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a TAC. The South Coast AQMD initiated a comprehensive urban toxic air pollution study called the Multiple Air Toxics Exposure Study (MATES). DPM accounts for more than 70% of the cancer risk.

In January 2018, as part of the overall effort to reduce air toxics exposure in the SCAB, South Coast AQMD began conducting the MATES V Program. MATES V field measurements were conducted at ten fixed sites (the same sites selected for MATES III and IV) to assess trends in air toxics levels. MATES V also included measurements of ultrafine particles (UFP) and black carbon (BC) concentrations, which can be compared to the UFP levels measured in MATES IV. The final version of the MATES V study is dated August 2021. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in South Coast AQMD's programs such as permitting, Air Toxics Hot Spots (AB2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic non-cancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic non-cancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazard Assessment (OEHHA) and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time. Exhibit 2-B in *Technical Appendix B1* illustrates the MATES



V Risk trends for the nearest available monitoring site to the project, located in Rubidoux. As shown, concentrations and consequently risk have been significantly reduced even though there has been tremendous industrywide growth as discussed in the section above.

**G. Local Air Quality**

The South Coast AQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the district in order to provide Southern California residents with information about the air quality conditions. The Project site is located within the Hemet/San Jacinto Valley area (SRA 28). However, as there are no monitoring stations within SRA 28, the nearest monitoring stations will be used to report air quality conditions for O<sub>3</sub>, CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. For reporting purposes, the next nearest monitoring stations were utilized only in instances where data was not available.

- East San Bernardino Valley (SRA 35) monitoring station is located 9.11 miles northwest of the Project site will be used to report air quality conditions for O<sub>3</sub> and PM<sub>10</sub>. It should be noted that the East San Bernardino Valley monitoring station does not include air quality data for CO, NO<sub>2</sub>, and PM<sub>2.5</sub>.
- Metropolitan Riverside County 3 (SRA 23) monitoring station is located roughly 20.16 miles northwest of the Project site and will be used to report air quality conditions for CO and PM<sub>2.5</sub>. It should be noted that the Metropolitan Riverside County 3 monitoring station does not include air quality data for NO<sub>2</sub>.
- San Gorgonio Pass (SRA 29) monitoring station is located approximately 9.88 miles east of the Project site and will be used to report air quality conditions for NO<sub>2</sub>.

Table 4.3-1, *Ambient Air Quality Standards*, provides a summary of ambient air quality conditions in the general vicinity of the Project site from 2017 to 2019, which is the most recent three-year period for which air quality information is available, and identifies the number of days ambient air quality standards were exceeded at the study site. The study site is considered to be representative of the local air quality at the Project site. Data for O<sub>3</sub>, CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for 2017 through 2019 was obtained from the South Coast AQMD Air Quality Data Tables. Additionally, data for SO<sub>2</sub> has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO<sub>2</sub> concentrations.



**Table 4.3-3 Project Area Air Quality Monitoring Summary 2017-2019**

Pollutant	Standard	Year		
		2017	2018	2019
<b>O<sub>3</sub></b>				
Maximum Federal 1-Hour Concentration (ppm)		0.156	0.136	0.137
Maximum Federal 8-Hour Concentration (ppm)		0.135	0.114	0.117
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	79	53	73
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	114	94	109
<b>CO</b>				
Maximum Federal 1-Hour Concentration	> 35 ppm	2.2	2.6	2.0
Maximum Federal 8-Hour Concentration	> 20 ppm	2.0	2.4	1.3
<b>NO<sub>2</sub></b>				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.056	0.051	0.056
Annual Federal Standard Design Value		0.008	0.009	0.008
<b>PM<sub>10</sub></b>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 150 µg/m <sup>3</sup>	77	74	44
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )		25.8	25.9	21.2
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m <sup>3</sup>	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m <sup>3</sup>	2	2	0
<b>PM<sub>2.5</sub></b>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 35 µg/m <sup>3</sup>	62.20	64.80	46.70
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )	> 12 µg/m <sup>3</sup>	13.40	13.87	12.53
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m <sup>3</sup>	9	4	9

ppm = Parts Per Million

µg/m<sup>3</sup> = Microgram per Cubic Meter

Source: (Urban Crossroads, 2022a, Table 2-5)

#### **4.3.2 NOTICE OF PREPARATION/SCOPING COMMENTS**

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made on during the EIR Scoping Meeting that pertain to air quality.

One comment related to air quality from South Coast AQMD was received on October 1, 2020. South Coast AQMD requested: that the air quality analysis for the Project use the guidance and methods of the South Coast AQMD's CEQA Air Quality Handbook and website and to provide mitigation measures that the Lead Agency should consider in reducing potential impacts to air quality.



### 4.3.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, regional, and local environmental laws and related regulations governing air quality emissions.

#### A. Federal

##### 1. *Federal Clean Air Act*

The Federal Clean Air Act (CAA; 42 U.S.C. Section 7401 et seq.) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement SIPs for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, CO, PM<sub>2.5</sub>, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O<sub>3</sub> and to adopt a NAAQS for PM<sub>2.5</sub>. Table 4.3-2 (previously presented) provides the NAAQS within the SCAB.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO<sub>x</sub>. NO<sub>x</sub> is a collective term that includes all forms of NO<sub>x</sub> which are emitted as byproducts of the combustion process.

#### B. State

##### 1. *California Air Resources Board (CARB)*

The CARB, which became part of the CalEPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO<sub>4</sub>, visibility, hydrogen sulfide (H<sub>2</sub>S), and vinyl chloride (C<sub>2</sub>H<sub>3</sub>Cl). However, at this time, H<sub>2</sub>S and C<sub>2</sub>H<sub>3</sub>Cl are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.



Local air quality management districts, such as the South Coast AQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS. Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMP) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g. motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROG<sub>s</sub>, NO<sub>x</sub>, CO and PM<sub>10</sub>. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

## 2. *Title 24 Energy Efficiency Standards and California Green Building Standards*

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. The most recent update to the California Energy Code was a on August 11, 2021. Buildings whose permit applications are submitted after January 1, 2023 must comply with the 2022 Energy Code. The 2022 California Energy Code includes the following updates relevant to the Project:

- In warehouse aisles and open spaces, occupant sensing lighting that dims to at least 50% when areas are unoccupied (4.130.1.C).
- Space conditioning systems for office spaces in warehouses must utilize a heat pump for all climate zones (5.140.4.A).

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2011, and is administered by the California Building Standards Commission. CALGreen



is updated on a regular basis, with the most recent approved update consisting of the 2022 California Building Code Standards that will be became effective on January 1, 2023. The CEC anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons. The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made.

These are discussed in Title 24 Energy Efficiency Standards and California Green Building Standards of the *Technical Appendix B1* of this EIR.

**C. Regional**

**1. *South Coast AQMD Rule 403***

This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities.

Dust Control, Operations. Any operation or activity that might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, which can cause damage to human health, vegetation, or other forms of property, or can cause excessive soiling on any other parcel, shall conform to the requirements of the South Coast AQMD.

**2. *South Coast AQMD Rule 1113***

This rule serves to limit the Volatile Organic Compound (VOC) content of architectural coatings used on projects in the South Coast AQMD. This rule applies to any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects.

**3. *South Coast AQMD Rule 2305***

On May 8, 2021, South Coast AQMD adopted Warehouse Indirect Source Rule 2305, which includes the Warehouse Actions and Investments to Reduce Emissions Program (WAIRE), and Rule 316. Rule 2305 establishes for the first time a regulatory program designed to reduce air pollution (and indirect GHG emissions) caused by warehouse-related activities and is focused on emissions from vehicles that service large warehouses. Rule 316 establishes a fee system to support the Rule 2305 program on an ongoing basis. Rules 2305 and 316 apply to operators and owners of existing and new warehouses with floor space greater than or equal to 100,000 square feet within a single building (i.e., large warehouses). Rules 2305 and 316 require such operators and owners to annually take actions with respect to their warehouses that either reduce emissions regionally and locally or facilitate emission reductions. Specifically, owners and operators must “earn” a specific number of WAIRE Points. However, warehouse owners are only required to earn WAIRE Points if they are also a warehouse operator. If a warehouse owner is not an operator, they are not required to earn WAIRE Points even if the operator



in their warehouse does not earn the required number of WAIRE Points. Warehouse owners are only required to submit a Warehouse Operations Notification to the South Coast AQMD.

The number of WAIRE Points required for a specific operator is based on the intensity of operations (i.e., number of truck trips and type of trucks) at each of their warehouses every year. The required points are known as the WAIRE Points Compliance Obligation (WPCO). The WPCO is calculated based on a 12-month survey of truck trips entering or exiting the site, the truck data is weighted based on the types of trucks, and activity is projected for the next year. Thus, the WAIRE Points pay for the prior year's emissions based on points earned in subsequent years.

WAIRE Points are earned by implementing a menu of items including purchasing/renting/leasing near-zero (NZE) and zero emission (ZE) yard equipment, installing on-site ZE fueling stations, and proving on-site solar PV systems that are intended to offset or reduce warehouse emissions. Owners and operators may also implement custom WAIRE plans for individual facilities, subject to South Coast AQMD approval; or pay mitigation fees to have the South Coast AQMD implement measures within the SCAB. Owners and operators that over-comply may transfer excess WAIRE Points earned in one year to a subsequent year or may transfer WAIRE points to another site within their control. WAIRE Points cannot be transferred to other operators and expire after 3 years. Rule 2305 also requires reporting information about facility operations and recordkeeping. Rule 316 is the companion rule to Rule 2305 and establishes the administrative fees that Rule 2305 warehouse owners and operators must pay to support South Coast AQMD compliance activities.

While the Project proponent may be defined as a warehouse owner and would submit a Warehouse Operation Notice(s), as required, the Project proponent does not intend to be the warehouse operator and has no knowledge of the future operations. Thus, the specific information required by Rule 2305 for calculating the WPCO is unavailable, and the necessary number of points is unknown. Finally, The WAIRE points expire after 3 years and are based on actions of future operators and are thus temporary and cannot be relied upon for CEQA purposes. Therefore, even though the WAIRE program will reduce result in reduced emissions from warehouse activities in the region, and given the size of the proposed buildings at the Project site, will likely be applicable to and require compliance by various project operators and the owner, in the region, conservatively, no specific emission reductions from the WAIRE Program are accounted for in this analysis.

**D. Local**

**1. *City of Beaumont General Plan***

The General Plan identifies goals related to air quality in the Land Use and Community Design Element. The following goals and policies from the Land Use and Community Design Element applicable to the Project include:

*Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.*



Policy 3.10.1: Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health and minimize the disproportionate impacts on sensitive population groups.

Policy 3.10.2: Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.

Policy 3.10.3: Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.

Policy 3.10.4: Designate truck routes to avoid sensitive land uses, where feasible.

Policy 3.10.6: Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.

These goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*.

#### 4.3.4 METHODOLOGY

In May 2021, the South Coast AQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) Version 2020.4.0. The purpose of this model is to calculate construction-source and operational-source emissions (VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions refer to Appendix 3.1 through 3.10 of the Project's *Air Quality Analysis (Technical Appendix B1)* for Criteria Air Pollutant CalEEMod Output Files.

In August 2019, the EPA approved the 2017 version of the Emissions FACtor model (EMFAC) web database for use in SIP and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is used by the CARB. EMFAC2017 is incorporated into CalEEMod 2020.4.0; and thus, included in the modeling that is provided in the analysis.

#### A. Project-Related Construction Emissions

##### 1. *Construction Activities*

Construction activities associated with the Project would result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. As shown in Table 4.3-4,



*Construction* Activities, construction related emissions are expected from the following construction activities:

**Table 4.3-4 Construction Activities**

Phase	Area	Phase Name
Phase 1	Industrial Building 1	Grading
		Building Construction
		Paving
		Architectural Coating
Phase 2	Industrial Buildings 2 & 3	Grading
		Building Construction
		Paving
		Architectural Coating
Phase 3	Industrial Buildings 4 & 5	Grading
		Building Construction
		Paving
		Architectural Coating
	Commercial Buildings	Building Construction
		Paving
		Architectural Coating

Source: (Urban Crossroads, 2022a, Table 3-2)

Blasting is not anticipated to occur frequently in Project construction, occurring at most once per day and twice per week. Nonetheless, the emissions effects of blasting are analyzed in this section. The estimated emissions of NO<sub>x</sub>, CO, and SO<sub>x</sub> from explosives used for blasting were determined using emission factors in Section 13.3 (Explosives Detonation) of AP-42 (EPA 1980), and PM<sub>10</sub> and PM<sub>2.5</sub> emissions were determined using Section 11.9 of AP-42. According to AP-42, “Unburned hydrocarbons also result from explosions, but in most instances, methane is the only species that has been reported” (EPA 1980); methane is not a VOC, and a methane emission factor has not been determined for ammonium nitrate/fuel oil (ANFO). Additional details on the emissions calculation associated with blasting are provided in Appendix 3.11 of the Project’s *Air Quality Analysis* (EIR *Technical Appendix B1*).

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions”. Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Grading Phase 1 would require



approximately 5,505,980 cubic yards of cut and 5,200,155 cubic yards of fill. Grading Phase 2 requires approximately 4,051,099 cubic yards of cut and 4,223,556 cubic yards of fill. Lastly, Phase 3 would require 2,790,081 cubic yards of cut and 2,950,550 cubic yards of fill. Earthwork activities are expected to balance on site. As such, no import or export of soils would be required.

## 2. *Construction Duration*

For the purposes of evaluating the Project's construction-related air quality impacts, construction is expected to commence in May 2022 and will last through January 2027. The construction schedule utilized in the analysis, shown in Table 3-4, *Construction Schedule*, in Section 3.0, *Project Description*, of this EIR, represents a "worst-case" analysis scenario should construction occur any time after the respective dates with the potential of overlap of construction of the phases, since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines*

## 3. *Construction Equipment*

A summary of construction equipment by phase is provided at Table 3-6, *Construction Equipment Fleet*, in Section 3.0, *Project Description*, of this EIR. Consistent with industry standards and typical construction practices for other large-scale development, each piece of equipment listed in Table 3-6 will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the code.

### **B. Project Operational Emissions**

Operational activities associated with the Project will result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from Area Source Emissions, Energy Source Emissions, Mobile Source Emissions, On-Site Cargo Handling Equipment Emissions, and Transportation Refrigeration Units (TRU) Emissions. For additional information regarding the calculation of Project operational emissions, please refer to Section 3.5 of the Project's *Air Quality Analysis (Technical Appendix B1)*.

#### 1. *Area Source Emissions*

Area source emissions associated with the Project would occur as a result of architectural coatings, consumer products, and landscape maintenance equipment, as follows:

#### **Architectural Coatings**

Over a period of time the building that is part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using CalEEMod. Detailed information regarding how emissions generated from architectural coating can be found in *Appendix A: Calculation Details for CalEEMod*. Additional details are provided in the



CalEEMod outputs which can be found in Appendices 3.7 through 3.10 of the Project's *Air Quality Analysis (Technical Appendix B1)*.

### **Consumer Products**

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form O<sub>3</sub> and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within CalEEMod. Detailed information regarding how emissions generated from consumer products can be found in *Appendix A: Calculation Details for CalEEMod*. Additional details are provided in the CalEEMod outputs which can be found in Appendices 3.7 through 3.10 of the Project's *Air Quality Analysis (Technical Appendix B1)*.

### **Landscape Maintenance Equipment**

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. Detailed information regarding how emissions generated from landscape maintenance equipment can be found in *Appendix A: Calculation Details for CalEEMod*. Additional details are provided in the CalEEMod outputs which can be found in Appendices 3.7 through 3.10 of the Project's *Air Quality Analysis (Technical Appendix B1)*.

#### **2. Energy Source Emissions**

Electricity and natural gas are used by almost every project. Emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from off-site generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod. Detailed information regarding how combustion emissions associated with natural gas and electricity can be found in *Appendix A: Calculation Details for CalEEMod*. Additional details are provided in the CalEEMod outputs which can be found in Appendices 3.7 through 3.10 of the Project's *Air Quality Analysis (Technical Appendix B1)*.

#### **3. Mobile Source Emissions**

Project operational vehicular impacts derive primarily from vehicle trips generated by the Project, including employee trips to and from the site, truck trips, and commercial trips associated with the proposed uses. Mobile-source emissions related to passenger cars were calculated modeling trip characteristics (i.e. trip purpose) based on information provided in the TA and assuming a 17.54-mile trip length derived from the regional travel demand model (RIVTAM) for all commute-based trip



lengths. The 17.54-mile trip length is more conservative than the CalEEMod default trip length of 16.6-miles. For all commercial uses, the CalEEMod defaults for fleet mix and for all non-work-based trip lengths were utilized. For the proposed industrial uses, it is important to note that although the Traffic Assessment does not breakdown passenger cars by type, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1 & LDT2), and Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types which is based on the CalEEMod default fleet mix for the operational year and a ratio of the LDA, LDT1, LDT2, MDV, and MCY vehicle classes. The fleet mix utilized in the analyses can be found in the Project's *Air Quality Analysis (Technical Appendix B1)*.

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the South Coast AQMD recommended truck trip length of 40 miles and an assumption of 100% primary trips for the proposed industrial land uses truck trips. In order to be consistent with the *Traffic Impact Analysis (Technical Appendix K1 to this EIR)*, trucks are broken down by truck type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either 2-axle/Light-Heavy-Duty Trucks (LDT1 and LDT2), 3-axle/Medium-Heavy-Duty Trucks (MHDT), and 4+-axle/Heavy-Heavy-Duty Trucks (HHDT), by operational year. Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of break and tire wear particulates. The emissions estimate for travel on paved roads were calculated using CalEEMod.

#### 4. *On-Site Cargo Handling Equipment Emissions*

It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. For purposes of analysis, it is assumed that Phase 1 would require on-site operational equipment of up to five (5) 200 hp, compressed natural gas or gasoline-powered tractors/loaders/backhoes operating at 4 hours a day for 365 days of the year. Phases 2 and 3 would require on-site operational equipment of up to eighteen (18) 200 hp, compressed natural gas or gasoline-powered tractors/loaders/backhoes operating at 4 hours a day for 365 days of the year.

#### 5. *TRU Emissions*

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have Transport Refrigeration Units (TRUs). Therefore, for modeling purposes, 74 two-way truck trips have the potential to include TRUs. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on the 2017 Off-road Emissions model, version 1.0.1 (Orion), developed by the CARB. Orion does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower



hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operation.

**C. Localized Pollutant Emissions**

Localized emissions associated with Project-related construction and operational activities were calculated and evaluated in accordance with South Coast AQMD's *Final Localized Significance Threshold Methodology* ("Methodology"). The South Coast AQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs).

For this Project, the appropriate SRA for the LST analysis is the South Coast AQMD Hemet/San Jacinto Valley (SRA 28). LSTs apply to CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The South Coast AQMD produced look-up tables for projects less than or equal to 5 acres in size. In order to determine the appropriate methodology for determining localized impacts that could occur as a result of Project-related construction, the following process is undertaken:

- Identify the maximum daily on-site emissions that will occur during construction activity:
  - The maximum daily on-site emissions could be based on information provided by the Project Applicant; or
  - The South Coast AQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* and CalEEMod User's Guide *Appendix A: Calculation Details for CalEEMod* can be used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to 5 acres per day, then the South Coast AQMD's screening look-up tables are utilized to determine if a Project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in lbs/day that can be compared to CalEEMod outputs.
- If the total acreage disturbed is greater than 5 acres per day, then LST impacts may still be conservatively evaluated using the LST look-up tables for a 5-acre disturbance area. Use of the 5-acre disturbance area thresholds can be used to show that even if the daily emissions from all construction activity were emitted within a 5-acre area, and therefore concentrated over a smaller area which would result in greater site adjacent concentrations, the impacts would still be less than significant if the applicable 5-acre thresholds are utilized.
- Since total acreage disturbed for the Project is likely greater than 5 acres per day throughout the construction process, then the South Coast AQMD recommends dispersion modeling to be



conducted to determine the actual pollutant concentrations for applicable LSTs in the air. In other words, the maximum daily on-site emissions as calculated in CalEEMod are modeled via air dispersion modeling to calculate the actual concentration in the air (e.g., parts per million or micrograms per cubic meter) in order to determine if any applicable thresholds are exceeded.

Based on South Coast AQMD's *LST Methodology*, emissions for concern during construction activities are on-site NO<sub>x</sub>, CO, PM<sub>2.5</sub>, and PM<sub>10</sub>. The *LST Methodology* clearly states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs. As such, for purposes of the construction LST analysis, only emissions included in the CalEEMod on-site emissions outputs were considered." Detailed information about application of this methodology can be found in the Project's *Air Quality Analysis (Technical Appendix B1)*.

#### 1. *Project-Related Sensitive Receptors Relative to Construction and Operational Activities*

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors. These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Sensitive receptors in the Project study area relative to construction and operational activities are described below and shown on Figure 4.3-1, *Sensitive Receptor Locations*. Localized air quality impacts were evaluated at receptor land uses nearest the Project site. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

R1: Location R1 represents the existing residence at 34945 Roberts Place, approximately 4,402 feet north of the Project site (relative to construction activities). R1 is placed at the private outdoor living areas (backyards) facing the Project site.

R2: Location R2 represents the existing residence at 35339 Stewart Street, approximately 4,347 feet north of the Project site (relative to construction activities). R2 is placed at the private outdoor living areas (backyards) facing the Project site.

R3: Location R3 represents the existing Tukwet Canyon Golf Course, approximately 3,123 feet north of the Project site (relative to construction activities). Since there are no private outdoor living areas facing the Project site, receiver R3 is placed at the building façade.

R4: Location R4 represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site (relative to construction activities). R4 is placed at the private outdoor living areas (backyards) facing the Project site.

R5: Location R5 represents the Windmill Canyon Ranch at 13270 Jack Rabbit Trail, approximately 483 feet south of the Project site (relative to construction activities). Since there are no private outdoor living areas (backyards) facing the Project site, receptor R5 is placed at the building façade.



R6: Location R6 represents the proposed Hidden Canyon Industrial Building 2, approximately 305 feet east of the Project site. Receptor R6 is placed at the building façade.

R7: Location R7 represents the proposed Hidden Canyon Industrial Building 1, 467 feet east of the Project site. Receptor R7 is placed at the building façade.

**D. Heath Risk Assessment Methodology**

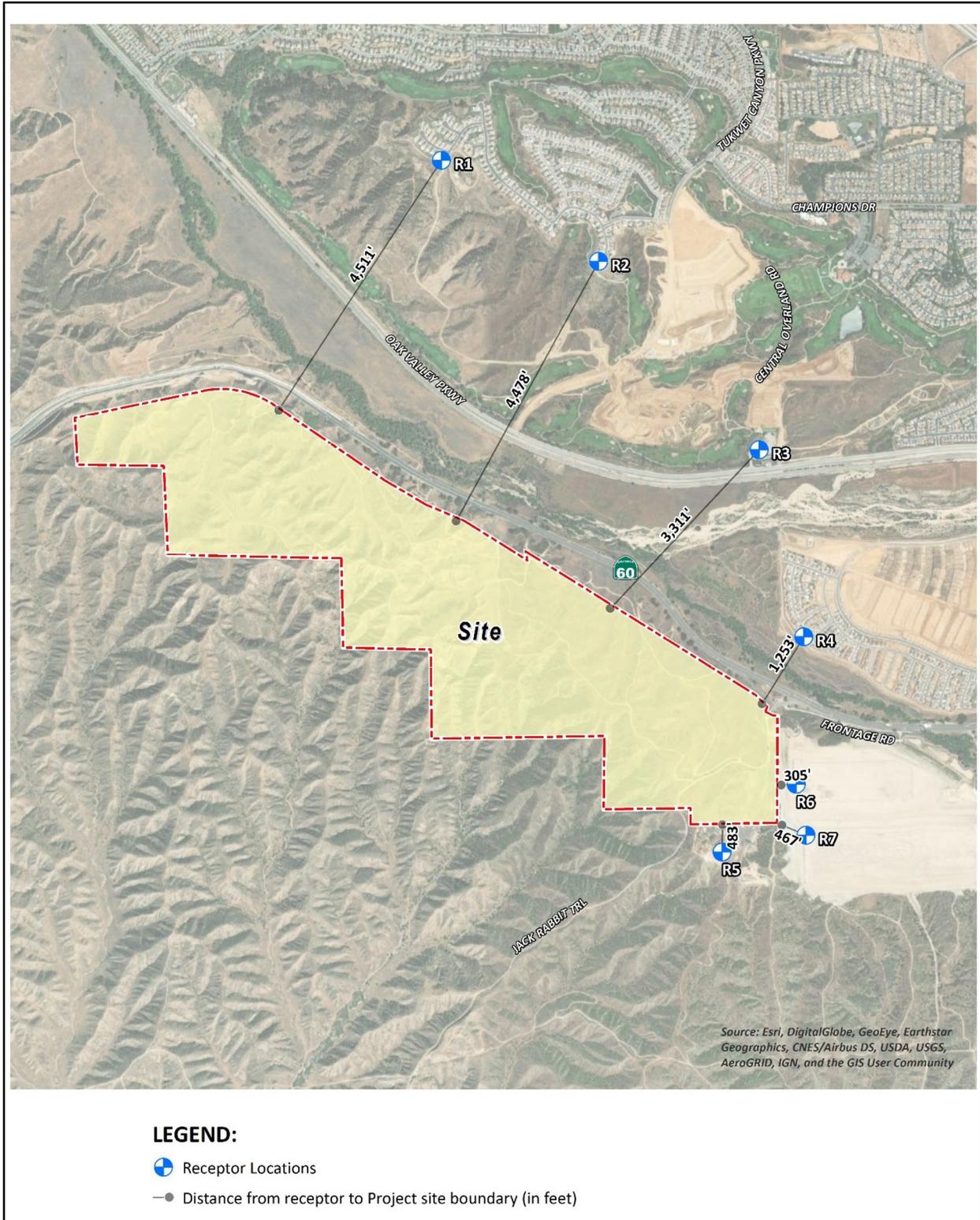
The HRA was prepared based on South Coast AQMD guidelines to produce conservative estimates of human health risk posed by exposure to DPM. Emissions calculations for the construction HRA component are based on an assumed mix of construction equipment and hauling activity as presented in the Project's Air Quality Analysis (*Technical Appendix B1*). Vehicle DPM emissions were calculated using emission factors for particulate matter less than 10µm in diameter (PM<sub>10</sub>) generated with the 2017 version of the Emission FACtor model (EMFAC) developed by the CARB. Emission factors calculated using EMFAC 2017 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. For this Project, annual average PM<sub>10</sub> emission factors were generated by running EMFAC 2017 in EMFAC Mode for vehicles in the Riverside County jurisdiction. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed. The model was run for speeds traveled in the vicinity of the Project. For purposes of this analysis, the Lakes AERMOD View (Version 10.2.0) was used to calculate annual average particulate concentrations associated with site operations. Refer to Section 2 of the Project's Health Risk Assessment (*Technical Appendix B2*) for a detailed description of HRA methodologies and for the model inputs and equations used in the estimation of the Project-related DPM emissions.

The modeled emission sources are illustrated on Figure 4.3-2, *Modeled Emission Source*. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for more than 1 mile. This modeling domain is more inclusive and conservative than using only a ¼ mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a ¼ mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling and travel).

In order to account for the possibility of refrigerated uses, trucks associated with the potential cold-storage land use are assumed to also have TRUs. For modeling purposes 74 two-way truck trips have been estimated to include TRUs (e.g., all trucks trips that would be associated with up to 100,000 sf of High-Cube Cold Storage use, as summarized in the Project's Traffic Impact Analysis [*Technical Appendix K1* to this EIR]). TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on the 2017 Off-road Emissions model, version 1.0.1 (Orion), developed by the CARB. DPM TRU emissions are calculated at 0.226 grams per hour for on-site idling and off-site travel.



For purposes of the HRA, receptors include both residential and non-residential (worker) land uses in the vicinity of the Project. These receptors are included in the HRA since residents and workers may be exposed at these locations over a long-term duration of 30 and 25 years, respectively. This methodology is consistent with South Coast AQMD and OEHHA recommended guidance. The South Coast AQMD CEQA Air Quality Handbook (1993) states that emissions of toxic air contaminants (TACs) are considered significant if a HRA shows an increased risk of greater than 10 in one million. Based on guidance from the South Coast AQMD in the document Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, for purposes of this analysis, 10 in one million is used as the cancer risk threshold for the proposed Project. An evaluation of the potential noncarcinogenic effects of chronic exposures was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for this analysis. The chronic reference exposure level (REL) for DPM was established by OEHHA as  $5 \mu\text{g}/\text{m}^3$ . Details on carcinogenic chemical risk and non-carcinogenic exposures are discussed in Section 2.5 and 2.6 of the Project's HRA (*Technical Appendix B2*).



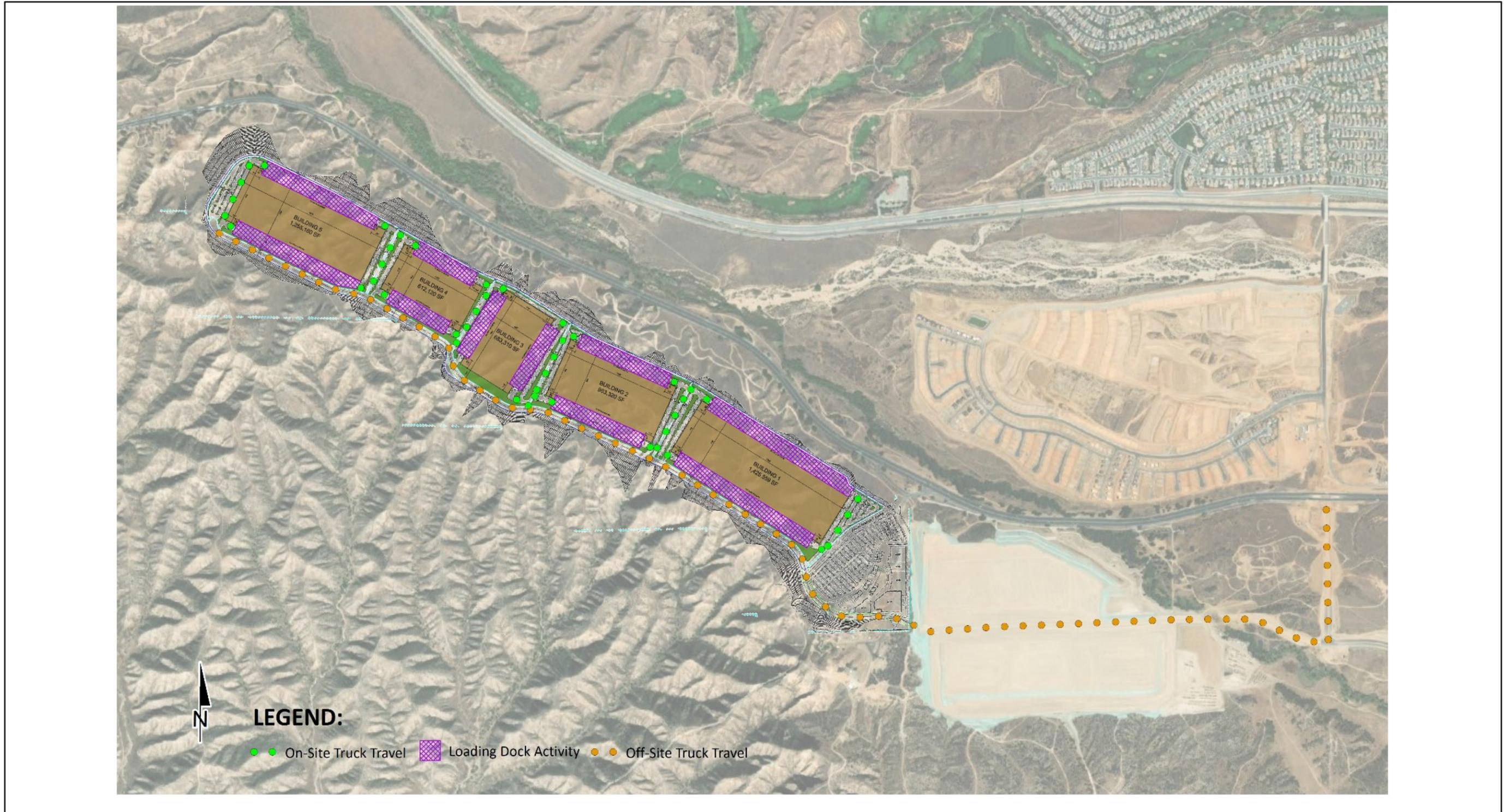
Source(s): Urban Crossroads (01-19-2022)

Figure 4.3-1



Not to Scale

Sensitive Receptor Locations



Source(s): Urban Crossroads (01-19-2022)

Figure 4.3-2





**4.3.5 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. Section III of Appendix G to the CEQA Guidelines identified criteria used to assess whether a Project would result in a significant impact to Air Quality, and includes the following threshold questions to evaluate the Project’s impacts on Air Quality.

- a. *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*
- b. *Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*
- c. *Would the Project expose sensitive receptors to substantial pollutant concentrations?*
- d. *Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?*

The South Coast AQMD has developed regional significance thresholds for other regulated pollutants, as summarized in Table 4.3-5, *Maximum Daily Regional Emission Thresholds*. The South Coast AQMD’s CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. These thresholds have been used to determine air quality impacts in this analysis.

**Table 4.3-5 Maximum Daily Regional Emission Thresholds**

<b>Pollutant</b>	<b>Regional Construction Threshold (lbs/day)</b>	<b>Regional Operational Thresholds (lbs/day)</b>
NO <sub>x</sub>	100	55
VOC	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SO <sub>x</sub>	150	150
CO	550	550
Pb	3	3

Source: (Urban Crossroads, 2022a, Table 3-1)



#### 4.3.6 IMPACT ANALYSIS

***Threshold a: Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

The South Coast AQMD's 2016 AQMP is the applicable air quality plan for the Project area, which estimates long-term air quality conditions for the SCAB. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The Project's consistency with the AQMP will be determined using the 2016 AQMP as discussed below.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below:

- ***Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.***

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. As evaluated under Thresholds b) and c) below, the Project's localized construction-source emissions would not exceed applicable LST thresholds after implementation. However, the Project's regional construction-source emissions would exceed the applicable regional thresholds for emissions of VOCs. As such, the the Project has the potential to result in a significant impact with respect to this criterion and the Project would have the potential to conflict with the AQMP according to this criterion, and could be potentially significant.

As evaluated under Thresholds b) and c) below, the Project would not exceed the LST thresholds for operational activity. However, the regional operational-source emissions are anticipated to exceed the regional thresholds of significance for VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions and would not be reduced to less than significant with imposition of mitigation measures. As such, the Project has the potential to result in a significant impact with respect to this criterion and the Project would have the potential to conflict with the AQMP according to this criterion.

Based on the preceding, the Project is determined to be inconsistent with the first criterion and impacts would be potentially significant.



- *Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of project build-out phase.*

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Beaumont General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, since the Project would exceed applicable NO<sub>x</sub> regional emissions thresholds during construction activity, a significant impact would result.

The Project is proposed to consist of a maximum of 246,000 sf of general commercial uses in addition to a 125-room hotel and a maximum of 4,995,000 sf of industrial uses. The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The open space – conservation area would be preserved as natural habitat as required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Associated improvements to the Project site would include, but are not limited to, paved roads, paved parking areas, drive aisles, truck courts, utility infrastructure, landscaping, water quality basins, signage, lighting, property walls, gates, and fencing, including perimeter fencing for the Project site.

Implementation of the Project would require approval of a General Plan Amendment. The General Plan Amendment would re-designate approximately 539.9 acres from “Rural Residential” to “General Commercial” (30.2-acres), “Industrial” (232.6-acres), “Open Space” (124.7-acres), and “Open Space - Conservation.” (152.4-acres). Permitted uses within the “General Commercial” land use will include a wide range of recreation and entertainment, retail, restaurant, hotel, service-oriented land uses, and self-storage. Examples of recreation and entertainment uses may include indoor and/or outdoor go kart racing, rock climbing, trampoline park, bowling alley, and miniature golf. Allowable uses within the “Industrial” land use designation primarily include high-cube warehousing (warehouse/distribution center for the receipt, storage, cold storage and distribution of goods, products, supplies) and general light industrial. Other uses also permitted include but are not limited to manufacturing, distribution warehouses, e-commerce fulfillment, research services and laboratories, repair services, and various indoor recreational uses. Lastly, areas designated for “Open Space” uses would include landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan's developed areas and the “Open Space – Conservation.”

Accordingly, the 2016 AQMP does not reflect the proposed land use designation for the Project site. For this reason, there is the potential for the Project to exceed air quality impact assumptions in the



AQMP or increments based on the years of Project build-out phase. Consequently, the development of the Project is conservatively assumed to generate operational-source emissions not reflected within the current 2016 AQMP regional emissions inventory for the SCAB (Urban Crossroads, 2022a, pp. 68-69).

Based on the preceding, the Project is determined to be inconsistent with the second criterion and impacts would be potentially significant.

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

**A. Construction Emissions Impact Analysis**

Construction is expected to commence in May 2022 and will last through January 2027. The Project consists of grading (including blasting) of the Project site, construction of the proposed buildings, and eventual operation of the completed proposed buildings.

South Coast AQMD Rules that are currently applicable during construction activity for this Project include but are not limited to Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings).

The estimated maximum daily construction emissions without mitigation are summarized in Table 4.3-6, *Maximum Daily Peak Construction Emission Summary*. Under the assumed scenarios, emissions resulting from the Project construction will exceed criteria pollutant thresholds established by the South Coast AQMD for VOC and NO<sub>x</sub> during construction activity. Therefore, impacts would be potentially significant.

**Table 4.3-6 Maximum Daily Peak Construction Emission Summary**

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2022	26.90	254.25	202.86	0.57	44.35	17.55
2023	84.22	331.31	371.23	2.47	111.06	34.56
2024	69.22	335.70	385.29	2.56	110.92	35.61
2025	120.39	318.45	416.97	2.64	114.64	36.36
2026	65.36	98.52	143.51	0.46	31.30	10.66
2027	64.75	60.45	72.56	0.21	11.28	4.56
Winter						
2021	26.53	268.21	243.62	2.06	85.02	26.10



Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2022	83.42	333.70	350.44	11.79	111.06	34.56
2023	68.37	338.50	362.45	2.53	110.93	35.61
2024	119.56	321.22	393.54	2.61	114.65	36.36
2025	64.96	99.97	132.05	0.44	31.30	10.66
2026	64.63	60.90	69.09	0.20	11.28	4.56
<b>Maximum Daily Emissions</b>	<b>120.39</b>	<b>338.50</b>	<b>416.97</b>	<b>11.79</b>	<b>114.65</b>	<b>36.36</b>
South Coast AQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2022a, Table 3-6)

**B. Operational Emissions Impact Analysis**

CaleEMod utilizes summer and winter EMFAC2017 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. As such, operational activities for summer and winter scenarios are presented in Table 4.3-7, *Summary of Peak Operation Emissions*. During Phase 1, the Project would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of NO<sub>x</sub>. During Phase 2, the Project will exceed the thresholds of significance for emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. During Phase 3, the Project would exceed the numerical thresholds of significance for emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, impacts would be potentially significant.

**Table 4.3-7 Summary of Peak Operation Emissions**

Phase	Source	Emissions (lbs/day)					
		VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summer</b>							
Phase 1 (2023)	Area Source	31.50	3.96E-03	0.43	3.00E-05	1.55E-03	1.55E-03
	Energy Source	0.23	2.08	1.75	0.01	0.16	0.16
	Mobile Source	11.35	126.74	127.47	0.93	50.46	14.85
	TRUs	0.89	9.98	13.04	0.00	0.08	0.07
	On-Site Equipment	0.55	5.18	3.75	0.02	0.19	0.17
<b>Total Maximum Daily Emissions (Phase 1)</b>		<b>44.52</b>	<b>143.99</b>	<b>146.45</b>	<b>0.96</b>	<b>50.89</b>	<b>15.25</b>
South Coast AQMD Regional Threshold		55	55	550	150	150	55
<b>Threshold Exceeded?</b>		<b>NO</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Phase 2 (2025)	Area Source	114.31	0.01	1.60	1.20E-04	5.69E-03	5.69E-03



Phase	Source	Emissions (lbs/day)					
		VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Energy Source	0.89	8.11	6.81	0.05	0.62	0.62
	Mobile Source	42.75	429.10	475.99	3.23	193.74	56.50
	TRUs	0.89	9.98	13.07	0.00	0.08	0.07
	On-Site Equipment	1.81	14.50	13.46	0.06	0.56	0.51
<b>Total Maximum Daily Emissions (Phase 2)</b>		<b>160.65</b>	<b>461.71</b>	<b>510.92</b>	<b>3.34</b>	<b>195.00</b>	<b>57.71</b>
South Coast AQMD Regional Threshold		55	55	550	150	150	55
<b>Threshold Exceeded?</b>		<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>
Phase 3 (2027)	Area Source	123.16	0.02	1.73	1.30E-04	6.15E-03	6.15E-03
	Energy Source	1.61	14.65	12.31	0.09	1.11	1.11
	Mobile Source	60.86	430.87	610.28	3.45	234.68	67.53
	TRUs	0.88	9.97	13.03	0.00	0.08	0.07
	On-Site Equipment	1.81	14.50	13.46	0.06	0.56	0.51
<b>Total Maximum Daily Emissions (Phase 3)</b>		<b>188.63</b>	<b>470.01</b>	<b>650.80</b>	<b>3.60</b>	<b>236.44</b>	<b>69.23</b>
South Coast AQMD Regional Threshold		55	55	550	150	150	55
<b>Threshold Exceeded?</b>		<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>
<b>Winter</b>							
Phase 1 (2023)	Area Source	31.50	3.96E-03	0.43	3.00E-05	1.55E-03	1.55E-03
	Energy Source	0.23	2.08	1.75	0.01	0.16	0.16
	Mobile Source	10.05	133.84	114.49	0.91	50.46	14.85
	TRUs	0.89	9.98	13.04	0.00	0.08	0.07
	On-Site Equipment	0.55	5.18	3.75	0.02	0.19	0.17
<b>Total Maximum Daily Emissions (Phase 1)</b>		<b>43.22</b>	<b>151.09</b>	<b>133.46</b>	<b>0.94</b>	<b>50.89</b>	<b>15.25</b>
South Coast AQMD Regional Threshold		55	55	550	150	150	55
<b>Threshold Exceeded?</b>		<b>NO</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Phase 2 (2025)	Area Source	114.31	0.01	1.60	1.20E-04	5.69E-03	5.69E-03
	Energy Source	0.89	8.11	6.81	0.05	0.62	0.62
	Mobile Source	37.79	453.19	427.59	3.16	193.75	56.51
	TRUs	0.89	9.98	13.07	0.00	0.08	0.07
	On-Site Equipment	1.81	14.50	13.46	0.06	0.56	0.51



Phase	Source	Emissions (lbs/day)					
		VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Total Maximum Daily Emissions (Phase 2)</b>		<b>155.69</b>	<b>485.80</b>	<b>462.53</b>	<b>3.27</b>	<b>195.00</b>	<b>57.71</b>
South Coast AQMD Regional Threshold		55	55	550	150	150	55
<b>Threshold Exceeded?</b>		<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>
Phase 3 (2027)	Area Source	123.16	0.02	1.73	1.30E-04	6.15E-03	6.15E-03
	Energy Source	1.61	14.65	12.31	0.09	1.11	1.11
	Mobile Source	52.49	455.28	551.67	3.36	234.68	67.53
	TRUs	0.88	9.97	13.03	0.00	0.08	0.07
	On-Site Equipment	1.81	14.50	13.46	0.06	0.56	0.51
<b>Total Maximum Daily Emissions (Phase 3)</b>		<b>179.96</b>	<b>494.43</b>	<b>592.19</b>	<b>3.51</b>	<b>236.44</b>	<b>69.23</b>
South Coast AQMD Regional Threshold		55	55	550	150	150	55
<b>Threshold Exceeded?</b>		<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>

Source: (Urban Crossroads, 2022a, Table 3-10)

**C. Potential Overlap of Construction and Operational Activity**

Based on the assumed construction and buildout schedule of the Project, there is potential for overlap between construction and operational activity. The preceding analysis of the construction emissions and operational emissions was completed pursuant to the South Coast AQMD 1993 CEQA Handbook which details parameters to quantify construction and operation emissions separately and compare each to the applicable construction and operational thresholds of significance. South Coast AQMD has not developed or published a combined construction and operational emission significance threshold.

Combining the construction emissions with the operational emissions will present a maximum daily emission representing peak building construction activity and operational activity, a worst-case scenario that may not occur.

As such, peak construction (2025 Construction Emissions) and operational emissions (Phase 2) that have the potential to overlap, have been totaled to show the theoretical overlap of the construction and operational activities. It should be noted that the South Coast AQMD does not have different thresholds for overlapping activities, rather the South Coast AQMD has separate thresholds for construction activity and operational activity. As such, the potential emissions from overlapping construction and operational activity shown in Table 4.3-8,

*Potential Overlap of Construction and Operational Activity*, are provided for informational purposes only.



**Table 4.3-8 Potential Overlap of Construction and Operational Activity**

Emissions	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2025 Construction Emissions	34.12	189.40	470.25	2.61	114.70	32.50
Phase 2 Operational Emissions	160.65	461.71	510.92	3.34	195.00	57.71
<b>Total Maximum Daily Emissions</b>	<b>194.77</b>	<b>651.11</b>	<b>981.17</b>	<b>5.95</b>	<b>309.70</b>	<b>90.21</b>
Winter						
2025 Construction Emissions	34.12	189.40	470.25	2.61	114.70	32.50
Phase 2 Operational Emissions	155.69	485.80	462.53	3.27	195.00	57.71
<b>Total Maximum Daily Emissions</b>	<b>189.83</b>	<b>675.20</b>	<b>932.78</b>	<b>5.88</b>	<b>309.70</b>	<b>90.21</b>

Source: (Urban Crossroads, 2022a, Table 3-11)

***Threshold c: Would the Project expose sensitive receptors to substantial pollutant concentrations?***

***A. Construction Localized Emissions Impact Analysis***

Table 4.3-9,

*Localized Significant Summary* - Construction, identifies the localized impacts at the nearest receptor location in the vicinity of the Project. For analytical purposes, emissions associated with peak grading activities are considered for purposes of LSTs since these phases represents the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As shown in 0, Project-related construction emissions would not exceed the applicable South Coast AQMD LSTs for CO, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> at the maximally impacted receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact.

Accordingly, construction of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Therefore, localized emissions from construction of the Project would result in less than significant impacts with respect to Threshold c. Refer to Section 3.6 of the Project’s *Air Quality Analysis (Technical Appendix B1* to this EIR) for a detailed explanation of the model inputs and equations used in the analysis of construction-related localized emissions.



**Table 4.3-9 Localized Significant Summary - Construction**

Peak Construction	CO		NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.03	0.01	0.01	0.48	0.16
Background Concentration <sup>A</sup>	2.6	2.4	0.06		
<b>Total Concentration</b>	<b>2.63</b>	<b>2.41</b>	<b>0.07</b>	<b>0.48</b>	<b>0.16</b>
South Coast AQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

<sup>A</sup> Highest concentration from the last three years of available data.

Note: PM10 and PM2.5 concentrations are expressed in µg/m3. All others are expressed in ppm

Source: (Urban Crossroads, 2022a, Table 3-12)

**2. DPM Source Cancer and Non-Cancer Risks Impact Analysis**

The land use with the greatest potential exposure to Project construction DPM source emissions is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. At this MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.47 in one million, which is less than the South Coast AQMD’s significance threshold of 10 in one million. At this same location, non-cancer health risks were estimated to be ≤ 0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to people in adjacent land uses as a result of Project construction activity. All other receptors during construction activity (even if they are located at a nearer distance to the site) would experience less risk than what is identified for the MEIR due to modeled meteorological conditions, source locations, and relative spatial distance from emission sources to other receptor locations. Detailed analysis for construction DPM emissions can be found in the Project’s HRA (*Technical Appendix B2*).

**B. Operation Localized Emissions Impact Analysis**

**1. Criteria Pollutant Emissions**

The LST analysis generally includes on-site sources (area, energy, mobile, and on-site cargo handling equipment). However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. As such, to establish a maximum potential impact scenario for analytic purposes, the modeled emissions include all on-site Project-related stationary (area) sources and 5% of the Project-related mobile sources. Applying the trip length applied in the CalEEMod analysis for the Project (approximately 17.54 miles for passenger cars and 40.0 miles for all trucks), 5% of this total would represent an on-site travel distance of approximately 0.9 mile/4,631 feet for passenger cars and 2 miles/10,560 feet for trucks. It should be noted that the longest on-site distance is roughly 0.5 miles for both trucks and passenger cars. As such, the 5% assumption is conservative and would tend to overstate the actual impact because it is not likely that every single passenger car would drive 0.9 mile on the site or that every truck would drive 2 miles on the site.

Table 4.3-10, *Localized Significant Summary – Operation*, presents the results of the LST analysis for long-term operation of the Project. As shown, operational emissions would not exceed the South Coast AQMD’s LSTs at the maximally impacted receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. Therefore, the Project would have a less than significant localized impact during operational activity.

**Table 4.3-10 Localized Significant Summary – Operation**

Peak Construction	CO		NO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.009	0.004	0.02	0.86	0.22
Background Concentration <sup>A</sup>	2.6	2.4	0.06		
<b>Total Concentration</b>	<b>2.6</b>	<b>2.4</b>	<b>0.11</b>	<b>0.86</b>	<b>0.22</b>
South Coast AQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

<sup>A</sup> Highest concentration from the last three years of available data.

Note: PM10 and PM2.5 concentrations are expressed in µg/m<sup>3</sup>. All others are expressed in ppm

Source: (Urban Crossroads, 2022a, Table 3-13)

## 2. CO Hot Spot Impact Analysis

The Project would not result in potentially adverse CO concentrations or “hot spots.” Further, detailed modeling of Project-specific CO “hot spots” is not needed to reach this conclusion. An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur.

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO “hot spot” analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards. For example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Boulevard/Imperial Highway intersection (highest CO generating intersection within the “hot spot” analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, an adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur.



The ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 2.0 ppm and 1.3 ppm, respectively (data from Hemet/San Jacinto Valley station for 2019). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard/Imperial Highway intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

Furthermore, the Bay Area Air Quality Management District (BAAQMD) concluded that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph)—or 24,000 vph where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. The busiest intersection evaluated was that at Wilshire Blvd and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).

The highest trips on a segment of road for the Project (Opening Year 2023) during AM and PM traffic is 2,433 vph on Beaumont Avenue/Interstate 10 (I-10) Eastbound Ramps and 3,156 vph on Potrero Boulevard/I-10 Eastbound Ramps, respectively. The highest trips on a segment of road for the proposed Project (Opening Year 2025) during AM and PM traffic is 2,531 vph on Beaumont Avenue/I-10 Eastbound Ramps and 3,254 vph on Potrero Boulevard/I-10 Eastbound Ramps, respectively. The highest trips on a segment of road for the proposed Project (Buildout Year 2027) during AM and PM traffic is 3,412 vph and 4,187 vph on Potrero Boulevard/I-10 Eastbound Ramps, respectively. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP. The proposed Project would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO “hot spots” are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant. Based on the foregoing analysis, the Project would result in less-than-significant impacts related to the creation of CO Hot Spots.

### 3. *DPM Source Cancer and Non-Cancer Risks Impact Analysis*

#### **Individual Exposure Scenario**

The residential land use with the greatest potential exposure to Project DPM source emissions is Location R4, which represents the existing residence at 14157 Bosana Lane, approximately 1,151 feet north of the Project site. At this MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.86 in one million, which is less than the South Coast AQMD’s significance threshold of 10 in one million. At this same location, non-cancer health risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to nearby residences. All other



receptors during operational activity (even if they are located at a nearer distance to the site) would experience less concentration and consequently less risk than what is identified for the MEIR due to modeled meteorological conditions, source locations, and relative spatial distance from emission sources to other receptor locations. (Urban Crossroads, 2022b, p. 1) A detailed analysis of Individual Exposure Scenario for construction and operational DPM emissions can be found in the HRA, *Technical Appendix B2*.

### **Worker Exposure Scenario**

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is Location R6, which represents the Hidden Canyon Industrial Building 2, approximately 305 feet east of the Project site. R6 is placed at the building façade where a worker could remain for a typical workday. At the MEIW, the maximum incremental cancer risk impact is 0.23 in one million which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer health risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent workers. All other receptors during operational activity (even if they are located at a nearer distance to the site) would experience less concentration and consequently less risk than what is identified for the MEIW due to modeled meteorological conditions, source locations, and relative spatial distance from emission sources to other receptor locations (Urban Crossroads, 2022b, p. 2).

### **School Child Exposure Scenario**

There are no schools located within ¼ mile of the Project site. As such, there would be no significant impacts that would occur to any schools in the vicinity of the Project. Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70% drop-off in particulate pollution levels at 500 feet. Based on California Air Resources Board (CARB) and South Coast AQMD emissions and modeling analyses, an 80% drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center. The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources. For purposes of this assessment, a one-quarter mile radius or 1,320 feet geographic scope is utilized for determining potential impacts to nearby schools. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above.

### **Combined Construction and Operational Impacts**

The land use with the greatest potential exposure to Project construction and operational DPM source emissions is Location R4. At the MEIR, the maximum incremental cancer risk attributable to Project construction and operational DPM source emissions is estimated at 1.33 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer health risks were estimated to be  $\leq 0.01$ , which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction



and operational activity. All other receptors during operational activity (even if they are located at a nearer distance to the site) would experience less concentration and consequently less risk than what is identified for the MEIR due to modeled meteorological conditions, source locations, and relative spatial distance from emission sources to other receptor locations (Urban Crossroads, 2022b, p. 2).

**C. Potential Health Impacts of The Project**

The potential impact of Project-generated air pollutant emissions at sensitive receptors has also been considered. Results of the LST analysis indicate that the Project will not exceed the South Coast AQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during Project construction.

Additionally, the Project will not exceed the South Coast AQMD localized significance thresholds during operational activity. Further, Project traffic would not create or result in a CO “hotspot.” Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Project operations.

However, as described in Table 4.3-7, the Project would exceed the South Coast AQMD’s significance threshold with respect to VOCs, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> from operational emissions and this impact is considered significant and unavoidable. Likewise, the Project would not be consistent with elements of the 2016 AQMP.

If a project in the SCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until such time the attainment standard are met in the SCAB. The project exceeds the emissions in Table 4.3-7 for the following: VOCs, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. These emissions would cumulatively contribute to the nonattainment status and would contribute to elevating health effects associated to these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Because of the relatively small amount of emissions from the Project relative to regional-wide emissions, it would be speculative to assess whether or the extent to which the project would contribute to adverse health effects. Even though South Coast AQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, South Coast AQMD has not provided methodology, and modeling does not currently exist, to assess the specific correlation between mass emissions generated, cumulative increases from individual projects, and the effect on health or even to determine how exceeding the regional thresholds by small amounts would affect the number of days the region is in nonattainment. South Coast AQMD staff has not and does not currently know of a way to accurately quantify O<sub>3</sub>-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. Similarly, CARB methodology has reported that a PM<sub>2.5</sub> methodology is not suited for small projects and may yield unreliable results. For these reasons, mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected



by the health effects cited above. In contrast, for extremely large regional projects (unlike the proposed Project), the South Coast AQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO<sub>x</sub> and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O<sub>3</sub>.

The Project does not generate anywhere near 6,620 lbs/day of NO<sub>x</sub> or 89,190 lbs/day of VOC emissions. The Project would generate up to 189.40 lbs/day of NO<sub>x</sub> during construction and 494.43 lbs/day of NO<sub>x</sub> during operations (2.86% and 7.47% of 6,620 lbs/day, respectively). Additionally, the Project would also generate a maximum of 34.96 lbs/day of VOC emissions during construction and 179.96 lbs/day of VOC emissions during operations (0.04% and 0.20% of 89,190 lbs/day, respectively). Therefore, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

In *Sierra Club v. County of Fresno* (Friant Ranch) (2018) 6 Cal.5th 502, Case No. S21978, the California Supreme Court found that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health where project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. The Court found that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criteria air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. The EIR failed to do either and therefore did not comply with CEQA. As stated above, it is not possible to determine a direct correlation between the small amount by which the Project exceeds thresholds of significance for VOCs, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> and health effects that are generally linked to these emissions. Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the National AAQS and California AAQS, and the absence of modeling that allows for specific health-emissions correlations for an air basin from small projects such as this, it is not feasible to link health risks to the magnitude of emissions exceeding the significance thresholds.

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

Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not contain land uses typically associated with emitting objectionable odors.

Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction requirements would minimize odor impacts from construction. The Project would be



subject to standard construction requirements, including the use of low-VOC architectural coatings as required by South Coast AQMD Rule 113, *Table of Standards*; compliance with low sulfur fuel requirements pursuant to South Coast AQMD Rule 431.2, *Low Sulfur Fuel*; and compliance with South Coast AQMD Rule 402, *Nuisance*, which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public. Compliance with these standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant.

Potential sources of operational odors generated by the Project would include disposal of commercial and industrial refuse and the use of diesel equipment. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with City of Beaumont's solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. Additionally, the Project includes the construction of a sewer lift station, however the location of the sewer lift station, which is located more than ¼ mile or 1,320 feet from the nearest residential land use, would not result in the potential odor source affecting a substantial number of people. The proposed Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project operations would not adversely affect a substantial number of people, and Project impacts during long-term operations would be less than significant

#### **4.3.7 CUMULATIVE IMPACT ANALYSIS**

With exception of the issue of odors, the cumulative study area for air quality includes the City of Beaumont and the SCAB. The SCAB is designated as a nonattainment area for State standards of O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The region is also designated as a nonattainment area for federal standards of O<sub>3</sub> and PM<sub>2.5</sub>. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain the ambient air quality standards. Thus, with exception of odors, the setting for this cumulative analysis consists of the SCAB and associated growth and development anticipated in the air basin. For the issue of odors, the cumulative study area includes the Project site and lands in close proximity to the Project site, as odors diminish rapidly with distance from the source

According to South Coast AQMD, projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. The Project would exceed the Project-specific significance thresholds. Therefore, impacts with regard to those thresholds would be cumulatively considerable.

As previously shown in Table 4.3-6, *Maximum Daily Peak Construction Emission Summary*, construction activities associated with the Project would exceed established by the South Coast AQMD for VOC and NO<sub>x</sub>. However, as discussed below, with the implementation of Mitigation Measure MM



4.3-1, Project construction-source emissions of VOCs would be reduced to less than significant levels and NO<sub>x</sub> would remain significant and unavoidable. Accordingly, impacts associated with Project-related construction emissions would be significant and cumulatively considerable.

As previously shown in Table 4.3-7, *Summary of Peak Operation Emissions*, Project operation-source emissions would exceed the South Coast AQMD regional thresholds of significance for emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, impacts associated with Project-related operational emissions would be significant and cumulatively considerable.

As previously shown in Table 4.3-9,

*Localized Significant Summary* - Construction, emissions would not exceed the South Coast AQMD Localized Threshold for CO, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Pursuant to the South Coast AQMD's CEQA Air Quality Significance Thresholds, projects with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant impact; therefore, the Project's emissions during construction would be less than significant on a direct and cumulative basis.

As previously shown in Table 4.3-10, *Localized Significant Summary – Operation*, under long-term operating conditions, the Project's localized operational emissions would not exceed any of the South Coast AQMD LST thresholds. Pursuant to the South Coast AQMD's CEQA Air Quality Significance Thresholds, the Project would have a less-than-cumulatively considerable LST impact during long-term operation. Additionally, the Project would have no potential to result in or contribute to a CO "Hot Spot." Accordingly, impacts associated with CO "Hot Spots" would be less than cumulatively considerable.

#### **4.3.8 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION**

Threshold a: Potentially Significant Impact. The Project would result in and cause NAAQS or CAAQS violations. The Project would require a General Plan Amendment. Furthermore, the Project would exceed any applicable regional or local thresholds. As such, the Project is therefore considered to be inconsistent with the AQMP and a potentially significant impact would occur.

Threshold b: Potentially Significant Impact. The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that Project construction-source and operation-source air pollutant emissions would result in exceedances of regional thresholds. Therefore, Project construction-source and operation-source emissions would be considered potentially significant on a project-specific and cumulative basis for those emissions.

Threshold c: Less-than-Significant Impact. Project emissions during construction and operation would not exceed the South Coast AQMD's LSTs for CO, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Non-cancer risks would also be below the South Coast AQMD's threshold for direct and cumulatively considerable emissions and



would be less than significant. Emissions also would not exceed LSTs and would not cause or contribute to a CO “Hot Spot.”

Threshold d: Less-than-Significant Impact. Although short-term construction activities and long-term operational land uses could produce objectionable odors, compliance with standard construction requirements and regulations established by the City of Beaumont and South Coast AQMD would reduce odor impacts to less-than-significant levels. Near- and long-term odor impacts would be less than significant.

#### **4.3.9 MITIGATION**

MM 4.3-1 The Project shall utilize “Super-Compliant” low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC paints have been reformulated to be more stringent than the regulatory VOC limits put forth by South Coast AQMD’s Rule 1113. Super- Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.

MM 4.3-2 Prior to the start of construction activities, the project applicant, or its designee, shall ensure that all 50-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines, except where the project applicant establishes to the satisfaction of the City of Beaumont (City) that Tier 4 Final equipment is not available. An exemption from these requirements may be granted by the City if the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment to the extent feasible. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in Riverside County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Riverside County. In order to meet this requirement to demonstrate that such equipment is not available, the Project Applicant must seek bids/proposals from contractors of large fleets, defined by the California Air Resources Board as, “A fleet with a total max hp (as defined below) greater than 5,000 hp.” In addition, this should not be limited to Riverside County but statewide. In the event that Tier 4 Final equipment is not feasible, then Tier 4 interim equipment shall be required. In the event that Tier 4 Interim equipment is not available, Tier 3 equipment shall be used. All construction equipment shall be tuned and maintained in accordance with the manufacturer’s specifications.

MM 4.3-3 All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity.



- MM 4.3-4 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.
- MM 4.3-5 Prior to tenant occupancy, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.
- MM 4.3-6 Prior to issuance of occupancy permits for the industrial/warehouse buildings, the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:
- Provide a transportation information center and on-site TDM coordinator to educate employers, employees, and visitors of surrounding transportation options.
  - Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site.
  - Provide secure bicycle storage space equivalent to 2% of the automobile parking spaces provided.
  - Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
  - Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
  - Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
  - Provide meal options on-site or shuttles between the facility and nearby meal destinations.



- Each building shall provide preferred parking for electric, low-emitting and fuel - efficient vehicles equivalent to at least 8% of the required number of parking spaces.

MM 4.3-7 For the warehouse/industrial portion of the Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.

The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

MM 4.3-8 Final Project designs shall provide for installation of conduit in tractor trailer parking areas for the purpose of accommodating potential installation of EV truck charging stations.

MM 4.3-9 All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capabilities and support use of electric standby and/or hybrid electric transport refrigeration units (TRUs). All site and architectural plans submitted to the City Planning Department shall note all the truck/dock bays designated for electrification. Prior to the issuance of a Certificate of Occupancy, the City Building Department shall verify electrification of the designated truck/dock bays.

MM 4.3-10 All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the Planning Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric powered.

MM 4.3-11 If the Project constructs a go-kart facility in the commercial area, all go-karts would be required to be electric or zero emissions.

MM 4.3-12 Prior to the issuance of occupancy permits for any of the industrial/warehouse buildings, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade



financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project's life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with South Coast AQMD Rule 2305.

#### 4.3.10 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. The Project would be inconsistent with AQMP Criterion No. 1 and 2, resulting in a potentially impact significant. The Project would implement development-specific air quality mitigation measures (Mitigation Measures MM 4.3-1 through 4.3-12), to reduce the Project's construction-source and operational-source air pollutant emissions. Additionally, incorporation of contemporary energy-efficient technologies and operational programs, and compliance with South Coast AQMD emissions reductions and control requirements would reduce Project air pollutant emissions.

The implementation of mitigation measures, Project's emissions-reducing design features, and operational programs are consistent with and support overarching AQMP air pollution reduction strategies. Project support of these strategies would globally promote timely attainment of AQMP air quality standards and would bring the Project into conformance with the AQMP to the extent feasible. However, impacts would remain significant and unavoidable.

Threshold b: Significant and Unavoidable Direct and Cumulatively-Considerable Impact.

##### **A. Construction Emissions Impact Analysis**

The Project construction-source emissions have the potential to exceed South Coast AQMD regional thresholds for VOC and NO<sub>x</sub> emissions prior to mitigation. After application of regulatory controls such as Rule 403, only VOCs and NO<sub>x</sub> are anticipated to exceed South Coast AQMD regional thresholds. As shown in Table 4.3-11, *Maximum Daily Peak Construction Emission Summary with Mitigation*, with the implementation of Mitigation Measure MM 4.3-1, Project construction-source emissions of VOCs would be reduced to less than significant levels. However, even after implementation of Mitigation Measure MM 4.3-2, NO<sub>x</sub> emissions would still exceed applicable South Coast AQMD thresholds.

With respect to NO<sub>x</sub>, based on discussions with contractors regarding availability of equipment in Riverside County, it is anticipated due to the size of the Project that there may be lack of availability of sufficient Tier 4 equipment for construction of the Project. Accordingly, notwithstanding Mitigation Measure MM 4.3-2 which requires use of Tier 4 equipment to the extent feasible, to evaluate the effect of mitigation on NO<sub>x</sub> impacts from construction, it is conservatively assumed that 50% all off-road

diesel construction equipment used for project construction shall meet comply with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent and the remaining 50% shall comply with Tier 3 off-road emissions standards. Applying these assumptions, after implementation of Mitigation Measure MM 4.3-2, Project construction-source emissions with respect to NO<sub>x</sub> is considered significant and unavoidable.

**Table 4.3-11 Maximum Daily Peak Construction Emission Summary with Mitigation**

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2022	11.96	116.81	286.73	2.07	91.15	21.82
2023	26.45	143.43	424.20	2.47	115.27	28.52
2024	25.86	168.69	444.34	2.56	109.42	30.39
2025	34.96	186.62	493.69	2.64	114.70	32.50
2026	17.05	67.54	162.62	0.47	30.67	10.24
2027	13.23	15.45	86.28	0.21	9.24	2.67
Winter						
2022	11.59	118.03	277.24	2.06	91.16	21.82
2023	25.65	145.82	403.41	2.44	115.27	28.52
2024	25.02	171.49	421.50	2.53	109.42	30.39
2025	34.12	189.40	470.25	2.61	114.70	32.50
2026	16.65	68.99	151.16	0.45	30.67	10.24
2027	13.11	15.90	82.82	0.20	9.24	3.08
<b>Maximum Daily Emissions</b>	<b>34.96</b>	<b>189.40</b>	<b>493.69<sup>2</sup></b>	<b>2.64</b>	<b>115.27</b>	<b>32.50</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2022a, Table 3-7)

**B. Operational Emissions Impact Analysis**

The Project would exceed regional thresholds of significance established by the South Coast AQMD for emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. During Phase 1, the Project would exceed the numerical

<sup>2</sup> Mitigated CO values are shown to be higher than the unmitigated CO values due to CalEEMod calculation procedures for unmitigated emissions calculations (using OFFROAD emission factors) and mitigated calculation procedures (based on Carl Moyer standards) for specific engine tiers. As such, in some instances, the mitigated values may generate higher mitigated emissions due to the difference in calculation procedure. See CalEEMod *User's Tips*, No. 37 (54), for more detailed information.



thresholds of significance established by the South Coast AQMD for emissions of NO<sub>x</sub>. During Phase 2, the Project will exceed the thresholds of significance for emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. During Phase 3, the Project would exceed the numerical thresholds of significance for emissions of VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Even with the Project's compliance with applicable rules, and the imposition of all feasible mitigation measures identified above (see MM 4.3-3 through MM 4.3-12), the Project's operational NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would exceed the applicable regional thresholds of significance. As such, Project operational-source NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions are considered significant and unavoidable.

It should be noted that, approximately 91% of the Project's NO<sub>x</sub> emissions, 93% of the Project's CO emissions, 99% of the Project's PM<sub>10</sub> emissions, and 97% of the Project's PM<sub>2.5</sub> emissions are derived from vehicle usage which cannot be directly regulated by the City. Neither the Project Applicant nor the Lead Agency can substantively or materially affect reductions in project-related vehicular source emissions beyond the regulatory requirements, and mitigation measures identified herein. While there are no feasible mitigation measures that would reduce vehicular emissions, as discussed in the mitigation measures section above, the Project will install electric vehicle supply equipment in accordance with California Building Code which will allow charging stations to be supplied based on demand. Charging stations could lead to less use of gasoline-burning automobiles and thus, less air pollutant emissions. Additionally, the Project would be required to implement on-site renewable energy to offset 20% of the expected energy demand for the commercial and industrial land uses as required by compliance with the County of Riverside's Climate Action Plan (CAP). Hence, overall, there are no feasible mitigations that would reduce emissions consistent with the 2015 Air Quality Attainment Plan, and this impact is considered significant and unavoidable.

Additionally, the majority of the Project's NO<sub>x</sub> and PM<sub>10</sub>, and PM<sub>2.5</sub> emissions are derived from are from the transportation sector, and vast majority of the project's emissions are associated with emissions generated by trucks. In general, the state strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals. Regulating tailpipe emissions is beyond the scope of the Project Applicant or the City and no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant.

The Project would also be required to be consistent with the provisions of interior and exterior bicycle storage as a sustainable design strategy consistent with CALGreen. Furthermore, the Project would install 60 electric vehicles (EV) charging stations and clean air/vanpool parking stalls at the Project site, which would contribute to and support the use of more EVs and ridesharing and consequently reduce air quality emissions associated with passenger vehicle travel.



Emissions associated with heavy duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-duty trucks are being tested this year and South Coast AQMD is looking to integrate this new technology into large-scale truck operations. The following state strategies reduce air quality emissions and GHG emissions from the medium and heavy-duty trucks:

- CARB’s Mobile Source Strategy focuses on reducing emissions through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- CARB’s Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25% by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- CARB’s Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions focus on establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling. While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.

In addition, the US EPA, CARB, and South Coast AQMD are currently in the rule development processes for the follow strategies:

- US EPA Cleaner Truck Initiative: In response to a petition from SCQMD, the US EPA has committed to updating its truck engine standard to reduce NO<sub>x</sub> emissions.
- CARB’s Transport Refrigeration Unit Regulation. Measure to reduce residual risk from TRUs by transitioning to zero-emission technologies.
- CARB’s Advanced Clean Truck Rule: Requires truck manufacturers to sell an increasing percentage of zero-emission trucks by 2030 (up to 15% or 50%, depending on truck type). Also, this proposed rule would require one-time fleet reporting for large businesses.
- CARB’s Zero-Emission Fleet Rule: Would require some fleets to transition to zero-emissions.
- CARB’s Heavy-Duty Low NO<sub>x</sub> Program: Would set new statewide engine standards, test cycles, and warranty and durability requirements to reduce NO<sub>x</sub> from trucks.
- CARB’s Heavy-Duty Inspection/Maintenance Program: Would set new inspection and maintenance requirements to ensure emissions controls are functioning properly.
- South Coast AQMD’s Warehouse Indirect Source Review (ISR): South Coast AQMD adopted an ISR rule for warehouse distribution centers 100,000 square feet and larger. The Warehouse



ISR requires warehouse projects to implement facility-based measures or pay a fee that would reduce local air quality emissions.

These strategies would contribute to reducing heavy duty truck emissions associated with the Project. The Project would not conflict with these strategies. Trucks on site are required to comply with CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation, which requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated emissions.

Additionally, the Project applicant proposes the Project Design Features (PDFs) 8-1 through PDF 8-5 and Mitigation Measure MM 4.8-1 that would be incorporated into the Project design and constructed or implemented as part of the Project. PDFs are specific design and/or operational characteristics proposed by the Project Applicant that are incorporated into the Project. These measures are all designed to reduce GHG emissions attributable to the Project. Although not quantifiable, some of these measures will have a co-benefit of reducing air quality emissions. Therefore, the emissions summary shown in Table 4.3-7 above is a conservative forecast of air quality emissions and the Project is likely to be less than the total shown in Table 4.3-7 above.

Despite the design features and mitigation measures provided by the Project and the anticipated regulations implemented by the US EPA and CARB to improve truck efficiency, the estimated long-term emissions generated under full buildout of the Project would exceed the South Coast AQMD's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB. In addition, regarding VOC, it is important to note that the majority of on-site operational VOC emissions are derived from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products. As such, the Project Applicant cannot meaningfully control the use of consumer products by future building users via mitigation. On this basis, it is concluded that Project operational-source VOC emissions cannot be definitively reduced below applicable South Coast AQMD thresholds and therefore are considered significant and unavoidable. Therefore, the Project would result in a significant and unavoidable impact.



#### 4.4 BIOLOGICAL RESOURCES

The following analysis is based in part on information obtained from two technical reports prepared by Glenn Lukos Associates, Inc. (herein, “GLA”), entitled, “Biological Technical Report for the Beaumont Pointe Specific Plan” (herein, “BTR”), dated November 16, 2022 and appended to this EIR as *Technical Appendix C1* (GLA, 2022a). The BTR Project site (herein, “Project site”) includes the Project site (539.9 acres), proposed off-site conservation lands (78.40 acres), and an off-site portion of the existing Jack Rabbit Trail easement (4.19 acres). The BTR relies on the findings of a separate technical study prepared by GLA, entitled, “Criteria Cell Refinement Analysis for the Beaumont Pointe Specific Plan,” dated September 2, 2022 and appended to this EIR as *Technical Appendix C2*. Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

##### 4.4.1 EXISTING CONDITIONS

Under existing conditions, topography within the approximately 622.46-acre Project site consists of gently sloping to steeply sloping hills divided by canyons. Elevations within the Project site range from approximately 2,230 to 2,510 feet above mean sea level (amsl), with highest elevations occurring along a central divide between the northeastern and southwestern portions of the site. The northeastern portion of the property adjacent to SR-60 generally consists of gentle valleys and flats and has been subject to decades-long on-going and historical disturbance in the form of grazing and unauthorized off-road motorized vehicle use. The southwestern and southern portions of the Project site have been subject to a much lesser degree of disturbance due to steep terrain consisting of canyons divided by ridgelines occurring in a heavily eroded landscape associated with the Badlands formation. Unpaved access roads also occur throughout the site, the majority of which are located along the northeastern portion of the Project site and serve as utility access. In addition, the existing paved Jack Rabbit Trail (not publicly maintained) traverses the southeastern portion of the property.

##### A. Vegetation Communities

The Project site supports the following vegetation/land cover types: chaparral, non-native grassland, Riversidean sage scrub, southern riparian scrub, disturbed areas, and developed areas (Jack Rabbit Trail). Table 4.4-1, *Summary of Existing Vegetation Communities/Land Cover Types*, provides a summary of vegetation/land uses and the corresponding acreage, while Figure 4.4-1, *Vegetation Map*, depicts the extent of the vegetation communities on-site, each of which is described below.



**Table 4.4-1 Summary of Existing Vegetation Communities/Land Cover Types**

Vegetation/Land Cover Type	Acreage
Non-Native Grassland	462.56
Riversidean Sage Scrub	137.35
Chaparral	1.88
Southern Riparian Scrub	1.23
Disturbed	17.43
Developed	2.01
<b>Total</b>	<b>622.46</b>

Source: (GLA, 2022a , Table 4-1)

**1. Non-Native Grassland**

The Project site supports approximately 462.56 acres of non-native grassland. This plant community is present throughout the Project site, primarily on flat and gentle-sloping areas within the northeastern portion of the Project site, where it appears to have become the dominant vegetation community as a result of historic grazing practices. This community has also extended into the southwesterly portion of the Project site where it has naturalized on steep slopes that allow it to outcompete native vegetation, which has more difficulty establishing due to the steep gradient. These areas are dominated with species such as Madrid brome (*Bromus madritensis*), ripgut grass (*Bromus diandrus*), slender wild oat (*Avena barbata*), Russian thistle (*Salsola tragus*), summer mustard (*Hirschfeldia incana*), and doveweed (*Croton setiger*). Other commonly occurring species in this vegetation community include common sand-aster (*Corethrogyne filaginifolia*), prickly lettuce (*Lactuca serriola*), long-stem wild buckwheat (*Eriogonum elongatum*), stinknet (*Oncosiphon piluliferum*), tree tobacco (*Nicotiana glauca*), and common sunflower (*Helianthus annuus*). Scattered elderberry (*Sambucus nigra* ssp. *caerulea*) trees also occur sporadically throughout the non-native grassland community.

**2. Riversidean Sage Scrub**

The Project site supports approximately 137.35 acres of Riversidean sage scrub, primarily in the southwestern portion of the Project site. This community also occurs within the northeastern portion of the Project site, where it was believed to have been historically dominant; Riversidean sage scrub remains on the hills that separate each valley where cattle had more difficulty accessing during historic grazing practices. This plant community is comprised of a mosaic of dominant plant species, including California buckwheat (*Eriogonum fasciculatum*), California sage brush (*Artemisia californica*), black sage (*Salvia mellifera*), Palmer’s goldenbush (*Ericameria palmeri*), and brittlebush (*Encelia farinosa*).

Chaparral yucca (*Hesperoyucca whipplei*) and Mojave yucca (*Yucca schidigera*) also occur sporadically within this vegetation community. Based on the primary dominant species (California buckwheat), this vegetation community would also be characterized as a California Buckwheat Scrub Alliance and is not considered a sensitive vegetation community.



3. *Chaparral*

Approximately 1.88 acres of chaparral occur in small pockets within the southwestern portion of the Project site. Within the Project site, this plant community is dominated by sugar bush (*Rhus ovata*) and toyon (*Heteromeles arbutifolia*). Additional species that comprise this community within the Project site include black sage (*Salvia mellifera*), scrub oak (*Quercus berberidifolia*), and spiny redberry (*Rhamnus crocea*). Based on the dominant species of sugar bush and toyon, this vegetation community would also be characterized as a Sugarbush Chaparral Alliance or a Laurel Sumac Scrub Alliance, neither of which are considered sensitive vegetation communities.

4. *Southern Riparian Scrub*

The Project site supports approximately 1.23 acres of southern mixed riparian, which occurs in small patches within the canyons that occur along the southwestern portion of the Project site. Within each patch, this community is dominated by a single species or a mosaic of species, which include mule fat (*Baccharis salicifolia*), sand bar willow (*Salix exigua*), yellow willow (*Salix lutea*), sycamore (*Platanus racemosa*), and narrowleaf cattail (*Typha domingensis*). Riparian communities, in general, are considered to be sensitive vegetation communities pursuant to CEQA.

5. *Disturbed*

Disturbed areas account for 17.43 acres throughout the Project site. This land use type consists of a network of dirt access roads, the majority of which occur within the northeastern portion of the Project site. Disturbed areas are generally devoid of vegetation; however, some ruderal species occur sporadically.

6. *Developed*

The existing Jack Rabbit Trail accounts for approximately 2.01 acres within the southeastern portion of the Project site and consists of a privately maintained paved road providing local access to property owners.

**B. Special-Status Vegetation Communities**

The California Natural Diversity Database (CNDDDB) identifies the following ten special-status vegetation communities for the El Casco, California and surrounding quadrangle maps: Canyon Live Oak Ravine Forest, Desert Fan Palm Oasis Woodland, Riversidean Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Mixed Riparian Forest, Southern Riparian Forest, Southern Riparian Scrub, Southern Sycamore Alder Riparian Woodland, and Southern Willow Scrub. As discussed above, the Project site contains a single special-status vegetation community, Southern Riparian Scrub (1.23 acres). The Riversidean sage scrub and chaparral communities are not considered to be sensitive based on their state rankings.

**C. Special-Status Plants**

Special-status plant surveys were conducted during the 2019 spring and summer blooming periods. No special-status plants were detected at the Project site during focused plant surveys. Table 4.4-2,



*Special-Status Plants Evaluated for the Project site*, provides a list of special-status plants evaluated for the Project site through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors: 1) species identified by the CNDDDB and California Native Plant Society (CNPS) as occurring (either currently or historically) on or in the vicinity of the Project site, 2) applicable Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) survey areas, and 3) any other special-status plants that are known to occur within the vicinity of the Project site, or for which potentially suitable habitat occurs within the site. The potential for occurrence within the development footprint, defined as the area of disturbance (see Figure 4.4-7, see *Development Footprint*) is provided in Table 4.2-2.

**Table 4.4-2 Special-Status Plants Evaluated for the Project site**

<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Potential for Occurrence</b>
California satintail <i>Imperata brevifolia</i>	Federal: None State: None CNPS: Rank 2B.1 MSHCP: None	Mesic soils in chaparral, coastal scrub, Mojavean desert scrub, meadows and seeps (often alkali), and riparian scrub.	Confirmed absent within the development footprint.
California screw moss <i>Tortula californica</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: None	Sandy soil in chenopod scrub, and valley and foothill grassland.	Confirmed absent within the development footprint.
Chaparral sand verbena <i>Abronia villosa</i> var. <i>aurita</i>	Federal: None State: None CNPS: Rank 1B.1 MSHCP: None	Sandy soils in chaparral, coastal sage scrub.	Confirmed absent within the development footprint. Potential to occur within the proposed conservation areas.
Colorado Desert larkspur <i>Delphinium parishii</i> ssp. <i>subglobosum</i>	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Chaparral, cismontane woodland, pinyon and juniper woodland, Sonoran desert scrub.	Confirmed absent within the development footprint.
Coulter's goldfields <i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	Federal: None State: None CNPS: Rank 1B.1 MSHCP: MSHCP(d)	Playas, vernal pools, marshes and swamps (coastal salt).	Confirmed absent within the development footprint.
Davidson's saltscale <i>Atriplex serenana</i> var. <i>davidsonii</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: MSHCP (d)	Alkaline soils in coastal sage scrub, coastal bluff scrub.	Confirmed absent within the development footprint.
Duran's rush <i>Juncus duranii</i>	Federal: None State: None CNPS: Rank 4.3 MSHCP: Not covered	Mesic soils in lower and upper montane coniferous forests, meadows and seeps.	Confirmed absent within the development footprint.



<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Potential for Occurrence</b>
Hall's monardella <i>Monardella macrantha</i> ssp. <i>hallii</i>	Federal: None State: None CNPS: Rank 1B.3 MSHCP: MSHCP	Occurs on dry slopes and ridges within openings in broadleaved upland forest, chaparral, lower montane coniferous forest, cismontane woodland, and valley and foothill grassland.	Confirmed absent within the development footprint.
Heart-leaved pitcher sage <i>Lepechinia cardiophylla</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: MSHCP(d)	Closed-cone coniferous forest, chaparral, and cismontane woodland.	Confirmed absent within the development footprint.
Jaeger's (bush) milk-vetch <i>Astragalus pachypus</i> var. <i>jaegeri</i>	Federal: None State: None CNPS: Rank 1B.1 MSHCP: MSHCP	Sandy or rocky soils in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland.	Confirmed absent within the development footprint. Potential to occur within the proposed conservation areas.
Johnston's bedstraw <i>Galium johnstonii</i>	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Chaparral, lower montane coniferous forest, pinyon and juniper woodland, riparian woodland.	Confirmed absent within the development footprint.
Laguna Mountains jewelflower <i>Streptanthus bernardinus</i>	Federal: None State: None CNPS: Rank 4.3 MSHCP: Not covered	Chaparral and lower montane coniferous forest.	Confirmed absent within the development footprint.
Lemon lily <i>Lilium parryi</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: MSHCP (f)	Mesic soils in lower montane coniferous forest, meadows and seeps, riparian forest, and upper montane coniferous forest.	Confirmed absent within the development footprint.
Little mousetail <i>Myosurus minimus</i> ssp. <i>apus</i>	Federal: None State: None CNPS: Rank 3.1 MSHCP: MSHCP (d)	Valley and foothill grassland, vernal pools (alkaline soils).	Confirmed absent within the development footprint.
Long-spined spineflower <i>Chorizanthe polygonoides</i> var. <i>longispina</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: MSHCP	Clay soils in chaparral, coastal sage scrub, meadows and seeps, and valley and foothill grasslands	Confirmed absent within the development footprint.
Many-stemmed dudleya <i>Dudleya multicaulis</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: MSHCP (b)	Openings in chaparral, coastal sage scrub, and valley and foothill grasslands, often on clay soils.	Confirmed absent within the development footprint.
Marsh sandwort <i>Arenaria paludicola</i>	Federal: FE State: SE CNPS: Rank 1B.1 MSHCP: None	Bogs and fens, freshwater marshes and swamps.	Confirmed absent within the development footprint.



<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Potential for Occurrence</b>
Mesa horkelia <i>Horkelia cuneata</i> var. <i>puberula</i>	Federal: None State: None CNPS: Rank 1B.1 MSHCP: None	Sandy or gravelly soils in chaparral (maritime), cismontane woodland, and coastal scrub.	Confirmed absent within the development footprint.
Mojave tarplant <i>Deinandra mohavensis</i>	Federal: None State: SE CNPS: Rank 1B.3 MSHCP: MSHCP (e)	Chaparral (mesic soils) and riparian scrub.	Confirmed absent within the development footprint.
Mud nama <i>Nama stenocarpum</i>	Federal: None State: None CNPS: Rank 2B.2 MSHCP: MSHCP (d)	Marshes and swamps	Confirmed absent within the development footprint.
Nevin's barberry <i>Berberis nevinii</i>	Federal: FE State: SE CNPS: Rank 1B.1 MSHCP: MSHCP (d)	Sandy or gravelly soils in chaparral, cismontane woodland, coastal scrub, and riparian scrub.	Confirmed absent within the development footprint.
Ocellated humboldt lily <i>Lilium humboldtii</i> ssp. <i>ocellatum</i>	Federal: None State: None CNPS: Rank 4.2 MSHCP: MSHCP (f)	Chaparral, cismontane woodland, coastal sage scrub, lower montane coniferous forest, riparian woodland. Occurring in openings.	Confirmed absent within the development footprint.
Palmer's mariposa lily <i>Calochortus palmeri</i> var. <i>palmeri</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: None	Mesic soils in chaparral, lower montane coniferous forest, and meadows and seeps.	Confirmed absent within the development footprint.
Paniculate tarplant <i>Deinandra paniculata</i>	Federal: None State: None CNPS: Rank 4.2 MSHCP: None	Usually in vernal mesic, sometimes sandy soils in coastal scrub, valley and foothill grassland, and vernal pools.	Confirmed absent within the development footprint.
Parish's brittle scale <i>Atriplex parishii</i>	Federal: None State: None CNPS: Rank 1B.1 MSHCP: MSHCP (d)	Chenopod scrub, playas, vernal pools.	Confirmed absent within the development footprint.
Parish's bush-mallow <i>Malacothamnus parishii</i>	Federal: None State: None CNPS: Rank 1A MSHCP: None	Chaparral and coastal scrub	Confirmed absent within the development footprint.
Parish's checkerbloom <i>Sidalcea hickmanii</i> ssp. <i>parishii</i>	Federal: None State: Rare CNPS: Rank 1B.2 MSHCP: None	Chaparral, cismontane woodland, and lower montane coniferous forest.	Confirmed absent within the development footprint.
Parish's gooseberry <i>Ribes divaricatum</i> var. <i>parishii</i>	Federal: None State: None CNPS: Rank 1A MSHCP: None	Riparian woodland.	Confirmed absent within the development footprint.



<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Potential for Occurrence</b>
Parish's rupertia <i>Rupertia rigida</i>	Federal: None State: None CNPS: Rank 4.3 MSHCP: Not covered	Chaparral, cismontane woodland, lower montane coniferous forest, meadows and seeps, pebble (pavement) plain, valley and foothill grassland.	Confirmed absent within the development footprint.
Parry's spineflower <i>Chorizanthe parryi</i> var. <i>parryi</i>	Federal: None State: None CNPS: Rank 1B.1 MSHCP: MSHCP	Sandy or rocky soils in open habitats of chaparral and coastal sage scrub.	Confirmed absent within the development footprint. Potential to occur within the proposed conservation areas.
Payson's jewelflower <i>Caulanthus simulans</i>	Federal: None State: None CNPS: Rank 4.2 MSHCP: MSHCP	Sandy or granitic soils in chaparral and coastal scrub.	Confirmed absent within the development footprint.
Peninsular spineflower <i>Chorizanthe leptotheca</i>	Federal: None State: None CNPS: Rank 4.2 MSHCP: MSHCP	Alluvial fan, granitic. Chaparral, coastal scrub, lower montane coniferous forest.	Confirmed absent within the development footprint.
Peruvian dodder <i>Cuscuta obtusiflora</i> var. <i>glandulosa</i>	Federal: None State: None CNPS: Rank 2B.2 MSHCP: None	Marshes and swamps (freshwater).	Confirmed absent within the development footprint.
Plummer's mariposa lily <i>Calochortus plummerae</i>	Federal: None State: None CNPS: Rank 4.2 MSHCP: MSHCP	Granitic, rock soils within chaparral, cismontane woodland, coastal sage scrub, lower montane coniferous forest, valley and foothill grassland.	Confirmed absent within the development footprint.
Robinson's pepper grass <i>Lepidium virginicum</i> var. <i>robinsonii</i>	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Chaparral, coastal sage scrub	Confirmed absent within the development footprint. Potential to occur within the proposed conservation areas.
Salt marsh bird's-beak <i>Chloropyron maritimum</i> ssp. <i>maritimum</i>	Federal: FE State: SE CNPS: Rank 1B.2 MSHCP: None	Coastal dune, coastal salt marshes and swamps.	Confirmed absent within the development footprint.



<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Potential for Occurrence</b>
Salt Spring checkerbloom <i>Sidalcea neomexicana</i>	Federal: None State: None CNPS: Rank 2B.2 MSHCP: Not covered	Mesic, alkaline soils in chaparral, coastal sage scrub, lower montane coniferous forest, Mojavean desert scrub, and playas.	Confirmed absent within the development footprint.
San Bernardino aster <i>Symphotrichum defoliatum</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: None	Cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland (vernally mesic).	Confirmed absent within the development footprint.
San Bernardino grass-of Parnassus <i>Parnassia cirrata</i> var. <i>cirrata</i>	Federal: None State: None CNPS: Rank 1B.3 MSHCP: None	Mesic, streamsides, sometimes calcareous. Lower montane coniferous forest, meadows and seeps, upper montane coniferous forest.	Confirmed absent within the development footprint.
San Bernardino Mountains owl's-clover <i>Castilleja lasiorhyncha</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: Not covered	Mesic soils in chaparral, meadows and seeps, pebble (pavement) plain, riparian woodland, and upper montane coniferous forest.	Confirmed absent within the development footprint.
San Diego sagewort <i>Artemisia palmeri</i>	Federal: None State: None CNPS: Rank 4.2 MSHCP: None	Sandy and mesic soils in chaparral, coastal scrub, riparian forest, riparian scrub, and riparian woodland.	Confirmed absent within the development footprint.
San Gabriel ragwort <i>Senecio astephanus</i>	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Rocky slopes, coastal bluff scrub, chaparral.	Confirmed absent within the development footprint.
San Jacinto Valley crownscale <i>Atriplex coronata</i> var. <i>notatior</i>	Federal: FE State: None CNPS: Rank 1B.1 MSHCP: MSHCP (d)	Alkaline soils in chenopod scrub, valley and foothill grassland, vernal pools.	Confirmed absent within the development footprint.
Santa Ana River woolly star <i>Eriastrum densifolium</i> ssp. <i>sanctorum</i>	Federal: FE State: SE CNPS: Rank 1B.1 MSHCP: MSHCP	Alluvial fan sage scrub, chaparral. Occurring on sandy or rocky soils.	Confirmed absent within the development footprint.
Scalloped moonwort <i>Botrychium crenulatum</i>	Federal: None State: None CNPS: Rank 2B.2 MSHCP: None	Bogs and fens, lower and upper montane coniferous forest, meadows and seeps, marshes and swamps (freshwater).	Confirmed absent within the development footprint.



<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Potential for Occurrence</b>
Slender-horned spineflower <i>Dodecahema leptoceras</i>	Federal: FE State: SE CNPS: Rank 1B.1 MSHCP: MSHCP(b)	Sandy soils in alluvial scrub, chaparral, cismontane woodland.	Confirmed absent within the development footprint.
Small-flowered morning-glory <i>Convolvulus simulans</i>	Federal: None State: None CNPS: Rank 4.2 MSHCP: MSHCP	Chaparral (openings), coastal sage scrub, valley and foothill grassland. Occurring on clay soils and serpentinite seeps.	Confirmed absent within the development footprint.
Smooth tarplant <i>Centromadia pungens</i> ssp. <i>laevis</i>	Federal: None State: None CNPS: Rank 1B.1 MSHCP: MSHCP(d)	Alkaline soils in chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grasslands, disturbed habitats.	Confirmed absent within the development footprint.
South coast saltscale <i>Atriplex pacifica</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: None	Coastal bluff scrub, coastal dunes, coastal sage scrub, playas.	Confirmed absent within the development footprint.
Southern California black walnut <i>Juglans californica</i>	Federal: None State: None CNPS: Rank 4.2 MSHCP: None	Chaparral, cismontane woodland, coastal sage scrub, alluvial surfaces.	Confirmed absent within the development footprint.
Southern jewelflower <i>Streptanthus campestris</i>	Federal: None State: None CNPS: Rank 1B.3 MSHCP: None	Rocky soils in chaparral, lower montane coniferous forest, and pinyon and juniper woodland.	Confirmed absent within the development footprint.
Spiny-hair blazing star <i>Mentzelia tricuspis</i>	Federal: None State: None CNPS: Rank 2B.1 MSHCP: None	Sandy, gravelly, slopes, and washes. Mojavean desert scrub.	Confirmed absent within the development footprint.
Spreading navarretia <i>Navarretia fossalis</i>	Federal: FT State: None CNPS: Rank 1B.1 MSHCP: MSHCP (b)	Vernal pools, playas, chenopod scrub, marshes and swamps (assorted shallow freshwater).	Confirmed absent within the development footprint.
Thread-leaved brodiaea <i>Brodiaea filifolia</i>	Federal: FT State: SE CNPS: Rank 1B.1 MSHCP: MSHCP (d)	Clay soils in chaparral (openings), cismontane woodland, coastal sage scrub, playas, valley and foothill grassland, vernal pools.	Confirmed absent within the development footprint.



Species Name	Status	Habitat Requirements	Potential for Occurrence
Vernal barley <i>Hordeum intercedens</i>	Federal: None State: None CNPS: Rank 3.2 MSHCP: MSHCP	Coastal dunes, coastal sage scrub, valley and foothill grassland (saline flats and depressions), vernal pools.	Confirmed absent within the development footprint.
White rabbit-tobacco <i>Pseudognaphalium leucocephalum</i>	Federal: None State: None CNPS: Rank 2B.2 MSHCP: None	Coastal sage scrub and chaparral.	Confirmed absent within the development footprint.
Wright's trichocoronis <i>Trichocoronis wrightii</i> var. <i>wrightii</i>	Federal: None State: None CNPS: Rank 2B.1 MSHCP: MSHCP(b)	Alkaline soils in meadows and seeps, marshes and swamps, riparian scrub, vernal pools.	Confirmed absent within the development footprint.
Yucaipa onion <i>Allium marvinii</i>	Federal: None State: None CNPS: Rank 1B.2 MSHCP: MSHCP(b)	Chaparral (clay, openings).	Confirmed absent within the development footprint.

**Federal:** FE – Federally Endangered; SE – State Endangered **State:** FT – Federally Threatened; ST – State Threatened

**CNPS Rare Plant Rank**

Rank 1B – Plants rare, threatened, or endangered in California and elsewhere.

Rank 2 – Plants rare, threatened, or endangered in California, but more common elsewhere.

Rank 3 – Plants about which more information is needed.

Rank 4 – Plants of limited distribution (a watch list).

**CNPS Threat Rank Extensions**

.1 – Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat)

.2 – Fairly endangered in California (20-80% occurrences threatened)

.3 – Not very endangered in California (<20% of occurrences threatened, or no current threats known)

**MSHCP**

MSHCP = No additional action necessary

MSHCP(a) = Surveys may be required as part of wetlands mapping

MSHCP(b) = Surveys may be required within the Narrow Endemic Plant Species survey area

MSHCP(c) = Surveys may be required within locations shown on survey maps

MSHCP(d) = Surveys may be required within Criteria Area

MSHCP(e) = Conservation requirements identified in species-specific conservation objectives need to be met before classified as a Covered Species

MSHCP(f) = Covered species when a Memorandum of Understanding is executed with the Forest Service Land

Not Covered = Species not adequately covered under MSHCP

None = Species not considered for coverage under MSHCP

Source: (GLA, 2022a , Table 4-2)

**1. Plant Species with MSHCP Survey Requirements**

Many-stemmed dudleya (*Dudleya multicaulis*) is a member of the stonecrop family (Crassulaceae) and is designated as a CNPS List 1B.2 species but is not state or federally listed. This perennial herb is known to occur in chaparral, coastal scrub, and valley and foothill grasslands. It is often associated with clay soils. Many-stemmed dudleya is known to occur from Los Angeles, Orange, Riverside, San



Bernardino, and San Diego counties from approximately 50 to 2,590 feet amsl. This species is known to bloom from April through July.

Yucaipa onion (*Allium marvinii*) is a member of the lily family (Liliaceae) and is designated as a CNPS List 1B.1 species but is not state or federally listed. This perennial herb is known to occur in clay openings within chaparral from approximately 2,490 to 3,500 feet amsl. Yucaipa onion is known to occur from the Beaumont and Yucaipa areas of Riverside County and is known to bloom from April through May.

These species are not expected to occur due to a lack of suitable (clay) soils within the Project site and were not detected during focused surveys. Therefore, these species were confirmed to be absent from the Project site.

## 2. *Special-Status Plants with Potential to Occur*

The special-status plant species described below were not observed by GLA biologists during general and focused plant surveys performed during the 2019 spring and summer blooming periods. These species were determined to be absent from portions of the Project site proposed for development, which were the greater focus of the field efforts and have greater accessibility; however, portions of the Project site not proposed for the development consist of steep terrain divided by a series of ridgelines and canyons largely lacking access roads. As a result, portions of the Project site not proposed for development were surveyed through a combination of direct observation through physical access of ridgelines and canyon bottoms, supplemented by observation of steep hillsides through the use of binoculars. The following special-status species have a potential to occur within the proposed conservation lands, however, these species were confirmed absent during focused surveys within the proposed development footprint:

- **Chaparral sand verbena (*Abronia villosa* var. *aurita*)** – This species is a member of the four o'clock family (Nyctaginaceae) and is designated as a CNPS List 1B.1 species but is not state or federally listed. This annual herb is known to occur in chaparral, coastal scrub, and desert dunes from approximately 260 to 5,250 feet amsl. Chaparral sand verbena is known from Ventura, Los Angeles, Orange, San Diego, Riverside, San Bernardino and Imperial Counties as well as Baja California. The species is known to bloom from January through September.
- **Jaeger's (bush) milk-vetch (*Astragalus pachypus* var. *jaegeri*)** – This species is a member of the pea family (Fabaceae) and is designated as a CNPS List 1B.1 species but is not state or federally listed. This perennial shrub is known to occur in chaparral, cismontane woodland, coastal scrub and valley and foothill grassland from approximately 1,200 to 3,000 feet amsl. Jaeger's milk-vetch is known to occur from Riverside and San Diego Counties and blooms from December through June.



- **Parry’s spineflower (*Chorizanthe parryi* var. *parryi*)** – This species is a member of the buckwheat family (Polygonaceae) and is designated as a CNPS List 1B.1 species but is not state or federally listed. This annual herb is known to occur in chaparral, cismontane woodland, coastal scrub and in rocky or sandy openings in foothill valley and grasslands from approximately 900 to 4,000 feet amsl. Parry’s spineflower is known to occur from Los Angeles, Riverside and San Bernardino counties and blooms from April through June.
- **Robinson's pepper grass (*Lepidium virginicum* var. *robinsonii*)** – This species is a member of the mustard family (Brassicaceae) and is designated as a CNPS List 1B.2 species but is not state or federally listed. This annual herb is known to occur in chaparral and coastal scrub below approximately 2,805 feet amsl. Robinson’s peppergrass is known to occur from Santa Barbara, Los Angeles, Orange, Riverside, San Bernardino and San Diego Counties as well as Baja California. This species is known to bloom from January through July.

Other special-status plant species with potential to occur within the Project site were confirmed absent through general and focused plant surveys, as noted in Table 4.4-2 above. These species include Nevin’s barberry (*Berberis nevinii*), paniculate tarplant (*Deinandra paniculata*), and Southern California black walnut (*Juglans californica*). Nevin’s barberry and Southern California black walnut are relatively large, perennial shrubs and trees, respectively, which would have been easily observed during the plant surveys, including with the use of binoculars. In addition, paniculate tarplant typically inhabits disturbed areas which were easily accessible and, if present, this species commonly occurs in large quantities. Due to the habit and growth characteristics of the above noted species, they would have been observed if present; therefore, they were confirmed absent.

**D. Special Status Animals**

Special-status animals were detected within the Project site: American badger (*Taxidea taxus*) and red-diamond rattlesnake (*Crotalus ruber*). Table 4.4-3, *Special-Status Animals Evaluated for the Project Site*, provides a list of special-status animals evaluated for the Project site that have the potential to occur.

**Table 4.4-3 Special-Status Animals Evaluated for the Project Site**

Species Name	Status	Habitat Requirements	Potential for Occurrence
<b>Invertebrates</b>			
Crotch bumble bee <i>Bombus crotchii</i>	Federal: None State: SCE MSHCP: None	Relatively warm and dry sites, including the inner Coast Range of California and margins of the Mojave Desert.	Potential to occur.



Species Name	Status	Habitat Requirements	Potential for Occurrence
<b>Fish</b>			
Santa Ana speckled dace <i>Rhinichthys osculus</i> ssp. 3	Federal: None State: SSC MSHCP: Not covered	Occurs in the headwaters of the Santa Ana and San Gabriel Rivers. May be extirpated from the Los Angeles River system. Requires permanent flowing streams with summer water temperatures of 17-20 C. Usually inhabits shallow cobble and gravel riffles.	Does not occur.
Southern steelhead - southern California DPS <i>Oncorhynchus mykiss irideus</i>	Federal: FE State: None MSHCP: None	Clear, swift moving streams with gravel for spawning. Federal listing refers to populations from Santa Maria river south to southern extent of range (San Mateo Creek in San Diego county.)	Does not occur.
<b>Amphibians</b>			
Southern mountain yellow-legged frog <i>Rana muscosa</i>	Federal: FE State: SE MSHCP: MSHCP (c)	Streams and small pools in ponderosa pine, montane hardwood-conifer, and montane riparian habitat types.	Does not occur.
Western spadefoot <i>Spea hammondi</i>	Federal: None State: SSC MSHCP: MSHCP	Seasonal pools in coastal sage scrub, chaparral, and grassland habitats.	Does not occur.
<b>Reptiles</b>			
California glossy snake <i>Arizona elegans occidentalis</i>	Federal: None State: SSC MSHCP: Not Covered	Inhabits arid scrub, rocky washes, grasslands, chaparral. Occurs interior coast range and southwestern desert regions	Potential to occur.
Coast horned lizard <i>Phrynosoma blainvillii</i>	Federal: None State: SSC MSHCP: MSHCP	Occurs in a variety of vegetation types including coastal sage scrub, chaparral, annual grassland, oak woodland, and riparian woodlands.	Potential to occur
Coast patch-nosed snake <i>Salvadora hexalepis virgultea</i>	Federal: None State: SSC MSHCP: Not covered	Occurs in coastal chaparral, desert scrub, washes, sandy flats, and rocky areas.	Potential to occur.
Coastal whiptail <i>Aspidoscelis tigris stejnegeri (multiscutatus)</i>	Federal: None State: SSC MSHCP: MSHCP	Open, often rocky areas with little vegetation, or sunny microhabitats within shrub or grassland associations.	Potential to occur.



Species Name	Status	Habitat Requirements	Potential for Occurrence
Red-diamond rattlesnake <i>Crotalus ruber</i>	Federal: None State: SSC MSHCP: MSHCP	Habitats with heavy brush and rock outcrops, including coastal sage scrub and chaparral.	Confirmed present
Southern California legless lizard <i>Anniella stebbinsi</i>	Federal: None State: SSC MSHCP: Not Covered	Broadleaved upland forest, chaparral, coastal dunes, coastal scrub; found in a broader range of habitats than any of the other species in the genus. Often locally abundant, specimens are found in coastal sand dunes and a variety of interior habitats, including sandy washes and alluvial fans.	Does not occur.
Southern rubber boa <i>Charina umbratica</i>	Federal: None State: ST MSHCP: MSHCP (f)	Restricted to the San Bernardino and San Jacinto Mountain, in a variety of montane forest habitats. Found in vicinity of streams or wet meadows. Requires loose, moist soil for burrowing. Seeks cover in rotting logs.	Does not occur.
Two-striped garter snake <i>Thamnophis hammondi</i>	Federal: None State: SSC MSHCP: Not Covered	Aquatic snake typically associated with wetland habitats such as streams, creeks, and pools.	Does not occur.
Western pond turtle <i>Emys marmorata</i>	Federal: None State: SSC MSHCP: MSHCP	Slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and treatment lagoons. Abundant basking sites and cover necessary, including logs, rocks, submerged vegetation, and undercut banks.	Does not occur.
<b>Birds</b>			
Black swift (nesting) <i>Cypseloides niger</i>	Federal: BCC State: SSC MSHCP: MSHCP	Nests in forested areas near rivers in dark, damp areas. Forages in skies over mountainous areas and on coastal cliffs.	Does not occur



<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Potential for Occurrence</b>
Burrowing owl <i>Athene cunicularia</i>	Federal: None State: SSC MSHCP: MSHCP(c)	Shortgrass prairies, grasslands, lowland scrub, agricultural lands (particularly rangelands), coastal dunes, desert floors, and some artificial, open areas as a year-long resident. Occupies abandoned ground squirrel burrows as well as artificial structures such as culverts and underpasses.	Confirmed absent.
Coastal California gnatcatcher <i>Poliopitila californica californica</i>	Federal: FT State: SSC MSHCP: MSHCP	Low elevation coastal sage scrub and coastal bluff scrub.	Potential to occur.
Golden eagle (nesting and wintering) <i>Aquila chrysaetos</i>	Federal: None State: CFP MSHCP: MSHCP	In southern California, occupies grasslands, brushlands, deserts, oak savannas, open coniferous forests, and montane valleys. Nests on rock outcrops and ledges.	Foraging only.
Least Bell's vireo <i>Vireo bellii pusillus</i>	Federal: FE State: SE MSHCP: MSHCP(a)	Dense riparian habitats with a stratified canopy, including southern willow scrub, mule fat scrub, and riparian forest.	Does not occur.
Loggerhead shrike (nesting) <i>Lanius ludovicianus</i>	Federal: BCC State: SSC MSHCP: MSHCP	Forages over open ground within areas of short vegetation, pastures with fence rows, old orchards, mowed roadsides, cemeteries, golf courses, riparian areas, open woodland, agricultural fields, desert washes, desert scrub, grassland, broken chaparral and beach with scattered shrubs.	Potential to occur.
Northern harrier (nesting) <i>Circus cyaneus</i>	Federal: None State: SSC MSHCP: MSHCP	A variety of habitats, including open wetlands, grasslands, wet pasture, old fields, dry uplands, and croplands.	Observed foraging. Does not nest on-site.
Peregrine falcon (nesting) <i>Falco peregrinus anatum</i>	Federal: Delisted, BCC State: Delisted, CFP	Breeding habitat consists of high cliffs, tall buildings, and bridges along the coast and inland. Foraging habitat primarily includes open areas near wetlands, marshes, and adjacent urban landscapes.	Observed foraging. Does not nest on-site.



<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Potential for Occurrence</b>
Purple martin (nesting) <i>Progne subis</i>	Federal: None State: SSC MSHCP: MSHCP	Forage over towns, cities, parks, open fields, dunes, streams, wet meadows, beaver ponds, and other open areas. Nest in woodpecker holes in mountain forests or Pacific lowlands.	Not expected to occur.
Southwestern willow flycatcher (nesting) <i>Empidonax traillii extimus</i>	Federal: FE State: SE MSHCP: MSHCP(a)	Riparian woodlands along streams and rivers with mature dense thickets of trees and shrubs.	Does not occur.
Swainson’s hawk (nesting) <i>Buteo swainsoni</i>	Federal: None State: ST MSHCP: MSHCP	Occupies grasslands, brushlands, deserts, oak savannas, open coniferous forests, and montane valleys for hunting and uses perches.	Foraging only.
Tricolored blackbird (nesting colony) <i>Agelaius tricolor</i>	Federal: BCC State: CE, SSC MSHCP: MSHCP	Breeding colonies require nearby water, a suitable nesting substrate, and open-range foraging habitat of natural grassland, woodland, or agricultural cropland.	Does not occur.
Western yellow-billed cuckoo (nesting) <i>Coccyzus americanus occidentalis</i>	Federal: FT, BCC State: SE MSHCP: MSHCP(a)	Dense, wide riparian woodlands with well-developed understories.	Does not occur.
White-tailed kite (nesting) <i>Elanus leucurus</i>	Federal: None State: CFP MSHCP: MSHCP	Winter foraging occurs in wet meadows, marshes, ponds, lakes, rivers, and agricultural fields. Requires extensive marshes for nesting.	Foraging only.
Yellow warbler (nesting) <i>Setophaga petechia</i>	Federal: BCC State: SSC MSHCP: MSHCP	Breed in lowland and foothill riparian woodlands dominated by cottonwoods, alders, or willows and other small trees and shrubs typical of low, open-canopy riparian woodland. During migration, forages in woodland, forest, and shrub habitats.	Foraging only.
Yellow-breasted chat (nesting) <i>Icteria virens</i>	Federal: None State: SSC MSHCP: MSHCP	Dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush with well-developed understories.	Does not occur.



<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Potential for Occurrence</b>
Yellow-headed blackbird (nesting) <i>Xanthocephalus xanthocephalus</i>	Federal: None State: SSC MSHCP: None	Breed and roost in freshwater wetlands with dense, emergent vegetation such as cattails. Often forage in fields, typically wintering in large, open agricultural areas.	Does not occur.
<b>Mammals</b>			
American badger <i>Taxidea taxus</i>	Federal: None State: SSC MSHCP: Not covered	Most abundant in drier open stages of most scrub, forest, and herbaceous habitats, with friable soils.	Confirmed present.
Dulzura pocket mouse <i>Chaetodipus californicus femoralis</i>	Federal: None State: SSC MSHCP: Not covered	Coastal scrub, grassland, and chaparral, especially at grass-chaparral edges	Potential to occur.
Lesser long-nosed bat <i>Leptonycteris yerbabuenae</i>	Federal: FE State: None WBWG: H MSHCP: None	Thorn scrub and deciduous forest. Roosts in caves and mines.	Does not occur.
Los Angeles pocket mouse <i>Perognathus longimembris brevinasus</i>	Federal: None State: SSC MSHCP: MSHCP(c)	Fine, sandy soils in coastal sage scrub and grasslands.	Low potential to occur.
Mountain lion <i>Puma concolor</i>	Federal: None State: SCE MSHCP: MSHCP	Mountain lions use rocky areas, cliffs, and ledges that provide cover within open woodlands and chaparral, as well as riparian areas that provide protective habitat connections for movement between fragmented core habitat areas.	Confirmed present at the site through detection of tracks and scat. General potential to use the site for local movement and use.
Northwestern San Diego pocket mouse <i>Chaetodipus fallax fallax</i>	Federal: None State: SSC MSHCP: MSHCP	Coastal sage scrub, sage scrub/grassland ecotones, and chaparral.	Potential to occur.
Pallid bat <i>Antrozous pallidus</i>	Federal: None State: SSC WBWG: H MSHCP: Not covered	Deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting.	Foraging only.
San Bernardino flying squirrel <i>Glaucomys oregonensis californicus</i>	Federal: None State: SSC MSHCP: MSHCP (e)	Black oak or white fir dominated woodlands between 5,200 and 8,500 feet in the San Bernardino and San Jacinto Mountain ranges.	Does not occur.
San Bernardino kangaroo rat <i>Dipodomys merriami parvus</i>	Federal: FE State: SC MSHCP: MSHCP(c)	Typically found in Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans	Does not occur.



Species Name	Status	Habitat Requirements	Potential for Occurrence
		and floodplains, and along washes with nearby sage scrub.	
San Diego black-tailed jackrabbit <i>Lepus californicus bennettii</i>	Federal: None State: SSC MSHCP: MSHCP	Occupies a variety of habitats, but is most common among shortgrass habitats. Also occurs in sage scrub, but needs open habitats.	Potential to occur.
San Diego desert woodrat <i>Neotoma lepida intermedia</i>	Federal: None State: SSC MSHCP: MSHCP	Occurs in a variety of shrub and desert habitats, primarily associated with rock outcrops, boulders, cacti, or areas of dense undergrowth.	Potential to occur.
Southern grasshopper mouse <i>Onychomys torridus ramona</i>	Federal: None State: SSC MSHCP: Not covered	Desert areas, especially scrub habitats with friable soils for digging. Prefers low to moderate shrub cover.	Potential to occur.
Stephens' kangaroo rat <i>Dipodomys stephensi</i>	Federal: FE State: ST SKR HCP: Covered	Open grasslands or sparse shrublands with less than 50% vegetation cover during the summer.	Potential to occur.
Townsend's big-eared bat <i>Corynorhinus townsendii</i>	Federal: None State: SSC WBWG: H MSHCP: None	Coniferous forests and woodlands, deciduous riparian woodland, semi-desert and montane shrublands.	Does not occur.
Western mastiff bat <i>Eumops perotis californicus</i>	Federal: None State: SSC WBWG: H MSHCP: Not Covered	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, and chaparral. Roosts in crevices in cliff faces, high buildings, trees, and tunnels.	Foraging only.
Western yellow bat <i>Lasiurus xanthinus</i>	Federal: None State: SSC WBWG: H MSHCP: Not Covered	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in trees, particularly palms. Forages over water and among trees.	Foraging only.

**Federal:** FE – Federally Endangered; FT – Federally Threatened; FPT – Federally Proposed Threatened; FC – Federal Candidate; BCC – Bird of Conservation Concern

**State:** SE – State Endangered; ST – State Threatened; CE – Candidate Endangered; SCE – State Candidate; CFP – California Fully-Protected Species; SSC – Species of Special Concern

**Western Bat Working Group (WBWG):** H – High Priority; LM – Low-Medium Priority; M – Medium Priority; MH – Medium-High Priority

**MSHCP**



MSHCP = No additional action necessary

MSHCP(a) = Surveys may be required as part of wetlands mapping

MSHCP(b) = Surveys may be required within the Narrow Endemic Plant Species survey area

MSHCP(c) = Surveys may be required within locations shown on survey maps

MSHCP(d) = Surveys may be required within Criteria Area

MSHCP(e) = Conservation requirements identified in species-specific conservation objectives need to be met before classified as a Covered Species

MSHCP(f) = Covered species when a Memorandum of Understanding is executed with the Forest Service Land

Not Covered = Species not adequately covered under MSHCP

None = Species not considered for coverage under MSHCP

**Occurrence**

Does not occur – The site does not contain habitat for the species and/or the site does not occur within the geographic range of the species.

Confirmed absent – The site contains suitable habitat for the species, but the species has been confirmed absent through focused surveys.

Not expected to occur – The species is not expected to occur on-site due to low habitat quality, however absence cannot be ruled out.

Foraging only – This species has potential to occur for foraging only based on suitable foraging habitat; however its presence/absence has not been confirmed.

Potential to occur – The species has a potential to occur based on suitable habitat, however its presence/absence has not been confirmed.

Confirmed present – The species was detected on-site incidentally or through focused surveys

Source: (GLA, 2022a , Table 4-3)

**1. Special-Status Wildlife Species Observed**

Red-diamond rattlesnake (*Crotalus ruber*) is designated as a California Department of Fish and Wildlife (CDFW) Species of Special Concern (SSC) and is a covered species under the MSHCP without additional survey or conservation requirements. The red-diamond rattlesnake was incidentally observed during the general and focused biological survey efforts.

Bell's Sage Sparrow (*Amphispiza belli belli*) is identified as a planning species for Proposed Core 3<sup>1</sup> and is a covered species under the MSHCP without additional survey or conservation requirements. Bell's sage sparrow was observed during biological surveys within the Project site, which provides suitable habitat for this species within the Riversidean sage scrub and chaparral vegetation communities.

Northern Harrier (*Circus cyaneus*) is designated as an SSC when nesting and is a covered species under the MSHCP without additional survey or conservation requirements. This species was observed foraging in the Project site during the biological survey efforts, but it was not observed nesting within the Project site; therefore, it is considered present for foraging only.

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<sup>1</sup> As is further discussed below, the Project is located within the MSHCP Criteria Area, which describes lands to be conserved within the Project site. The MSHCP designates the portions of the Project site described for conservation as part of Proposed Core 3.



Peregrine Falcon (*Falco peregrinus*) has special status when nesting and is a covered species under the MSHCP without additional survey or conservation requirements. This species was observed foraging in the Project site during the biological survey efforts; however, the Project site does not support nesting habitat for this species, which generally consists of high cliffs and tall human-made structures. The peregrine falcon is also designated as state Fully Protected (CFP) species, which protects individuals from direct harm; however, since the falcon does not nest at the Project site, the Project does not have the potential to harm peregrine falcon individuals.

Southern California Rufous-crowned Sparrow (*Aimophila ruficeps*) is identified as a planning species for Proposed Core 3 and is a covered species under the MSHCP without additional survey or conservation requirements. Southern California rufous-crowned sparrow was observed during biological surveys within the Project site, which provides suitable habitat for this species within the Riversidean sage scrub and chaparral vegetation communities.

American Badger (*Taxidea taxus*) is designated as an SSC and was initially considered for conservation under the MSHCP. However, the badger is one of many species that was not afforded coverage under the Plan because it was determined that sufficient information was not available to proceed with conservation planning for the species. Although the American badger was not directly observed within the Project site, multiple burrows were observed during biological survey efforts within the Riversidean sage scrub, chaparral, and non-native grassland vegetation communities. As such, the species was assumed to be present within the Project site, although the actual amount of habitat utilized by badgers could not be determined.

Bobcat (*Lynx rufus*) is identified as a planning species for Proposed Core 3 and is a covered species under the MSHCP without additional survey or conservation requirements. As described below in the discussion for wildlife movement, bobcat tracks and scat were detected by GLA within the Project site during the 2019 biological surveys. Given the presence of potential movement routes (valleys and ridgelines) and a prey population (birds, rabbits, and ground squirrels), bobcats are expected to use access roads, ridgelines, and drainages within the Project site for local movement. In addition, bobcats may currently utilize the Project site to access SR-60, where they likely conduct overland crossing of the active roadway due to the constrained nature of existing culverts to move between existing conserved lands to the north and south. Furthermore, SR-60 improvements being completed by Caltrans include the construction of undercrossings intended for wildlife use, including a 20-foot-by-20-foot box culvert located in the northwestern portion of the Project site. Bobcats are expected to use the culvert and other new SR-60 undercrossings for movement between lands north and southwest of SR-60.

Mountain Lion (*Puma concolor*) associated with the Southern California and Central Coast populations are designated as a State Candidate Endangered species. On April 16, 2020, the California Fish and Game Commission voted to designate the Southern California and Central Coast mountain lion populations as a Candidate for listing as an Endangered species under the California Endangered Species Act (CESA). The vote triggered what was intended as a one-year review by CDFW to



determine whether these mountain lion populations should be formally protected under CESA, but the review is still pending.

As described below in the discussion for wildlife movement, mountain lion tracks and scat were detected by GLA within the Project site during the 2019 biological surveys. Given the presence of potential movement routes (valleys and ridgelines) and a prey population (including mule deer), the Project site is acknowledged as part of a larger home range in the badlands for mountain lions. Mountain lions are expected to use access roads, ridgelines, and drainages within the Project site for local movement. In addition, mountain lions may currently utilize the Project site to access SR-60, where they would be limited to overland crossing of the active roadway to move between existing conserved lands to the north and south. Furthermore, SR-60 improvements being completed by Caltrans include the construction of undercrossings intended for wildlife use, including a 20-foot-by-20-foot box culvert located in the northwestern portion of the Project site. Mountain lions are expected to use the box culvert and potentially other new SR-60 undercrossings for movement between lands north and southwest of SR-60.

2. *Special-Status Wildlife Species Not Observed but with a Potential to Occur at the Project site*

Eleven species were not observed during general and focused biological surveys, but they have a potential to occur based on the presence of suitable habitat. Focused surveys were not conducted for these species for a number of reasons depending on the species, including that the MSHCP does not have project-specific survey requirements for the species. Of these 11 species, 7 species (coast horned lizard, coastal whiptail, coastal California gnatcatcher, loggerhead shrike, northwestern San Diego pocket mouse, Stephens' kangaroo rat (SKR), and San Diego black-tailed jackrabbit) are designated as Covered Species under the MSHCP, and as such the participation of a Project in the MSHCP (including the payment of MSHCP development fees) mitigates any potentially significant impacts under CEQA.

Four of the species (Crotch bumble bee, California glossy snake, Dulzura pocket mouse and southern grasshopper mouse) are not designated as Covered Species under the MSHCP. The California glossy snake, Dulzura pocket mouse and southern grasshopper mouse were all initially considered for conservation, but ultimately were not covered due to a lack of sufficient information to proceed with conservation planning. Crotch bumble bee was never considered for conservation at the time that the MSHCP was developed. Details of each species can be found in Section 4.5.2 of the Project's BTR (*Technical Appendix C1* to this EIR).

3. *Special-Status Wildlife Species Not Observed but with a Potential to Forage within the Project site*

Golden Eagle (*Aquila chrysaetos*), Swainson's Hawk (*Buteo swainsoni*), White-tailed Kite (*Elanus leucurus*), and Yellow Warbler (*Setophaga petechia*) were not observed within the Project site during general and focused biological surveys. These species have a potential to utilize the site for foraging; however, these birds would not nest at the site due to a lack of suitable habitat. These



species are considered special status only when individuals nest at a given property. Details of each bird species can be found in Section 4.5.3 of the Project's BTR (*Technical Appendices C1* to this EIR).

Moreover, three special-status bat species, all designated as an SSC, have the potential to forage within the Project site: pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), and western yellow bat (*Lasiurus xanthinus*). None of these species are covered under the MSHCP. However, the context of evaluating significant impacts to these bat species pursuant to CEQA is based on the presence of roosting bats, including specifically for maternity roosting. The Project site supports suitable foraging habitat for each of these species. However, these species are not expected to roost within the Project site, because: 1) rock outcrops are not present and 2) mature trees occur in extremely limited numbers as only solitary or groups of only a few individuals occurring in association with canyon bottoms and do not provide a developed canopy.

#### 4. *Special-Status Wildlife Species Confirmed Absent Through Focused Surveys at the Project Site*

The burrowing owl is designated as an SSC and is a covered species not adequately conserved under the MSHCP, which means that projects located within the Burrowing Owl Survey Area where suitable habitat is present must conduct focused breeding season and pre-construction burrowing owl surveys to determine presence/absence of the species. If burrowing owls are found to be present, avoidance measures must be implemented. As shown in Figure 4.4-2, *MSHCP Overlay Survey Area Map*, the Project site occurs within the MSHCP Burrowing Owl Survey Area; therefore, focused surveys were conducted during July and August of 2019 pursuant to MSHCP burrowing owl survey requirements. Neither burrowing owls nor diagnostic sign of burrowing owls (e.g., cast pellets, preened feathers, or whitewash clustered at a burrow) were observed within the Project site during focused surveys; therefore, this species is considered to be absent from the Project site.

#### E. Raptor Use and Nesting Birds

The Project site supports suitable foraging and breeding habitat for a number of raptor species, including special-status raptors. Southern California holds a diversity of birds of prey (raptors), and many of these species are in decline. For most of the declining species, foraging requirements include extensive open, undisturbed, or lightly disturbed areas, especially grasslands. This type of habitat has declined severely in the region, affecting many species, but especially raptors. A few species, such as red-tailed hawk (*Buteo jamaicensis*) and American kestrel (*Falco sparverius*), are somewhat adaptable to low-level human disturbance and can be readily observed adjacent to neighborhoods and other types of development. These species still require appropriate foraging habitat and low levels of disturbance in vicinity of nesting sites.

Many of the raptors that would be expected to forage and nest within western Riverside County are fully covered species under the MSHCP without project-specific conservation requirements. Some common raptor species (e.g., American kestrel and red-tailed hawk) are not covered by the MSHCP but are expected to be conserved with implementation of the Plan due to the parallel habitat needs with those raptors covered under the Plan. Appendix B of the Project's BTR (faunal compendium) provides a list of the raptor species detected over the course of the field studies. These species were red-tailed



hawk, red-shouldered hawk (*Buteo lineatus*), Cooper's hawk (*Accipiter cooperii*), northern harrier (*Circus cyaneus*; SSC when nesting), peregrine falcon (*Falco peregrinus*; CFP), American kestrel, barn owl (*Tyto alba*), and great horned owl (*Bubo virginianus*). The Project site supports suitable foraging habitat and potential prey for the above-mentioned raptor species in the form of insects, spiders, lizards, snakes, small mammals, and other birds. Turkey vulture (*Cathartes aura*) was also observed foraging within the Project site.

The Project site contains trees (in extremely limited numbers), shrubs, and ground cover that provide suitable habitat for many nesting native birds. Mortality of native birds (including eggs) is prohibited under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF).

#### **F. Wildlife Linkages/Corridors and Nursery Sites**

##### **1. Wildlife Movement**

In general terms, habitat linkages are areas which provide a connection between two or more other habitat areas which are often larger or superior in quality to the linkage. Such linkage sites can be quite small or constricted, but may be vital to the long-term health of connected habitats. Linkage values are often addressed in terms of "gene flow" between populations, with movement taking potentially many generations.

Corridors are similar to linkages but provide specific opportunities for individual animals to disperse or migrate between areas, generally extensive but otherwise partially or wholly separated regions. Adequate cover and tolerably low levels of disturbance are common requirements for corridors. Habitat in corridors may be quite different than that in the connected areas, but if used by the wildlife species of interest, the corridor will still function as desired. As discussed below, the MSHCP does not distinguish between a "linkage" and a "corridor". All movement areas that are important for connecting blocks of habitat are referred to as "linkages". The MSHCP acknowledges that true linkages will provide "live-in" habitat, whereas other linkages will contain only general habitat to support migration/dispersal, and therefore will function more as "corridors". However, to avoid confusion with MSHCP references to "transportation corridors," all wildlife movement routes are referred to as "linkages". Practically speaking though, all recognized "linkages" will function similarly in connecting different habitat blocks (i.e., Core Areas), with some containing a greater degree of "live-in" habitat.

As part of Reserve design, the MSHCP recognizes numerous Core Areas and Linkages (including Constrained Linkages). The following are MSHCP definitions for relevant terms in the discussion of wildlife use (including movement) for the Project site:

- Core – A block of Habitat of appropriate size, configuration, and vegetation characteristics to generally support the life history requirements of one or more Covered Species.
- Linkage – A connection between Core Areas with adequate size, configuration and vegetation characteristics to generally provide for "Live-In" Habitat and/or provide for genetic flow for identified Planning Species. Areas identified as Linkages in MSHCP may



- provide movement Habitat but not Live-In Habitat for some species, thereby functioning more as movement corridors.
- Habitat – The combination of environmental conditions of a specific place providing for the needs of a species or a population of such species.
  - Live-In Habitat – Habitat that contains the necessary components to support key life history requirements of a species, e.g., year-round Habitat for permanent residents or breeding Habitat for migrant species.

As shown in Figure 4.4-3, *MSHCP Overlay Map*, the majority of the Project is located within the MSHCP Criteria Area, specifically within Criteria Cells 933, 936, 1030, 1032, and 1125, and Cell Group A. The lands described for conservation within the referenced Cells are intended to contribute to the assembly of Proposed Core 3. As shown in Figure 4.4-4, *Proposed Core 3 Map*, Proposed Core 3 (Badlands/Potrero) is located in the northeast region of the MSHCP Plan Area. This Core consists mainly of private lands but also contains a few Public/Quasi-Public parcels including De Anza Cycle Park. The Core is connected to Proposed Linkage 12 (north San Timoteo Creek), Proposed Linkage 4 (Reche Canyon), Proposed Constrained Linkage 22 (east San Timoteo Creek), Existing Core H (Lake Perris), Existing Core K (San Jacinto Mountains), Proposed Linkage 11 (Soboba/Gilman Springs), and Proposed Constrained Linkage 21. The Core also functions as a Linkage, connecting the San Bernardino National Forest to the southwest with San Bernardino County and other conserved areas to the north of the Core.

The Project site is located along the eastern edge of Proposed Core 3, with the western/southwestern portion of the Project site described for conservation to be included within Proposed Core 3. The Criteria Refinement was reviewed by the City of Beaumont, County of Riverside, Western Riverside County Regional Conservation Authority (RCA), U.S. Fish and Wildlife Service (USFWS), and CDFW to adjust the conservation distribution amongst the various Criteria Cells that include the Project. Based on the existing Criteria, the majority of the proposed development footprint is outside of the areas to be included as part of Proposed Core 3, and therefore have not been identified by the MSHCP as needed to support the movement of wildlife. With the approval of the Criteria Refinement, the entirety of the Project's development footprint will be excluded from Proposed Core 3 and the lands to be conserved by the Project will be incorporated into Proposed Core 3. The Criteria Refinement Analysis was approved and determined to be in concurrence with the MSHCP by the RCA, USFWS and the CDFW on November 9, 2022. On November 9, 2022, the Wildlife Agencies issued a letter to the City of Beaumont concurring with the RCA's Findings that the proposed Revised Criteria Refinement is superior or equivalent to conservation described within Proposed Core 3.

GLA biologists collected wildlife movement data in 2019 to document the use of the site by mammalian wildlife for live-in habitat and dispersal. The 2019 study used a variety of methods, including the use of wildlife cameras and the documentation of wildlife use by noting sign (i.e., scat and tracks) and roadkill. Through the combination of data, GLA confirmed the presence of seven medium- to large-sized mammal species, including bobcat (*Lynx rufus*), coyote (*Canis latrans*), mule



deer (*Odocoileus hemionus*), American badger, raccoon (*Procyon lotor*), gray fox (*Urocyon cinereoargenteus*), and mountain lion. As the site contains numerous unpaved roads covering the ridges and lowlands of the site, the biologists found that these roads facilitated the greatest degree of movement for the collective species. The site also contains ephemeral drainage features as part of the natural topography that further facilitate the local movement of wildlife between SR-60 to the north and Proposed Core 3 to the south/southwest.

In 2020, GLA biologists evaluated existing culverts beneath SR-60 for the potential to facilitate wildlife movement between the Project site and lands north of SR-60. During the culvert study, the biologists noted wildlife observations, the presence of diagnostic sign such as tracks and scat, and the potential for each existing culvert located adjacent to the Project site to facilitate wildlife movement beneath SR-60 (i.e., length/width, site distance, and movement constraints). It should be noted that none of the existing culverts were constructed to serve as wildlife crossings. A total of eighteen culverts associated with SR-60 are located adjacent to the northern boundary of the Project site. All the culverts are composed of corrugated metal pipe (CMP) and were constructed to provide storm-water conveyance beneath SR-60. Culvert sizes vary between 2 and 4 feet in diameter, and those that were identified as having “line-of-sight” to the opposite side of SR-60 are between 70 and 100-feet long. The majority of the culverts were heavily blocked by desiccated vegetation, which would deter medium to large-sized mammals from utilizing the culverts for movement across SR-60. Small mammal scat and tracks were observed at two culverts and coyote scat was noted near one of the culverts, but it is unknown if coyotes would use the small CMP culverts or would cross the active roadway. The culverts could potentially provide movement opportunities for small mammals and reptiles, but not for the medium to large-sized mammals noted to occur within the Project site.

## 2. *Nursery Sites*

Wildlife nurseries in the context of CEQA analyses are intended as sites where wildlife concentrate for hatching and/or raising young, such as rookeries, spawning areas, and bat colonies. Nurseries can be important to both special-status species as well as commonly occurring species. The Project site supports reproduction of locally common species and individuals of special-status wildlife species; however, the Project site does not have the potential to support a regionally important wildlife nursery site such as a heronry, colonial nesting site (i.e., northern harrier), or colonial maternal bat roost.

### **G. Critical Habitat**

There is no federally designated Critical Habitat mapped within or adjacent to the Project site.

### **H. Jurisdictional Waters**

#### 1. *Corps and Regional Water Quality Control Board Jurisdiction*

As shown in Figure 4.4-5, *Corps/RWQCB Jurisdictional Delineation Map*, the Project site contains approximately 2.33 acres (23,737 linear feet) associated with Drainages A through Q exhibiting characteristics associated with waters of the U.S. and that may be regulated by the Corps and would be regulated by the Regional Water Quality Control Board (Regional Board) pursuant to CWA Section



401 and Section 13050[e] of the California Water Code 13050, of which 0.02 acre consists of jurisdictional wetlands. Table 4.4-4, *Summary of Corps/Regional Board Jurisdiction for the Project Site*, summarizes potential Corps and Regional Board jurisdiction within the Project site.

**Table 4.4-4 Summary of Corps/Regional Board Jurisdiction for the Project Site**

<b>Drainage Name</b>	<b>Non-Wetland Waters (acres)</b>	<b>Wetlands (acres)</b>	<b>Total (acres)</b>	<b>Linear Feet</b>
Drainage A	0.04	0.00	0.04	1,096
Drainage B	0.36	0.00	0.36	1,008
Drainage C	0.04	0.00	0.04	733
Tributary C-1	0.02	0.00	0.02	382
Drainage D	0.06	0.00	0.06	797
Drainage E	0.03	0.00	0.03	478
Drainage F	<0.01	0.00	<0.01	52
Drainage G	0.20	0.00	0.20	2,091
Tributary G-1	0.01	0.00	0.01	408
Drainage H	0.05	0.00	0.05	1,188
Drainage I	0.07	0.00	0.07	1,476
Tributary I-1	0.01	0.00	0.01	533
Tributary I-2	0.01	0.00	0.01	501
Tributary I-3	0.03	0.00	0.03	954
Tributary I-4	0.01	0.00	0.01	299
Drainage J	0.04	0.00	0.04	547
Drainage K	0.02	0.00	0.02	461
Tributary K-1	0.01	0.00	0.01	330
Tributary K-2	0.02	0.00	0.02	261
Drainage L	0.17	0.02	0.19	1,344
Drainage M	0.05	0.00	0.05	767
Tributary M-1	0.01	0.00	0.01	305
Drainage N	0.13	0.00	0.13	1,480
Tributary N-1	0.02	0.00	0.02	592
Drainage O	0.01	0.00	0.01	419
Tributary O-1	0.01	0.00	0.01	109
Drainage P	0.72	0.00	0.72	2,076
Tributary P-1	0.01	0.00	0.01	435
Tributary P-2	0.02	0.00	0.02	250
Tributary P-3	0.02	0.00	0.02	560
Drainage Q	0.10	0.00	0.10	1,805
<b>Total</b>	<b>2.31</b>	<b>0.02</b>	<b>2.33</b>	<b>23,737</b>

Source: (GLA, 2022a , Table 4-4)



2. *CDFW Jurisdiction*

As shown in Figure 4.4-6, *CDFW/MSHCP Jurisdictional Delineation Map*, CDFW jurisdiction associated with the Project site totals approximately 3.75 acres, 23,737 linear feet, of which 1.18 acres consists of jurisdictional riparian habitat and 2.57 acres consist of non-riparian streambed. Table 4.4-5, *Summary of CDFW Jurisdiction for the Project Site*, summarizes CDFW jurisdiction within the Project site.

**Table 4.4-5 Summary of CDFW Jurisdiction for the Project Site**

<b>Drainage Name</b>	<b>Non-Riparian (acres)</b>	<b>Riparian (acres)</b>	<b>Total (acres)</b>	<b>Linear Feet</b>
Drainage A	0.06	0.00	0.06	1,096
Drainage B	0.36	0.00	0.36	1,008
Drainage C	0.07	0.00	0.07	733
Tributary C-1	0.03	0.00	0.03	382
Drainage D	0.09	0.00	0.09	797
Drainage E	0.03	0.00	0.03	478
Drainage F	<0.01	0.00	<0.01	52
Drainage G	0.29	0.00	0.29	2,091
Tributary G-1	0.01	0.00	0.01	408
Drainage H	0.07	0.00	0.07	1,188
Drainage I	0.11	0.08	0.19	1,476
Tributary I-1	0.01	0.00	0.01	533
Tributary I-2	0.01	0.00	0.01	501
Tributary I-3	0.05	0.00	0.05	954
Tributary I-4	0.01	0.00	0.01	299
Drainage J	0.04	0.00	0.04	547
Drainage K	0.02	0.00	0.02	461
Tributary K-1	0.01	0.00	0.01	330
Tributary K-2	0.02	0.00	0.02	261
Drainage L	0.08	0.55	0.63	1,344
Drainage M	0.03	0.33	0.36	767
Tributary M-1	0.01	0.00	0.01	305
Drainage N	0.15	0.20	0.35	1,480
Tributary N-1	0.02	0.00	0.02	592
Drainage O	0.02	0.00	0.02	419
Tributary O-1	0.01	0.00	0.01	109
Drainage P	0.73	0.00	0.73	2,076
Tributary P-1	0.01	0.00	0.01	435
Tributary P-2	0.04	0.00	0.04	250
Tributary P-3	0.02	0.00	0.02	560
Drainage Q	0.15	0.02	0.17	1,805



Drainage Name	Non-Riparian (acres)	Riparian (acres)	Total (acres)	Linear Feet
<b>Total</b>	<b>2.57</b>	<b>1.18</b>	<b>3.75</b>	<b>23,737</b>

Source: (GLA, 2022a , Table 4-6)

***I. MSHCP Riparian/Riverine Areas and Vernal Pools***

Vegetation communities associated with riparian systems and vernal pools are depleted natural vegetation communities, because, similar to coastal sage scrub, they have declined throughout Southern California during past decades. In addition, they support a large variety of special-status wildlife species. Most species associated with riparian/riverine are covered species under the MSHCP (MSHCP Volume I, Section 6.1.2). The MSHCP has specific policies and procedures regarding the evaluation and conservation of riparian/riverine resources (including riparian vegetation) and vernal pools because it supports MSHCP covered species. Thus, the MSHCP classification of riparian/riverine includes both riparian (depleted natural vegetation communities) as well as ephemeral drainages that are natural in origin but may lack riparian vegetation.

The riparian/riverine jurisdiction in the Project site is identical to that of CDFW jurisdiction. It totals approximately 3.75 acres, of which 1.18 acres consist of riparian habitat, and the remaining 2.57 acres consist of riverine streambed.

Although riparian habitat is present within the Project site in the form of southern riparian scrub, this community does not hold the potential to support least Bell’s vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. Within the Project site, this community is comprised of individual trees and shrubs with an herbaceous understory, and does not contain a stratified canopy or support the structural complexity required to support these species.

The Project site does not contain any depressions (natural or artificial) that would inundate long enough to support resources associated with vernal pools, including fairy shrimp. The soils mapped within the Project site are categorized as sandy loam soils, which are generally not associated with vernal pools. Direct observations of the soils within the Project site showed a lack of clay soil components. Additionally, road ruts are generally not allowed to develop or persist for durations long enough to support resources associated with pools due to regular maintenance of the access roads located within the Project site. Regular maintenance is required to keep the roads free of ruts and washouts to be utilized for operations and maintenance of various utilities (i.e., Southern California Edison transmission towers and a SoCal Gas transmission pipeline), as well as access to commercial apiary operations. Furthermore, no plant species were observed within the Project site that are associated with vernal pools and similar habitats that experience prolonged inundation.

**4.4.2 NOTICE OF PREPARATION/SCOPING COMMENTS**

A Notice of Preparation for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to biological resources.



Two comments related to biological resources from CDFW on September 29, 2020 and Center for Biological Diversity (CBD) was received on October 6, 2020. CDFW requested that the Draft EIR include analysis for various habitat types, flora and fauna, wildlife, special status plants and natural communities, and full accounting of all mitigation/conservation lands within and adjacent to the Project in the Biological Resources Assessment. CDFW also requests direct, indirect, and cumulative biological resources impact analysis, alternative analysis, mitigation measures for Project impacts to biological resources, obtainment of a CESA Incidental Take Permit, demonstration on how the Project is consistent with Section 7.0 of the MSHCP, and notification to the CDFW per Fish and Game Code Section 1602, if necessary.

CBD requested that the Draft EIR evaluate climate change on wildlife; consider corridor redundancy to allow for improved functional connectivity and resilience and, should the City conclude that impacts to wildlife movement and habitat connectivity are significant and unavoidable, urges the adoption of effective mitigation measures that address the needs of the target species; the EIR disclose, analyze, and mitigate, to the extent feasible, impacts to special-status species, including but not limited to mountain lions, a candidate species under CESA.

#### 4.4.3 REGULATORY FRAMEWORK

##### A. Federal

##### 1. *Endangered Species Act (ESA)*

The purpose of the federal Endangered Species Act (ESA) is to protect and recover imperiled species and the ecosystems upon which they depend. It is administered by the U.S. Fish and Wildlife Service USFWS and the Commerce Department's National Marine Fisheries Service (NMFS). The USFWS has primary responsibility for terrestrial and freshwater organisms, while the responsibilities of NMFS are mainly marine wildlife such as whales and anadromous fish such as salmon. Under the ESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened (USFWS, 2017).

The ESA makes it unlawful for a person to take a listed animal without a permit. Take is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." Through regulations, the term "harm" is defined as "an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering." Listed plants are not protected from take, although it is illegal to collect or maliciously harm them on federal land. Protection from commercial trade and the effects of federal actions do apply for plants (USFWS, 2017).

Section 7 of the ESA requires federal agencies to use their legal authorities to promote the conservation purposes of the ESA and to consult with the USFWS and NMFS, as appropriate, to ensure that effects



of actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of listed species. During consultation, the “action” agency receives a “biological opinion” or concurrence letter addressing the proposed action. In the relatively few cases in which the USFWS or NMFS makes a jeopardy determination, the agency offers “reasonable and prudent alternatives” about how the proposed action could be modified to avoid jeopardy. It is extremely rare that a project ends up being withdrawn or terminated because of jeopardy to a listed species (USFWS, 2017).

Section 10 of the ESA may be used by landowners including private citizens, corporations, tribes, states, and counties who want to develop property inhabited by listed species. Landowners may receive a permit to take such species incidental to otherwise legal activities, provided they have developed an approved habitat conservation plan (HCP). HCPs include an assessment of the likely impacts on the species from the proposed action, the steps that the permit holder will take to avoid, minimize, and mitigate the impacts, and the funding available to carry out the steps. HCPs may benefit not only landowners but also species by securing and managing important habitat and by addressing economic development with a focus on species conservation (USFWS, 2017).

## 2. *Clean Water Act*

Clean Water Act (CWA) Section 401 water quality certification provides states and authorized tribes with an effective tool to help protect water quality, by providing them an opportunity to address the aquatic resource impacts of federally issued permits and licenses. Under Section 401, a federal agency cannot issue a permit or license for an activity that may result in a discharge to waters of the U.S. until the state or tribe where the discharge would originate has granted or waived Section 401 certification. The central feature of CWA Section 401 is the state or tribe’s ability to grant, grant with conditions, deny, or waive certification. Granting certification, with or without conditions, allows the federal permit or license to be issued consistent with any conditions of the certification. Denying certification prohibits the federal permit or license from being issued. Waiver allows the permit or license to be issued without state or tribal comment. States and tribes make their decisions to deny, certify, or condition permits or licenses based in part on the proposed project’s compliance with Environmental Protection Agency (EPA)-approved water quality standards. In addition, states and tribes consider whether the activity leading to the discharge will comply with any applicable effluent limitation’s guidelines, new source performance standards, toxic pollutant restrictions, and other appropriate requirements of state or tribal law (EPA, 2022).

Many states and tribes rely on Section 401 certification to ensure that discharges of dredge or fill material into a water of the U.S. do not cause unacceptable environmental impacts and, more generally, as their primary regulatory tool for protecting wetlands and other aquatic resources. However, Section 401 is limited in scope and application to situations involving federally-permitted or licensed activities that may result in a discharge to a water of the U.S. If a federal permit or license is not required, or would authorize impacts only to waters that are not waters of the U.S., the activity is not subject to the CWA Section 401 (EPA, 2022).



The term “wetlands” (a subset of “waters of the United States”) is defined at 33 CFR 328.3(b) as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support...a prevalence of vegetation typically adapted for life in saturated soil conditions.” In 1987 the Corps published the Wetland Manual to guide its field personnel in determining jurisdictional wetland boundaries. The methodology set forth in the Wetland Manual and the Arid West Supplement generally require that, in order to be considered a wetland, the vegetation, soils, and hydrology of an area exhibit at least minimal hydric characteristics. While the Wetland Manual and Arid West Supplement provide great detail in methodology and allow for varying special conditions, a wetland should normally meet each of the following three criteria:

- More than 50% of the dominant plant species at the site must be hydrophytic in nature as published in the most current national wetland plant list;
- Soils must exhibit physical and/or chemical characteristics indicative of permanent or periodic saturation (e.g., a gleyed color, or mottles with a matrix of low chroma indicating a relatively consistent fluctuation between aerobic and anaerobic conditions); and
- Whereas the Wetland Manual requires that hydrologic characteristics indicate that the ground is saturated to within 12 inches of the surface for at least 5% of the growing season during a normal rainfall year, the Arid West Supplement does not include quantitative criteria with the exception for areas with “problematic hydrophytic vegetation”, which require a minimum of 14 days of ponding to be considered a wetland.

### 3. *Clean Water Act Section 404*

Section 404 of the CWA establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Wetlands subject to CWA Section 404 are defined as “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.” Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g. certain farming and forestry activities) (EPA, n.d.).

The basic premise of the program is that no discharge of dredged or fill material may be permitted if: (1) a practicable alternative exists that is less damaging to the aquatic environment; or (2) the nation’s waters would be significantly degraded. Applications for permits must, to the extent practicable: (1) demonstrate steps have been taken to avoid wetland impacts; (2) demonstrate that potential impacts on wetlands have been minimized; and (3) provide compensation for any remaining unavoidable impacts. Proposed activities are regulated through a permit review process (EPA, n.d.).



An individual permit is required for potentially significant impacts. Individual permits are reviewed by the U.S. Army Corps of Engineers (Corps), which evaluates applications under a public interest review, as well as the environmental criteria set forth in the CWA Section 404(b)(1) Guidelines. However, for most discharges that will have only minimal adverse effects, a general permit may be suitable. General permits are issued on a nationwide, regional, or State basis for particular categories of activities. The general permit process eliminates individual review and allows certain activities to proceed with little or no delay, provided that the general or specific conditions for the general permit are met. States also have a role in Section 404 decisions, through state program general permits, water quality certification, or program assumption (EPA, n.d.).

#### 4. *Executive Order 11990 – Protection of Wetlands*

The purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands." To meet these objectives, the Order requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided (FEMA, 2022). The Order applies to:

- Acquisition, management, and disposition of federal lands and facilities construction and improvement projects which are undertaken, financed, or assisted by federal agencies;
- Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities (FEMA, 2022).

The procedures require the determination of whether or not the proposed project will be in or will affect wetlands. If so, a wetlands assessment must be prepared that describes the alternatives considered. The procedures include a requirement for public review of assessments (FEMA, 2022).

#### 5. *Migratory Bird Treaty Act (16 USC Section 703-712)*

The MBTA makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The migratory bird species protected by the MBTA are listed in 50 CFR 10.13. The USFWS has statutory authority and responsibility for enforcing the MBTA (16 U.S.C. 703-712). The MBTA implements Conventions between the United States and four countries (Canada, Mexico, Japan, and Russia) for the protection of migratory birds (USFWS, 2018).

### **B. State**

#### 1. *California Endangered Species Act (CESA)*

The CESA states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or



preserved. The California Department of Fish and Wildlife (CDFW) works with interested persons, agencies, and organizations to protect and preserve such sensitive resources and their habitats. CESA prohibits the take of any species of wildlife designated by the California Fish and Game Commission as endangered, threatened, or candidate species. CDFW may authorize the take of any such species if certain conditions are met (CDFW, n.d.).

Section 2081 subdivision (b) of the CFGC allows CDFW to authorize take of species listed as endangered, threatened, candidate, or a rare plant, if that take is incidental to otherwise lawful activities and if certain conditions are met. These authorizations are commonly referred to as incidental take permits (ITPs) (CDFW, n.d.).

If a species is listed by both the federal ESA and CESA, CFGC Section 2080.1 allows an applicant who has obtained a federal incidental take statement (federal Section 7 consultation) or a federal incidental take permit (federal Section 10(a)(1)(B)) to request that the Director of CDFW find the federal documents consistent with CESA. If the federal documents are found to be consistent with CESA, a consistency determination (CD) is issued and no further authorization or approval is necessary under CESA (CDFW, n.d.).

A Safe Harbor Agreement (SHA) authorizes incidental take of a species listed as endangered, threatened, candidate, or a rare plant, if implementation of the agreement is reasonably expected to provide a net conservation benefit to the species, among other provisions. SHAs are intended to encourage landowners to voluntarily manage their lands to benefit CESA-listed species. California SHAs are analogous to the federal safe harbor agreement program and CDFW has the authority to issue a consistency determination based on a federal safe harbor agreement (CDFW, n.d.).

## 2. *California Fish and Game Code, Section 1600, et seq.*

Pursuant to Division 2, Chapter 6, Sections 1600-1603 of the CFGC, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which supports fish or wildlife.

CDFW defines a stream (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation." CDFW's definition of "lake" includes "natural lakes or man-made reservoirs." CDFW also defines a stream as "a body of water that flows, or has flowed, over a given course during the historic hydrologic regime, and where the width of its course can reasonably be identified by physical or biological indicators."

It is important to note that the Fish and Game Code defines fish and wildlife to include: all wild animals, birds, plants, fish, amphibians, invertebrates, reptiles, and related ecological communities including the habitat upon which they depend for continued viability (FGC Division 5, Chapter 1, Section 45 and Division 2, Chapter 1, Section 711.2(a) respectively). Furthermore, Division 2, Chapter 5, Article 6,



Section 1600 et seq. of the CFGC does not limit jurisdiction to areas defined by specific flow events, seasonal changes in water flow, or presence/absence of vegetation types or communities.

CFGC Section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or (3) deposit debris, waste or other materials that could pass into any river, stream, or lake. The CFGC indicates that "any river, stream or lake" includes those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water (CDFW, n.d.).

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA (CDFW, n.d.).

### 3. *Native Plant Protection Act (NPPA) of 1977*

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations (CDFW, n.d.).

### 4. *Unlawful Take or Destruction of Nests or Eggs (CFGC Sections 3503.5-3513)*

CFGC Section 3503.5 specifically protects birds of prey, stating: "It is unlawful to take, possess, or destroy any . . . [birds-of-prey] or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Section 3513 of the CFGC duplicates the federal protection of migratory birds, stating: "It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act" (CA Legislative Info, n.d.).

### 5. *Porter-Cologne Water Quality Act*

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and



nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code Section 13000 et seq.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation (SWRCB, 2018).

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous Non-Point Source (NPS)-related responsibilities, including monitoring and assessment, planning, financial assistance, and management (SWRCB, 2018).

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of National Pollutant Discharge Elimination System (NPDES) permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The SWRCB and the RWQCBs can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions (SWRCB, 2018).

The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. A number of statewide water quality control plans have been adopted by the State Water Board. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. Statewide and regional water quality control plans include enforceable prohibitions against certain types of discharges, including those that may pertain to nonpoint sources. Portions of water quality control plans, the water quality objectives and beneficial use designations, are subject to review by the EPA, when approved they become water quality standards under the CWA (SWRCB, 2018).



6. *CEQA Guidelines Section 15380*

CEQA requires evaluation of a project's impacts on biological resources and provides guidelines and thresholds for use by lead agencies for evaluating the significance of proposed impacts. Pursuant to the CEQA Guidelines Section 15380, CEQA provides protection for non-listed species that could potentially meet the criteria for state listing. For plants, CDFW recognizes that plants on Lists 1A, 1B, or 2 of the CNPS Inventory of Rare and Endangered Plants in California may meet the criteria for listing and should be considered under CEQA. CDFW also recommends protection of plants, which are regionally important, such as locally rare species, disjunct populations of more common plants, or plants CNPS Ranked 3 or 4.

***Federally Designated Special-Status Species***

Within recent years, the USFWS instituted changes in the listing status of candidate species. Former C1 (candidate) species are now referred to simply as candidate species and represent the only candidates for listing. Former C2 species (for which the USFWS had insufficient evidence to warrant listing) and C3 species (either extinct, no longer a valid taxon or more abundant than was formerly believed) are no longer considered as candidate species. Therefore, these species are no longer maintained in list form by the USFWS, nor are they formally protected. This term is employed in this document but carries no official protections. All references to federally protected species in this report (whether listed, proposed for listing, or candidate) include the most current published status or candidate category to which each species has been assigned by USFWS.

***State Designated Special-Status Species***

Some mammals and birds are protected by the state as Fully Protected (CFP) Mammals or Fully Protected Birds, as described in the CFGC, Sections 4700 and 3511, respectively. California SSC are designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's CNDDDB project. Informally listed taxa are not protected but warrant consideration in the preparation of biotic assessments. For some species, the CNDDDB is only concerned with specific portions of the life history, such as roosts, rookeries, or nest sites.

***CNDDDB Global/State Rankings***

The CNDDDB provides global and state rankings for species and communities based on a system developed by The Nature Conservancy to measure rarity of a species. The ranking provides a shorthand formula about how rare a species/community is and is based on the best information available from multiple sources, including state and federal listings, and other groups that recognize species as sensitive (e.g., Bureau of Land Management, Audubon Society, etc.). State and global rankings are used to prioritize conservation and protection efforts so that the rarest species/communities receive immediate attention. In both cases, the lower ranking (i.e., G1 or S1) indicates extreme rarity. Rare species are given a ranking from 1 to 3. Species with a ranking of 4 or 5 is considered to be common. If the exact global/state ranking is undetermined, a range is generally provided. For example, a global ranking of "G1G3" indicates that a species/community global rarity is between G1 and G3. If the



animal being considered is a subspecies of a broader species, a “T” ranking is attached to the global ranking. The following are descriptions of global and state rankings:

#### Global Rankings

- G1 – Critically imperiled globally because of extreme rarity (5 or fewer occurrences), or because of some factor(s) making it especially vulnerable to extinction.
- G2 – Imperiled globally because of rarity (6-20 occurrences), or because of some other factor(s) making it very vulnerable to extinction throughout its range.
- G3 – Either very rare and local throughout its range (21 to 100 occurrences) or found locally (even abundantly at some of its locations) in a restricted range (e.g., a physiographic region), or because of some other factor(s) making it vulnerable to extinction throughout its range.
- G4 – Uncommon but not rare; some cause for long-term concern due to declines or other factors.
- G5 – Common, widespread, and abundant.

#### State Rankings

- S1 – Extremely rare; typically 5 or fewer known occurrences in the state; or only a few remaining individuals; may be especially vulnerable to extirpation.
- S2 – Very rare; typically between 6 and 20 known occurrences; may be susceptible to becoming extirpated.
- S3 – Rare to uncommon; typically 21 to 50 known occurrences; S3 ranked species are not yet susceptible to becoming extirpated in the state but may be if additional populations are destroyed.
- S4 - Uncommon but not rare; some cause for long-term concern due to declines or other factors.
- S5 - Common, widespread, and abundant in the state.

#### ***California Native Plant Society***

The CNPS is a private plant conservation organization dedicated to the monitoring and protection of sensitive species in California. The CNPS’s Eighth Edition of the *California Native Plant Society’s Inventory of Rare and Endangered Plants of California* separates plants of interest into five ranks. CNPS has compiled an inventory comprised of the information focusing on geographic distribution and qualitative characterization of Rare, Threatened, or Endangered vascular plant species of California. The list serves as the candidate list for listing as threatened and endangered by CDFW.



**C. Regional**

1. *Western Riverside County Multiple Species Habitat Conservation Plan*

The Western Riverside County MSHCP was approved on June 17, 2003, and an Implementing Agreement (IA) was executed between the federal and state wildlife agencies and participating entities. The MSHCP is a comprehensive habitat conservation-planning program for western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. As such, the MSHCP is intended to streamline review of individual projects with respect to the species and habitats addressed in the MSHCP, and to provide for an overall Conservation Area that would be of greater benefit to biological resources than would result from a piecemeal regulatory approach. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species pursuant to Section 10(a) of the FESA.

Through agreements with the USFWS and the CDFW, the MSHCP designates 146 special-status animal and plant species that receive some level of coverage under the plan. Of the 146 “Covered Species” designated under the MSHCP, the majority of these species have no additional survey/conservation requirements. In addition, through project participation with the MSHCP, the MSHCP provides mitigation for project-specific impacts to Covered Species so that the impacts would be reduced to below a level of significance pursuant to CEQA. Project-specific survey requirements exist for species designated as “Covered Species not yet adequately conserved”. These include Narrow Endemic Plant Species, as identified by the Narrow Endemic Plant Species Survey Areas (NEPSSA); Criteria Area Plant Species identified by the Criteria Area Species Survey Areas (CASSA); animal species as identified by survey area; and plant and animal species associated with riparian/riverine areas and vernal pool habitats (MSHCP Volume I, Section 6.1.2).

For projects that have a federal nexus such as through federal CWA Section 404 permitting, take authorization for federally listed covered species would occur under Section 7 (not Section 10) of FESA and USFWS would provide a MSHCP consistency review of the proposed project, resulting in a biological opinion. The biological opinion would not require more mitigation (including conservation) than what is required to be consistent with the MSHCP.

**D. Local**

1. *City of Beaumont General Plan*

The General Plan identifies goals related to biological resources in the Conversation and Open space and Land Use and Community Design Elements. The Project-applicable goals and policies and a discussion of the Project’s consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*.



**4.4.4 METHODOLOGY**

The focus of the biological surveys was determined through initial site reconnaissance, a review of the CNDDDB, the CNPS 8th edition online inventory, the Natural Resource Conservation Service soil data, MSHCP species and habitat maps and sensitive soil map, other pertinent literature, and knowledge of the region. Site-specific general surveys within the Project site were conducted on foot for each target plant or animal species identified above. Table 4.4-6, *Summary of Biological Surveys for the Project Site*, provides a summary list of survey dates, survey types, and personnel.

**Table 4.4-6 Summary of Biological Surveys for the Project Site**

Survey Type	2019 Survey Dates
General Biological Surveys	4/10, 4/15
Evaluation of MSHCP Riparian/Riverine Areas	4/15, 11/19, 12/6
Evaluation of MSHCP Vernal Pools and Fairy Shrimp Habitat	4/15, 5/1, 11/19, 12/6
Delineation of Federal and State Jurisdictional Waters	4/15, 11/19, 12/6
Focused Plant Surveys	4/10, 4/15, 5/1, 5/23, 5/30
Focused Burrowing Owl Surveys	7/23, 7/24, 8/1, 8/21

Source: (GLA, 2022a , Table 2-1)

**A. Botanical Resources**

A site-specific survey program was designed to accurately document the botanical resources within the Project site, and consisted of five components: (1) a literature search; (2) preparation of a list of target special-status plant species and sensitive vegetation communities that could occur within the Project site; (3) general field reconnaissance surveys; (4) vegetation mapping according to Holland (Holland 1986); and (5) habitat assessments and focused surveys for special-status plants (including those with MSHCP requirements).

Prior to conducting fieldwork, pertinent literature on the flora of the region was examined. A thorough archival review was conducted using available literature and other historical records. These resources included the CNPS, Rare Plant Program. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39) and CNDDDB for the USGS 7.5' quadrangles: El Casco, California and surrounding quadrangles.

A literature search was conducted to obtain a list of special-status plants with the potential to occur within the Project site. The CNDDDB was initially consulted to determine well-known occurrences of plants and habitats of special concern in the region. Other sources used to develop a list of target species for the survey program included the CNPS online inventory and the MSHCP.

The Project site is located within NEPSSA designated survey area 8. Pursuant to the MSHCP, the following target species must be evaluated through habitat assessments and focused surveys (if suitable habitat is present): many-stemmed dudleya (*Dudley multicaulis*; CRPR 1B.2) and Yucaipa onion (*Allium marvinii*; CRPR 1B.2). Based on this information, vegetation profiles and a list of target sensitive plant species and habitats that could occur within the Project site were developed and



incorporated into a mapping and survey program to achieve the following goals: (1) characterize the vegetation associations and land use; (2) prepare a detailed floristic compendium; (3) identify the potential for any special-status plants that may occur within the Project site; and (4) prepare a map showing the distribution of any sensitive botanical resources associated with the Project site, if applicable.

GLA biologists visited the Project site on April 10, April 15, May 1, May 23, and May 30, 2019, to conduct general and focused plant surveys. Surveys were conducted in accordance with accepted botanical survey guidelines. As applicable, surveys were conducted at appropriate times based on precipitation and flowering periods and had the greatest focus on portions of the Project site that are proposed for development by the Project. An aerial photograph, a soil map, and/or a topographic map were used to determine the community types and other physical features that may support sensitive and uncommon taxa or communities within the Project site. Surveys were conducted by following meandering transects within target areas of suitable habitat. All plant species encountered during the field surveys were identified and recorded following the above-referenced guidelines adopted by CNPS and CDFW. A complete list of the plant species observed is provided in Appendix A of the Project's BTR (*Technical Appendix C1* to this EIR).

#### **B. Wildlife Resources**

Wildlife species were evaluated and detected during the field surveys by sight, call, tracks, and scat. Site reconnaissance was conducted in such a manner as to allow inspection of the entire Project site by direct observation, including the use of binoculars. Observations of physical evidence and direct sightings of wildlife were recorded in field notes during the visits. A complete list of wildlife species observed within the Project site is provided in Appendix B of the Project's BTR (*Technical Appendix C1* to this EIR). The methodology (including any applicable survey protocols) utilized to conduct general surveys, habitat assessments, and focused surveys for special-status animals are included below.

During the general biological and reconnaissance survey within the Project site, birds, mammals, reptiles, and amphibians were identified incidentally within each habitat type. Birds were detected by both direct observation and by vocalizations and were recorded in field notes. Mammals were detected both by direct observations and by the presence of diagnostic sign (i.e., tracks, burrows, scat, etc.). Habitats were examined for diagnostic reptile sign, which include shed skins, scat, tracks, snake prints, and lizard tail drag marks. All reptiles and amphibian species observed, as well as diagnostic sign, were recorded in field notes.

A literature search was conducted to obtain a list of special-status wildlife species with the potential to occur within the Project site. Species were evaluated based on three factors, including: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in vicinity of the Project site, (2) species survey areas as identified by the MSHCP for the Project site; and 3) any other special-status animals that are known to occur within the vicinity of the Project site, or for which potentially suitable habitat occurs within the Project site. GLA biologists conducted habitat assessments for



special-status animal species on April 1 and April 15, 2019. An aerial photograph, soil map and topographic map were used to determine the community types and other physical features that may support special-status and uncommon taxa within the Project site.

1. *Burrowing Owl*

The Project site is located within the MSHCP survey area for the burrowing owl (*Athene cunicularia*). GLA biologist conducted focused surveys for the burrowing owl for all suitable habitat areas within the Project site on July 23, July 24, August 1, and August 21, 2019. Surveys were conducted in accordance with survey guidelines described in the 2006 MSHCP Burrowing Owl Survey Instructions. Based on the amount of suitable habitat, the Project site was divided into two survey polygons, with one polygon surveyed in the morning and the second polygon surveyed around dusk. The morning surveys were conducted within a period from one hour prior to sunrise to two hours after sunrise and continued while the potential to observe burrowing owls and general bird activity continued to be high, and the dusk surveys from two hours before sunset to one hour after sunset.

Both the burrow and owl surveys were conducted during weather that was conducive to observing owls outside their burrows and detecting burrowing owl sign and not during rain, high winds (> 20 mph), dense fog, or temperatures over 90 °F. Additionally, all work was performed more than 5 days after a rain event. Surveys were conducted by walking meandering transects throughout areas of suitable habitat. Transects were spaced between 22 feet and 65 feet apart, adjusting for vegetation height and density, in order to provide adequate visual coverage of the survey areas. At the start of each transect, and at least every 320 feet along transects, the survey area was scanned for burrowing owls using binoculars. All suitable burrows were inspected for diagnostic owl sign (e.g., pellets, prey remains, whitewash, feathers, bones, and/or decoration) in order to identify potentially occupied burrows.

C. *Jurisdictional Waters*

The Project was delineated to identify the limits of jurisdictional waters, including waters of the U.S. (including wetlands) subject to the jurisdiction of the Corps and Regional Board, and waters of the State (including riparian vegetation) subject to the jurisdiction of CDFW. Prior to beginning the field delineation, a 200-scale color aerial photograph and the previously cited USGS topographic maps were examined to determine the locations of potential areas of Corps/CDFW jurisdiction. Suspected jurisdictional areas were field checked for the presence of definable channels and/or wetland vegetation, soils, and hydrology. Potential wetland habitats at the subject site were evaluated using the methodology set forth in the U.S. Army Corps of Engineers 1987 Wetland Delineation Manual and the 2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Supplement. The presence of an Ordinary High Water Mark (OHWM) was determined using the 2008 Field Guide to Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States in conjunction with the Updated Datasheet for the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States. While in the field, the limits of the OHWM, wetlands (if applicable), and CDFW jurisdiction were recorded using GPS technology and/or on copies of the aerial photography. Other data were recorded onto the appropriate datasheets.



**D. MSHCP Riparian/Riverine Areas and Vernal Pools**

GLA biologists surveyed the Project site for riparian/riverine areas and vernal pool/seasonal pool habitat, including features with the potential to support fairy shrimp on multiple occasions during the 2019 rainfall season, including April 15, May 1, November 19, and December 6, 2019. To assess for vernal/seasonal pools (including fairy shrimp habitat), GLA biologists evaluated the topography of the site, including whether the site contained depressional features/topography with the potential to become inundated; whether the site contained soils associated with vernal/seasonal pools; and whether the site supported plants that suggested areas of localized ponding.

**4.4.5 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. Section IV of Appendix G to the CEQA Guidelines addresses typical adverse effects to biological resources, and includes the following threshold questions to evaluate the Project's impacts to biological resources:

- a. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;*
- b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;*
- c. *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;*
- d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;*
- e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;*
- f. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*

**4.4.6 REGULATORY REQUIREMENTS AND PROJECT DESIGN FEATURES**

The Project includes the following Regulatory Requirements (RR) and Project Design Features (PDFs) that serve to reduce the Project's impacts. The RRs and PDFs will be included in the Project's Mitigation Monitoring and Reporting Program to ensure implementation.

**RR 4-1** The Project Applicant is required to pay MSHCP development fees.



**PDF 4-1** The Project would conserve 230.82 acres of open space, including 80.63 acres of native vegetation communities (1.20 acres of Southern Riparian Scrub, 1.28 acres of Chaparral and 78.15 acres of Riversidean Sage Scrub).

**PDF 4-2** The Project would result in permanent impacts to vegetation communities described for conservation by the MSHCP associated with Cells 933, 936, 1030, 1032, and 1125 totaling 109.69 acres and would impact the following communities: chaparral (0.21 acre), Riversidean sage scrub (24.40 acres), non-native grassland (82.13 acres), and southern riparian scrub (0.03 acre). To offset these impacts, the Project will conserve 133.62 acres of replacement lands through the Criteria Refinement Process, including 0.32 acre of chaparral, 45.85 acres of Riversidean sage scrub, 86.03 acres of non-native grassland, and 0.22 acre of southern riparian scrub. These replacement lands are in areas that are not described for conservation by the Cell Criteria for Cells 933, 936, 1030, 1032, and 1125.

#### 4.4.7 IMPACT ANALYSIS

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

The following discussion examines the potential impacts to plant and wildlife resources that would occur as a result of the proposed Project. Impacts (or effects) can occur in two forms, direct and indirect. Direct impacts are considered to be those that involve the loss, modification, or disturbance of plant communities, which in turn, directly affect the flora and fauna of those habitats. Direct impacts also include the destruction of individual plants or animals, which may also directly affect regional population numbers of a species or result in the physical isolation of populations thereby reducing genetic diversity and population stability.

Indirect impacts pertain to those impacts that result in a change to the physical environment, but which is not immediately related to a project. Indirect (or secondary) impacts are those that are reasonably foreseeable and caused by a project but occur at a different time or place. Indirect impacts can occur at the urban/wildland interface of projects, to biological resources located downstream from projects, and other off-site areas where the effects of the project may be experienced by plants and wildlife. Examples of indirect impacts include the effects of increases in ambient levels of noise or light; predation by domestic pets; competition with exotic plants and animals; introduction of toxics, including pesticides; and other human disturbances such as hiking, off-road vehicle use, unauthorized dumping, etc. Indirect impacts are often attributed to the subsequent day-to-day activities associated with project build-out, such as increased noise, the use of artificial light sources, and invasive ornamental plantings that may encroach into native areas. Indirect effects may be both short-term and long-term in their duration. These impacts are commonly referred to as “edge effects” and may result



in a slow replacement of native plants by non-native invasives, as well as changes in the behavioral patterns of wildlife and reduced wildlife diversity and abundance in habitats adjacent to project sites.

**A. Special-Status Plants**

As discussed above, no special-status plants were detected at the Project site during focused plant surveys. Therefore, the Project would not result in an impact to special-status plants, and no impact would occur.

**B. Special-Status Animals**

As discussed above, the Project site has the potential to support a number of species (raptors and bats), that might forage at the site, but would not otherwise use the site for live-in habitat, including for nesting (or roosting in the case of bats). As such, these impacts are not evaluated in the context of CEQA significance since special status for these species is in the context of breeding. The following special-status species have the potential to use the site as live-in habitat, including Crotch bumble bee, California glossy snake, coast horned lizard, coastal whiptail, red-diamond rattlesnake, coastal California gnatcatcher, loggerhead shrike, American badger, bobcat, Dulzura pocket mouse, mountain lion, northwestern San Diego pocket mouse, southern grasshopper mouse, SKR, and San Diego black-tailed jackrabbit.

**1. *Crotch Bumble Bee***

Crotch bumble bee was not observed incidentally but has the potential to occur within relatively flat areas vegetated with the Riversidean sage scrub community within the Project site. The Project would permanently impact up to 58.13 acres of habitat with the potential to support Crotch bumble bee. Furthermore, if Crotch bumble bee remains as a State Candidate Endangered species or has otherwise been confirmed as a State Endangered species at the time of Project site disturbance and the bumble bee is confirmed present, impacts to bumble bee would be potentially significant.

**2. *California Glossy Snake and Southern Grasshopper Mouse***

California Glossy Snake and Southern grasshopper mouse were not observed incidentally but has the potential to occur within the chaparral and Riversidean sage scrub communities within the Project site. The Project would permanently impact up to 58.76 acres of habitat with the potential to support the California glossy snake and Southern grasshopper mouse. Although the California glossy snake and Southern grasshopper mouse are not covered species under the MSHCP, the conservation lands that comprise the MSHCP Reserve include habitat suitable to support these species on a regional level. As such, through the Project's participation in the MSHCP, from both the proposed conservation of open space with potential to support the glossy snake and grasshopper mouse and the payment of MSHCP development fees, impacts to the California glossy snake and Southern grasshopper mouse would be less than significant.



3. *Coast Horned Lizard and Coastal Whiptail*

Coast horned lizard and costal whiptail were not observed incidentally but has the potential to occur within the chaparral and Riversidean sage scrub communities within the Project site. The Project would permanently impact up to 58.76 acres of habitat with the potential to support both species. However, the coast horned lizard and costal whiptail are Covered Species under the MSHCP. Therefore, through the payment of MSHCP development fees and the proposed conservation of open space with the potential to support these species, impacts to coast horned lizard and costal whiptail would be less than significant.

4. *Red-diamond Rattlesnake*

Red-diamond rattlesnake was observed within the Project site during field efforts and has the potential to occur more extensively within the chaparral and Riversidean sage scrub communities within the Project site. The Project would permanently impact up to 58.76 acres of habitat with the potential to support this species. However, the rattlesnake is a Covered Species under the MSHCP. Therefore, through the payment of MSHCP development fees and the proposed conservation of open space with the potential to support the rattlesnake, impacts to red-diamond rattlesnake would be less than significant.

5. *Bell's Sage Sparrow and Southern California Rufous-crowned Sparrow*

Bell's sage sparrow and Southern California Rufous-crowned Sparrow were observed within the chaparral and Riversidean sage scrub communities within the Project site. The Project would permanently impact up to 58.76 acres of habitat with the potential to support Bell's sage sparrow and Southern California Rufous-crowned Sparrow. However, both the Bell's sage sparrow and Southern California Rufous-crowned Sparrow are Covered Species under the MSHCP. Therefore, through the payment of MSHCP development fees and the proposed conservation of open space with the potential to support these species, impacts to Bell's sage sparrow and Southern California Rufous-crowned Sparrow would be less than significant.

6. *Coastal California Gnatcatcher*

The coastal California gnatcatcher was not observed but has the potential to occur within the Riversidean sage scrub community within the Project site. The Project would permanently impact up to 58.13 acres of habitat with the potential to support coastal California gnatcatcher. The coastal California gnatcatcher is a Covered Species and the Project's participation in the MSHCP would reduce impacts to the coastal California gnatcatcher. However, Condition 5b of the USFWS MSHCP Take Permit places a seasonal restriction on the clearing of occupied coastal California gnatcatcher habitat, stating that the clearing of occupied habitat within Public/Quasi-Public Lands and the Criteria Area is prohibited between March 1 and August 15. Therefore, there is potential for the Project to impact coastal California gnatcatcher during construction activities.



7. *Loggerhead Shrike*

Loggerhead shrike (SSC) was not observed incidentally but has the potential to occur within the chaparral, non-native grassland, and Riversidean sage scrub communities within the Project site. The Project would permanently impact up to 370.83 acres of habitat with the potential to support loggerhead shrike, although much of that habitat would be used for foraging purposes with the potential for nesting limited to areas with shrubs and trees. The loss of habitat with the potential to support the loggerhead shrike may be a potentially significant impact prior to mitigation depending on the extent of use. These impacts are addressed through consistency with the MSHCP, as the loggerhead shrike is a Covered Species, which as a part of consistency includes the payment of MSHCP development fees and the proposed conservation of open space with the potential to support the shrike. As such, the Project's participation in the MSHCP would reduce potential impacts to below a level of significance.

8. *American Badger*

The American badger was not directly observed during overall biological survey efforts. However, several burrows were detected within the Project site that clearly were produced by badgers. The badger was assumed present based on the presence of burrows. The Project would impact up to 370.83 acres of habitats (grassland, Riversidean sage scrub, and chaparral) that could be used by badgers. Although the approximate extent of site use by badger could not accurately be determined, the likely use area would be concentrated in the transitional grassland/scrub areas at the boundary between the impact footprint and the open space, and within the open space itself. Although the badger is not a covered species under the MSHCP, the conservation lands that comprise the MSHCP Reserve include habitat suitable to support this species on a regional level. Therefore, through the Project's participation in the MSHCP, including both the proposed conservation of open space with potential to support the badger and the payment of MSHCP development fees, impacts to the American badger would be less than significant.

9. *Bobcat*

The bobcat was confirmed present within the Project site through detection of tracks and scat, as well as using wildlife cameras. Although the bobcat does not have special status as a listed species or SSC, the bobcat is a MSHCP Covered Species and is a Planning Species for Proposed Core 3 to support movement and provide for live-in habitat. The Project would permanently impact up to 386.31 acres of habitat with the potential to support bobcat, including the support of local movement that is potentially significant. However, the Project is designed to support the MSHCP goals for Proposed Core 3 through its proposed conservation lands (PDF 4-1), wildlife fencing, and management of edge effects that are discussed below. With the implementation of the Project, impacts to bobcat would be less than significant.

10. *Dulzura Pocket Mouse*

Dulzura pocket mouse was not observed incidentally but has the potential to occur within the chaparral, non-native grassland, and Riversidean sage scrub communities within the Project site. The Project would permanently impact up to 370.83 acres of habitat with the potential to support the pocket mouse.



Although the pocket mouse is not a covered species under the MSHCP, the conservation lands that comprise the MSHCP Reserve include habitat suitable to support this species on a regional level. As such, through the Project's participation in the MSHCP, including both the proposed conservation of open space with potential to support the pocket mouse and the payment of MSHCP development fees impacts to the Dulzura pocket mouse would be less than significant.

11. *Mountain Lion*

The mountain lion was confirmed present within the Project site through detection of tracks and scat. As noted above, the mountain lion is currently a State Candidate for listing under CESA and a MSHCP Covered Species. Per the MSHCP, the mountain lion is a Planning Species for Proposed Core 3 to support movement and provide for live-in habitat. The Project would permanently impact up to 386.31 acres of habitat with the potential to support the mountain lion, including the support of local movement that is potentially significant. However, the Project is designed to support the MSHCP goals for Proposed Core 3 through its proposed conservation lands, wildlife fencing, and management of edge effects that are discussed below. With the implementation of the Project, impacts to mountain lion would be reduced to below a level of significance.

12. *Northwestern San Diego Pocket Mouse*

Northwestern San Diego pocket mouse was not observed incidentally but has the potential to occur within the chaparral, non-native grassland, and Riversidean sage scrub communities within the Project site. The Project would permanently impact up to 370.83 acres of habitat with the potential to support Northwestern San Diego pocket mouse. However, the pocket mouse is a Covered Species under the MSHCP. Therefore, through the payment of MSHCP development fees and the proposed conservation of open space with the potential to support the pocket mouse, impacts to the Northwestern San Diego pocket mouse would be less than significant.

13. *Stephens' Kangaroo Rat (SKR)*

SKR was not observed incidentally but has the potential to occur within the non-native grassland community within the Project site. The Project would permanently impact up to 312.07 acres of habitat with the potential to support SKR. However, the Project site occurs within the Fee Assessment Area of the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). All projects located within Fee Assessment Area are required to pay the SKR fee, which mitigates any impacts to SKR. With coverage afforded by the SKR HCP, impacts to SKR would be less than significant.

14. *San Diego Black-tailed Jackrabbit*

San Diego black-tailed jackrabbit was not observed but has the potential to occur within the non-native grassland and Riversidean sage scrub communities within the Project site. The Project would permanently impact up to 370.83 acres of habitat with the potential to support San Diego black-tailed jackrabbit. However, the San Diego black-tailed jackrabbit is a Covered Species under the MSHCP. Therefore, through the payment of MSHCP development fees and the proposed conservation of open



space with the potential to support the jackrabbit, impacts to San Diego black-tailed jackrabbit would be less than significant.

15. *Burrowing Owl*

As discussed above, burrowing owls were not detected on-site during focused surveys. However, the Project site contains suitable habitat for burrowing owls and there is a potential for burrowing owls to occupy the Project site prior to the commencement of construction activities. Therefore, impacts to burrowing owl would be potentially significant.

**C. Summary of Direct Impacts**

The Project is not required per the MSHCP to conduct presence/absence surveys for any of the above-referenced species, either because the species are fully covered and the MSHCP does not have any project-specific survey requirements for these species, or the species are not covered and survey requirements were not developed for the MSHCP. For the majority of these species, including the reptiles, loggerhead shrike, and small mammals, either there is no established survey protocol for the species or the extensive survey efforts to confirm the presence/absence of these species is not warranted. Since focused surveys were not performed for these species to confirm absence, or to determine the extent of site use by the one or more species if present, then the alternative is to acknowledge the possibility of occurrence based on the presence of suitable habitat. The likelihood is that certain species, if present, occupy a smaller portion of the site, and that although the loss of habitat might impact one or more species, impacts are not expected to be considered as “substantial adverse” impacts that would trigger a determination of significance. The coast horned lizard, coastal whiptail, red-diamond rattlesnake, coastal California gnatcatcher, loggerhead shrike, bobcat, mountain lion, northwestern San Diego pocket mouse, SKR and San Diego black-tailed jackrabbit are all MSHCP Covered Species. As such, through the participation in the MSHCP, including the payment of MSHCP development fees, impacts to these species would be less than significant. In addition, the species receive coverage under the MSHCP because lands have adequately been conserved throughout the Plan area to support coverage. Furthermore, given that adequate conservation is provided within western Riverside County for these species, the loss of habitat because of the Project would not be a substantial adverse effect to the species at the local level.

California glossy snake, American badger, Dulzura pocket mouse and southern grasshopper mouse are not designated as Covered Species under the MSHCP as sufficient information was not available to make that determination when the MSHCP was approved. Crotch bumble bee is not a Covered Species because at the time that the MSHCP was approved the bumble bee was not regarded with a level of sensitivity to warrant consideration. Regardless of whether these species have an official designation as a Covered Species, the lands collectively conserved as part of the MSHCP Reserve are certain to provide habitat for these species, and through participation of the Project in the MSHCP, including the proposed conservation of 230.82 acres of lands with potential habitat for these species, impacts to these species would be less than significant.



However, the Project would result in potential impacts to crotch bumble bee, coastal California gnatcatcher and burrowing owl during construction activities. Therefore, impacts to special-status animals would be potentially significant.

**D. Indirect Impacts**

In the context of biological resources, indirect edge effects are those effects associated with developing areas adjacent to adjacent native open space. The MSHCP acknowledges that in the absence of measures to address urban edge effects to open space, it is assumed that edge effects resulting from development or land use practices in proximity to conserved habitat areas include: 1) long-term presence of unshielded noise-generating land uses in proximity to the MSHCP Conservation Area; 2) unshielded night-lighting directed within the MSHCP Conservation Area; 3) use of exotic landscape plant materials that may invade native vegetation communities within the MSHCP Conservation Area; 4) discharge of uncontrolled or unfiltered urban runoff toward the MSHCP Conservation Area, including potential toxics; and 5) uncontrolled access, dumping or trespass within the MSHCP Conservation Area. In absence of measures to address these issues, edge effects would have the potential for significant indirect impacts to native biological resources. As such, projects located adjacent to the MSHCP Conservation Area are required to implement measures pursuant to the Urban/Wildland Interface Guidelines per Volume I, Section 6.1.4 of the MSHCP. With adherence to the guidelines, projects are expected to minimize potential edge effects such that a project will not have significant impacts to sensitive resources because of indirect edge effects. As discussed below, the Project would implement measures consistent with the MSHCP guidelines to address the following: drainage, toxics, lighting, noise, invasives, barriers, and grading/land development.

**1. Drainage**

*Projects in proximity to the MSHCP Conservation Area are expected to incorporate measures to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. This includes measures required through the National Pollutant Discharge Elimination System (NPDES) requirements. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into the MSHCP Conservation Area. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the MSHCP Conservation Area. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.*

The watershed from the proposed developed areas of the Project site flows generally to the north, off-site into 16 culverts under the SR-60 freeway. The Project would maintain the 16 existing culverts under the freeway as the ultimate discharge locations for the Project but the runoff from the proposed buildings, parking lots, and road improvements would be collected by a proposed drainage system. The proposed drainage system would consist of catch basins, grated inlets, storm drainpipes with sizes varying from 18 to 48 inches, and four detention basins. The drainage system routes the runoff from



the proposed impervious surfaces to four proposed stormwater treatment and mitigation basins. Each basin provides stormwater treatment and peak flow mitigation for each of their respective tributaries to prevent the post-development flows from exceeding the pre-development flows. Basins would be maintained by the Master Property Owners' Association, through access and maintenance easements with owners of each property where basins are located. The Project's contractor would also develop a Stormwater Pollution Prevention Plan (SWPPP) for runoff and water quality during construction. Refer to EIR Section 4.10, *Hydrology and Water Quality*, for a full discussion on the Project's drainage and water quality.

## 2. Toxics

*Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts such as manure that are potentially toxic or may adversely affect wildlife species, habitat or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. Measures such as those employed to address drainage issues discussed above will be implemented.*

The Project would implement a SWPPP that would address runoff during construction. In addition, following the completion of activities, runoff from any developed or paved areas (including landscaped areas) would be treated prior to draining into undeveloped areas.

## 3. Lighting

*The Urban/Wildland Interface Guidelines expect that night lighting shall be directed away from the MSHCP Conservation Area to protect species from direct night lighting. If night lighting is required during construction or as part of the development project, shielding shall be incorporated to ensure ambient lighting in the MSHCP Conservation Area is not increased, i.e., the Project cannot result in light spillage into the Conservation Area such that the baseline ambient lighting is increased.*

A lighting analysis/illumination study (*Technical Appendix N* to this EIR) has been prepared for the Project demonstrating that the Project's night lighting would not increase light levels in the adjacent Conservation Area. As shown in Figure 3-7, the Project's Land Use Plan includes the industrial and commercial development, surrounded by the Project Maintained Open Space (PA 9), which then abuts the proposed Open Space - Conservation lands (PA 10) that would be part of the MSHCP Conservation Area. The nearest night lighting to the Conservation Area would be placed around the perimeter of the development areas such that the Project's PA 9 would serve as a buffer between the development and the Conservation Area. Furthermore, light fixtures would be down shielded and would face inwards towards the inside of the Project site, such that the light fixtures would not result in any illumination in the Conservation Area, and the ambient baseline within the Conservation Area would not increase.

## 4. Noise

*Pursuant to the MSHCP, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards. The MSHCP does not specify a noise level as the*



*“residential standard,” nor does the MSHCP differentiate between daytime and nighttime levels, and the standard varies depending on the Lead Agency jurisdiction. Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards.*

As shown in Figure 4.13-2, *Noise Receiver Locations*, in Section 4.13, Noise of this EIR, a total of five receiver locations were considered in the noise analysis. In addition, receiver locations BIO-1, BIO-2 and BIO-3 represent the existing open space areas and potential sensitive receiver location for biological resources. Four of the sensitive receivers (R1 through R4) are located well away from the Project site in surrounding communities and are not relevant to impacts to biological resources. However, R5 is located immediately east of the proposed off-site conservation lands (replacement lands to support the Criteria Refinement). The following provides the locations of the four receptors for consideration of noise edge effects to wildlife:

- BIO-1 – located near the box culvert wildlife undercrossing of the SR-60, approximately 175 feet north of the Project site. BIO-1 represents the wildlife undercrossing and the proposed conservation lands south of the culvert and west of the proposed development footprint.
- BIO-2 – located between the Project site and the SR-60, approximately 184 feet northeast of the Project site. BIO-2 is located on the opposite side of the SR-60 from the existing conservation lands (Public/Quasi-Public Conserved Lands) associated with San Timeteo Wash.
- BIO-3 – located within existing conservation lands approximately 164 feet southwest of the Project site adjacent to additional lands proposed for conservation by the Project.
- R5 – represents the existing noise sensitive residence at 13270 Jack Rabbit Trail (Hoy Ranch), approximately 92 feet south of the Project site and approximately 300 feet from the proposed off-site conservation lands. R5 is placed at the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

#### ***Construction Noise Impacts***

Construction noise levels were evaluated for construction equipment associated with grading, building construction, paving and architectural coating. The highest construction noise levels for all four receiver sites are attributed to grading, with slightly lower levels for the other construction activities. As shown in 0,

*Summary of Construction Noise Levels*, Project construction would not cause noise levels at receiver locations would range from 73.4 dBA  $L_{eq}$  to 77.7 dBA  $L_{eq}$ . Acceptable exterior construction noise level threshold is based on the City of Beaumont 55 dBA  $L_{eq}$  interior noise level limit and the 20 dBA noise reduction associated with typical building construction. However, this threshold is not applicable to



biological impacts, and instead the biological analysis must only consider the noise levels and their sources, the duration of the noise, and the time of day that the noise will occur. Construction by its very nature generates noise levels that will temporarily exceed those of ambient levels and typical project operational levels. However, construction activities will occur over a short duration, will only occur during daytime hours, with the exception of potential nighttime concrete pour activities, and noise levels will vary throughout the day depending on the equipment being used. In addition, the Project is not located in immediate proximity to riparian habitats that support sensitive riparian species such as the least Bell’s vireo or southwestern willow flycatcher. Furthermore, as discussed below, the Project will incorporate mitigation measures that would avoid and minimize impacts during the breeding season, including general nesting bird surveys with temporary setback buffers from any active nests, pre-construction burrowing owl surveys with temporary setback buffers from any occupied burrows, and the avoidance of habitat occupied by coastal California gnatcatchers from March 1 and August 15. Lastly, the aforementioned species are all designated as MSHCP Covered Species, and therefore impacts (including indirect noise impacts) are covered by the MSHCP provided that projects would comply with all applicable MSHCP requirements. Accordingly, Project construction impacts to biological resources would be less than significant.

**Table 4.4-7 Summary of Construction Noise Levels**

Receiver	Grading (dBA Leq)	Building Construction (dBA Leq)	Paving (dBA Leq)	Architectural Coating (dBA Leq)	Highest Levels (dBA Leq)
BIO-1	74.4	67.4	65.4	62.4	74.4
BIO-2	75.2	68.2	66.2	63.2	75.2
BIO-3	77.7	70.7	68.7	65.7	77.7
R5	73.4	66.4	64.4	61.4	73.4

Source: (GLA, 2022a , Table 5-6)

***Operational Noise Impacts***

Operational noise levels (daytime and nighttime) were evaluated for loading dock activities, truck movements, roof-top air conditionings units, parking lot vehicle movements, and trash enclosure activities. As shown in Table 4.4-8, *Summary of Operational Noise Levels*, Project stationary noise would not expose nearby receivers to unacceptable daytime or nighttime noise levels during Project operations following Project buildout, with the exception of BIO-2 and BIO-3 during nighttime. However, the location of the BIO-2 is between the Project site and the SR-60 with nearest open space located on the opposite side of the freeway, approximately twice the distance from the nearest operational noise sources at the BIO-2 receiver site. Similarly, the location of the BIO-3 is at the very edge of the Proposed Core 3 open space away from the interior of the Core and primary wildlife use areas and would not affect wildlife movement in Proposed Core 3 and would not result in significant impacts to sensitive biological resources. Therefore, operation noise level impacts to biological resources would be less than significant.



**Table 4.4-8 Summary of Operational Noise Levels**

Receiver Location	Project Operational Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)		Noise Level Standards Exceeded?	
	Day	Night	Day	Night	Day	Night
BIO-1	42.2	42.2	55	45	No	No
BIO-2	46.2	46.1	55	45	No	Yes
BIO-3	52.0	52.0	55	45	No	Yes
R5	43.0	42.7	55	45	No	No

Source: (GLA, 2022a , Table 5-5)

***Vibration and Blasting Impacts***

Although not addressed by the MSHCP and not directly applicable to wildlife noise impact analyses, the Noise Impact Analysis (*Technical Appendix J* to this EIR) addressed vibration levels and blasting impacts from construction. The vibration and blasting analyses were not designed to address wildlife but focused on human impacts in residential areas. However, vibration and blasting levels are all projected to be within acceptable ranges per residential standards. Construction vibration levels are estimated to range from 19.6 to 50.3 VdB and would remain below the FTA Transit Noise and Vibration Impact Assessment Manual maximum acceptable vibration criteria of 78 VdB for daytime residential uses at the five residential receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during typical construction activities at the Project site. Furthermore, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Although vibration levels were not analyzed for the BIO-1, 2 and 3 receivers, the R5 receiver provides a comparable analysis for the BIO receivers due to its proximity to the proposed open space.

Blasting, if needed, would be limited to a small ridgeline area in the southeastern portion of the Project site near the existing Jack Rabbit Trail and would be limited to a short daytime duration. The calculated airblast levels from the worst-case (closest) Project blasting activities are expected to be as high as 111 dB at nearest receiver site (R5), which would be under the 133 dB airblast threshold, and ranging from 88 to 101 dB for the other four residential receivers. Although blasting levels were not projected for the BIO receivers, their distance from the nearest blasting is comparable to the other residential receivers. Therefore, aligning with residential standards, the Project-related airblast noise level impacts are considered less than significant during typical construction activities at the Project site.

**5. *Invasives***

Projects adjacent to the MSHCP Conservation Area shall avoid the use of invasive plant species in landscaping, including invasive, non-native plant species listed in Volume I, Table 6-2 of the MSHCP.



6. *Barriers*

*Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers where appropriate in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in the MSHCP Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.*

As described below under threshold d, the Project would erect wildlife fencing along the southern and western limits of the development footprint, connecting with SR-60 wildlife fencing, to provide a barrier between the edge of the development footprint and the adjacent MSHCP Conservation Area. Although the fence is designed to minimize wildlife entering the Project site, it would also function to minimize unauthorized public access to the MSHCP Conservation Area.

7. *Grading/Land Development*

*The MSHCP states that manufactured slopes associated with development shall not extend into the MSHCP Conservation Area.*

The Project would conduct remedial grading within the Project's PA 9 to construct manufactured slopes. However, these manufactured slopes will not extend into the MSHCP Conservation Area.

***Threshold b:*** *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

**A. Sensitive Vegetation Communities**

As shown in Table 4.4-9, *Summary of Vegetation Community/Land Cover Impacts*, and Figure 4.4-7, *Vegetation Impacts Map*, the Project would result in a permanent impact to approximately 58.76 acres of native vegetation communities (Chaparral, Riversidean Sage Scrub and Southern Riparian Scrub) and 328.71 acres of non-native habitats (non-native grassland) and disturbed/developed areas. As discussed above, Southern Riparian Scrub is considered to be a sensitive community in general as a "riparian" community. However, based on state rankings, the Riversidean sage scrub and chaparral communities are not sensitive. These vegetation communities could potentially support special-status animal species. These impacts are addressed through consistency with the MSHCP, which includes the payment of MSHCP development fees and the proposed conservation of 230.82 acres of open space, including 80.63 acres of native vegetation communities (1.20 acres of Southern Riparian Scrub, 1.28 acres of Chaparral and 78.15 acres of Riversidean Sage Scrub). Therefore, through the Project's participation in the MSHCP, impacts to vegetation communities would be less than significant.



**Table 4.4-9 Summary of Vegetation Community/Land Cover Impacts**

<b>Vegetation Community/Land Cover Type</b>	<b>Total Impacts</b>
Chaparral <sup>3</sup>	0.60
Non-native Grassland <sup>2</sup>	312.07
Riversidean Sage Scrub <sup>3</sup>	58.13
Southern Riparian Scrub <sup>1,3</sup>	0.03
Disturbed	15.48
Developed	1.16
<b>Total</b>	<b>387.47</b>

<sup>1</sup> classified as a type of riparian vegetation.

<sup>2</sup> non-native vegetation

<sup>3</sup> native vegetation

Source: (GLA, 2022a , Table 5-1)

**B. Riparian Habitat**

As shown in Figure 4.4-8, *Corps/Regional Board Jurisdictional Delineation/Impact Map*, the Project would result in a permanent impact to 0.43 acre of MSHCP riparian/riverine areas, of which 0.03 acre supports riparian habitat. Therefore, impacts to riparian habitat would be potentially significant.

***Threshold c: Would the Project have substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Approximately 0.02 acre of potential Corps and Regional Board jurisdictional wetlands are present within Drainage L within the Project site; however, this portion of Drainage L is located outside of the development footprint. Therefore, the Project would not result in the loss of state or federally protected wetlands, and no impact would occur. The Project would, however, result in impacts to drainages considered jurisdictional by the Corps, Regional Board, and/or CDFW. The Project’s impacts to jurisdictional waters are discussed below.

**A. Impacts to Corps and Regional Board Jurisdiction**

Table 4.4-10, *Summary of Impacts to Potential Corps and Regional Board Jurisdiction*, summarizes impacts to potential Corps and Regional Board jurisdiction. The Project would impact approximately 0.31 acre (5,506 linear feet) of potential Corps and Regional Board jurisdictional resources but would not result in impacts to jurisdictional wetlands, as depicted in Figure 4.4-8. Project impacts to Corps jurisdiction would require a permit pursuant to Section 404 of the CWA and water quality certification pursuant to Section 401 of the CWA from the Regional Board. Impacts to Regional Board jurisdiction Waters of the U.S. would require water quality certification pursuant to Section 401 of the CWA from the Regional Board and impacts to Regional Board jurisdictional Waters of the State would require a Waste Discharge Order from the Regional Board. Therefore, impacts to Corps and Regional Board jurisdiction would be potentially significant.



**Table 4.4-10 Summary of Impacts to Potential Corps and Regional Board Jurisdiction**

<b>Drainage Name</b>	<b>Non-Wetland Waters (acres)</b>	<b>Wetlands (acres)</b>	<b>Total (acres)</b>	<b>Linear Feet</b>
Drainage B	0.12	0.00	0.12	1,008
Drainage C	0.01	0.00	0.01	381
Drainage E	0.01	0.00	0.01	7
Drainage G	0.08	0.00	0.08	1,048
Drainage I	0.03	0.00	0.03	969
Tributary I-1	0.01	0.00	0.01	533
Tributary I-2	0.01	0.00	0.01	501
Tributary I-3	0.03	0.00	0.03	954
Drainage L	0.01	0.00	0.01	105
<b>Total</b>	<b>0.31</b>	<b>0.00</b>	<b>0.31</b>	<b>5,506</b>

Source: (GLA, 2022a , Tables 5-2 and 5-3)

**B. Impacts to CDFW Jurisdiction**

As summarized in Table 4.4-11, *Summary of CDFW Jurisdictional Impacts*, summarizes impacts to potential CDFW jurisdiction. The Project would result in impacts to 0.43 acre (5,506 linear feet) of CDFW jurisdiction, which includes 0.40 acre of non-riparian streambed and 0.03 acre of jurisdictional riparian habitat, as depicted in Figure 4.4-9, *CDFW/MSHCP Jurisdictional Delineation/Impact Map*. Impacts to CDFW jurisdiction would require a Lake and Streambed Alteration Agreement pursuant to CFGC Section 1602. Therefore, impacts to CDFW jurisdiction would be potentially significant.

**Table 4.4-11 Summary of CDFW Jurisdictional Impacts**

<b>Drainage Name</b>	<b>Non-Riparian (acres)</b>	<b>Riparian (acres)</b>	<b>Total (acres)</b>	<b>Linear Feet</b>
Drainage B	0.12	0.00	0.12	1,008
Drainage C	0.03	0.00	0.03	381
Drainage E	0.01	0.00	0.01	7
Drainage G	0.12	0.00	0.12	1,048
Drainage I	0.04	0.03	0.07	969
Tributary I-1	0.01	0.00	0.01	533
Tributary I-2	0.01	0.00	0.01	501
Tributary I-3	0.05	0.00	0.05	954
Drainage L	0.01	0.00	0.01	105
<b>Total</b>	<b>0.40</b>	<b>0.03</b>	<b>0.43</b>	<b>5,506</b>

Source: (GLA, 2022a , Tables 5-4)



***Threshold d:*** *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

**A. Wildlife Corridor**

As discussed above, the Project site provides for the local movement of wildlife, including mountain lion, mule deer, bobcat, coyote, gray fox, and other smaller mammals, as well as general habitat, including live-in habitat for some species. As such, the Project would result in impacts to the local movement of wildlife through the Project site. However, the Project is designed to support the MSHCP goals pertaining to movement, specifically as it relates to supporting the goals of Proposed Core 3. The supporting design elements of the Project include 1) conserving the lands required by the MSHCP to support the assembly and function of Proposed Core 3; 2) installing and maintaining fencing that would separate the development footprint (including the Project's managed open space buffer) from Proposed Core 3 conservation lands; and 3) managing edge effects between the Project and the conserved lands, including lighting and noise.

The Project would conserve 230.82 acres of lands that would support the function of Proposed Core 3 consistent with the MSHCP goals of providing live-in habitat and facilitating movement, including 152.42 acres on-site and 78.40 acres off-site. As Proposed Core 3 extends from northwest to southeast, the Core is bisected by SR-60 to the west of the Project. As such, the SR-60 provides a constraint to movement of wildlife through Proposed Core 3. MSHCP Volume I, Section 7.5.2 provides guidelines for the construction of wildlife crossings associated with roadway projects. The MSHCP notes undercrossing structures of varying sizes should be included in a long road alignment to accommodate small, medium, and large wildlife, with multiple undercrossings for each size group depending on the length of the roadway. Caltrans is currently constructing the SR-60 Truck Lanes Project which extends for approximately 4.75 miles from approximately Gilman Springs Road on the west to a point about one mile east of the western limits of the Project site. The Caltrans work is expected to be completed by the time that construction of the Project would begin, therefore, Project components including proposed fencing would tie in consistently with the SR-60 improvements.

As part of the SR-60 improvements, Caltrans is constructing eight all-weather undercrossing structures specifically for wildlife, including two 20-foot-tall by 20-foot-wide box culverts to accommodate larger wildlife (mule deer, mountain lion, and bobcat) and six smaller undercrossings. The smaller structures consist of a combination of corrugated metal pipes (CMPs), reinforced concrete pipes (RCPs) and arch concrete pipes (ACPs). Three of the eight undercrossings are being constructed for the section of the SR-60 improvements that abut the northern Project boundary, including one 60-inch pipe at the western end of the Project site, one of the 20-foot by 20-foot culverts approximately 0.50 mile along the Project boundary east of the 60-inch pipe, and one 36-inch pipe another 0.50 mile to the east of the box culvert. Wildlife expected to occur at the Project site with the potential to use these three features include medium to large-sized mammals such as mule deer, mountain lion, bobcat and coyote, smaller mammals such as gray fox, raccoon and rodents, and other smaller wildlife such as reptiles and amphibians. The remaining five Caltrans undercrossings are being constructed west of the



Project site, with the second 20-foot by 20-foot culvert located approximately one-mile west of the Project site. Figure 4.4-10, *Proposed SR-60 Wildlife Crossings Map*, depicts the locations of all eight of the proposed undercrossings associated with the SR-60 project.

Conservation proposed by the Project includes the northwestern corner of Cell 933, which based on the existing Cell Criteria is not described for conservation. The northwestern portion of Cell 933 is located adjacent to the Caltrans box culvert and based on the existing Cell Criteria the box culvert might not be properly connected to the Proposed Core 3 open space. As such, one benefit of the Criteria Refinement is to place this portion of the Cell into conservation such that undercrossing is properly connected to the main portion of the Proposed Core 3 to the southwest.

The SR-60 improvements include a wildlife fence along both the northern and southern edges of the SR-60 to minimize wildlife from entering the roadway and direct wildlife to the areas north and south of the freeway. As shown in Figure 4.4-11, *Proposed Fencing and SR-60 Crossings Map*, the eastern terminus of the SR-60 fence is being constructed just east of the proposed 36-inch pipe culvert. The proposed Project would similarly construct a wildlife fence along the western and southern edges of the Project site to prevent wildlife from entering the site from the adjacent conserved lands. The fence would be constructed approximately along the boundary between the proposed conserved lands (PA 10) and the Project's PA 9, although the exact location would vary depending on the topography. The Project's fence would tie into the SR-60 fence at the easternmost proposed wildlife CMP and would extend west and then south/southeast around the Project to direct wildlife in the northwesterly/southeasterly direction. The wildlife fencing along the Project boundary would include one-way swing gates opening into the MSHCP conservation area for any wildlife that enter the Project site from the north and east trying to escape into the adjacent conserved lands. In addition to the wildlife fence, the Project would also include six-foot tubular steel security fencing along the northern boundary abutting the SR-60 Right of way, beginning from the wildlife fence on the west and extending east to the Project's entry point. Wildlife that either cross over or under the SR-60 east of the Caltrans wildlife fence terminus would be forced to the west or east along the security fence. A swing gate would be installed to the west along the section of lateral (north-south) wildlife fence connecting to the SR-60 fence, allowing wildlife to escape the freeway right-of-way towards the conserved lands.

As further discussed above under threshold a, the Project through its design would also address edge effects relative to adjacent conserved lands. The Project's night lighting would be designed to prevent spillage into the MSHCP conserved lands along the western and southern development boundary. As such, consistent with the MSHCP Urban/Wildlife Interface Guidelines (MSHCP Volume I, Section 6.1.4) night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting to ensure ambient lighting in the MSHCP Conservation Area is not increased. Regarding noise, the Project's Maintained Open Space (i.e., PA 9) would serve as a buffer between the main development footprint and the proposed conservation lands, such that wildlife within the adjacent conserved lands would not be subjected to noise that exceeds residential standards.



In conclusion, although the Project would result in impacts to lands that support the local movement of wildlife, the Project is designed to support the MSHCP goals for Proposed Core 3 through its proposed conservation lands, wildlife fencing, and management of edge effects. Through compliance with MSHCP goals for Proposed Core 3, impacts to wildlife movement would be less than significant.

***B. Native Wildlife Nursery Sites***

The Project site does not represent a nursery site. Therefore, the Project would not result in impacts to a native wildlife nursery site. However, the Project site contains vegetation with the potential to support native nesting birds. Impacts to nesting birds are prohibited by the MBTA and CFGC. Since the Project has the potential to impact active nests regulated by the MBTA and CFGC, Project impacts to nesting birds represents a significant impact of the Project for which mitigation in the form of pre-construction surveys and avoidance of active nests would be required.

***Threshold e: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

As discussed in EIR Section 4.11, *Land Use and Planning*, the Project would be consistent with all applicable General Plan policies pertaining to biological resources. The City of Beaumont does not have a tree preservation policy or ordinance. The Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impacts would occur.

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

The Project site is located in the MSHCP Criteria Area, within portions of independent Cells 933, 936, 1030, 1032, and 1125, as well as a portion of Cell Group A', divided between two Area Plans: The Pass Area Plan (Cells 933, 936, 1030, 1032, and 1125) and the Reche Canyon/Badlands Area Plan (Cell Group A'). The Project is subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process in coordination with the City of Beaumont. The Project will be subject to Joint Project Review (JPR) by the RCA in order for the RCA to determine that the Project will be consistent with the MSHCP. The Project's compliance with MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures), is provided below.

- **Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2):** The Project site supports 1.18 acres of riparian habitat and 2.57 acre of riverine streambed. Although riparian habitat is present within the Project site in the form of Southern Riparian Scrub, this community does not have the potential to support least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. Within the Project site, this community is comprised of individual trees and shrubs with an herbaceous



understory, and does not contain a stratified canopy or support the structural complexity required to support these species.

The Project site does not contain any depressions (natural or artificial) that would inundate long enough to support resources associated with vernal pools, including fairy shrimp. The soils mapped within the Project site are categorized as sandy loam soils, which are generally not associated with vernal pools, and direct observations of the soils within the Project site showed a lack of clay soil components. Road ruts are generally not allowed to develop or persist for durations long enough to support resources associated with pools due to regular maintenance of the access roads within the Project site. Regular maintenance keeps these roads free of ruts and washouts, in order to allow operations and maintenance of various utilities (i.e., Southern California Edison transmission towers and a SoCal Gas transmission pipeline), as well as access to commercial apiary operations. In addition, no plant species were observed within the Project site that are associated with vernal pools and similar habitats that experience prolonged inundation.

The Project would result in impacts to 0.03 acre of riparian habitat and 0.40 acre of riverine streambed. Therefore, a Demonstration of Biologically Equivalent or Superior Preservation (DBESP) would be required for impacts to Riparian/Riverine resources. A DBESP would be completed as part of the Project. Therefore, the Project is consistent with Section 6.1.1 of the MSHCP.

- **Protection of Narrow Endemic Plants (Section 6.1.3):** Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. No special-status plant species were observed within the Project site during focused plant surveys. The Project site occurs within NEPSSA 8; therefore, the following target species were evaluated: many-stemmed dudleya and Yucaipa onion. As discussed above, these species are not expected to occur due to a lack of suitable (clay) soils and were not detected during focused surveys. Therefore, these species were confirmed to be absent from the Project site and the Project would not result in impacts to NEPSSA species; therefore, the Project is consistent with Section 6.1.3 of the MSHCP.
- **Guidelines Pertaining to the Urban/Wildlands Interface (Section 6.1.4):** The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. As the MSHCP Conservation Area is assembled, development is expected to occur adjacent to the Conservation Area. Future development in proximity to the MSHCP Conservation Area may result in edge effects with the potential to adversely affect biological resources within the Conservation Area. To minimize such edge effects, the guidelines shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area. As discussed in threshold a, the Project will



implement applicable measures as it relates to temporary construction impacts to minimize adverse indirect impacts on special-status resources within Conserved Lands. Therefore, the Project is consistent with Section 6.1.4 of the MSHCP.

- **Additional Survey Needs and Procedures (Section 6.3.2):** The Project site is not located within a CAPSSA, Mammal Survey Area, or Amphibian Survey Area, and does not support suitable habitat for riparian/riverine associated species (i.e. listed fairy shrimp, least Bell's vireo); therefore, surveys for these species were not required and impacts would not result from the Project.

The Project site is located within the Burrowing Owl Survey Area. Focused surveys were conducted during the 2019 burrowing owl breeding season, with negative results. Regardless, at a minimum, a 30-day preconstruction survey will be conducted immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. If burrowing owls are detected on-site during the 30-day preconstruction survey, a burrowing owl relocation plan will be developed for the passive/active translocation of individuals as directed by the RCA and wildlife agencies. With incorporation of Mitigation Measure MM 4.4-2, the Project is consistent with Section 6.3.2 of the MSHCP.

As outlined above, the Project would be consistent with the biological requirements of the MSHCP Reserve Assembly Requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). However, implementation of Mitigation Measure MM 4.4-2 would be required to ensure that the Project is consistent with Section 6.3.2 (Additional Survey Needs and Procedures) of the MSHCP Reserve Assembly Requirements for Burrowing Owl. Therefore, this impact is considered potentially significant.

#### 4.4.8 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the vicinity of the Project site. The cumulative impact evaluation also takes into consideration the geographic area covered by the Western Riverside County MSHCP, which is the prevailing habitat conservation plan applicable to the Project site.

The temporary direct and/or indirect impacts of the Project would not result in significant cumulative impacts to environmental resources within the region of the Project site. Cumulative impacts refer to incremental effects of an individual project when assessed with the effects of past, current, and proposed projects. The MSHCP was developed to address the comprehensive regional planning effort and anticipated growth in the City of Beaumont. The Project would result in permanent impacts to vegetation communities described for conservation by the MSHCP associated with Cells 933, 936, 1030, 1032, and 1125 totaling 109.69 acres and would impact the following communities: chaparral



(0.21 acre), Riversidean sage scrub (24.40 acres), non-native grassland (82.13 acres), and southern riparian scrub (0.03 acre). To offset these impacts, the Project would conserve 133.62 acres of replacement lands, including 0.32 acre of chaparral, 45.85 acres of Riversidean sage scrub, 86.03 acres of non-native grassland, and 0.22 acre of southern riparian scrub consistent with the MSHCP. Additionally, the Project would potentially impact MSHCP covered species (coast horned lizard, coastal whiptail, red-diamond rattlesnake, coastal California gnatcatcher, loggerhead shrike, bobcat, mountain lion, northwestern San Diego pocket mouse, SKR and San Diego black-tailed jackrabbit). Impacts to covered species would be mitigated through a combination of general MSHCP compliance, pre-construction surveys, protection plans and avoidance, as required (Implementation of Mitigation Measures MM 4.4-1, MM 4.4-2, MM 4.4-3, and MM 4.4-5). Non-covered sensitive floral species were not detected or expected to occur within or adjacent to the Project and therefore the development of the Project site would not result or contribute to a cumulative impact to non-covered species. A few non-covered sensitive faunal species have potential to occur within the Project site, and so the Project could contribute to a cumulative impact for these species. However, adequate lands would be conserved by the Project as part of the MSHCP conservation to address these species and reduce any impacts to below a level of significance. Furthermore, the Project has been designed and mitigated to remain in compliance with all MSHCP conservation goals and guidelines and therefore would not result in an adverse cumulative impact.

The Project would also impact jurisdictional waters (0.31 acres of Corps and Regional Board jurisdiction, and 0.43 acres of CDFW jurisdiction and MSHCP riparian/riverine resources, of which 0.03 acre is vegetated riparian habitat). Through the implementation of Mitigation Measure MM 4.4-4, the Project would be required to purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio.

The proposed Project would impact local movement routes for wildlife but would conserve lands contributing to the assembly of the adjacent Proposed Core 3 and would therefore support the MSHCP goals for Proposed Core 3, including the movement of wildlife through Proposed Core 3. As such, the Project would not result or contribute to a cumulative impact to wildlife movement or corridors.

#### 4.4.9 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Significant Direct Impact. No special-status plants were detected at the Project site during focused plant surveys; therefore, no impact to special-status plants would occur. The Project would result in potential impacts to crotch bumble bee, coastal California gnatcatcher and burrowing owl during construction activities. Therefore, impacts to special-status animals would be potentially significant.

Threshold b: Significant Direct Impact. The Project would result in a permanent impact to 0.43 acre of MSHCP riparian/riverine areas, of which 0.03 acre supports riparian habitat. Therefore, impacts to riparian habitat would be potentially significant.



Threshold c: Significant Direct Impact. The Project site does not contain any State- or federally-protected wetlands, and therefore the Project would not impact wetlands. However, the Project would result in impacts to 0.31 acre (5,506 linear feet) of potential Corps and Regional Board jurisdictional resources and 0.43 acre (5,506 linear feet) of CDFW jurisdiction. Project impacts to waters considered jurisdictional by the Corps, Regional Board, and/or CDFW represent a significant impact of the proposed Project.

Threshold d: Significant Direct Impact. Although the Project would result in impacts to lands that support the local movement of wildlife, the Project is designed to support the MSHCP goals for Proposed Core 3 through its proposed conservation lands, wildlife fencing, and management of edge effects. Through compliance with MSHCP goals for Proposed Core 3, impacts to wildlife movement would be less than significant. However, the Project has the potential to impact nesting migratory birds protected by the MBTA and CFGC, should habitat removal occur during the nesting season and should nesting birds be present. Therefore, impacts to nesting birds would be potentially significant.

Threshold e: No Impact. The Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impacts would occur.

Threshold f: Significant Direct and Cumulatively-Considerable Impact. The Project would be consistent with the biological requirements of the MSHCP Reserve Assembly Requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). However, implementation of Mitigation Measure MM 4.4-1 would be required to ensure that the Project is consistent with Section 6.3.2 (Additional Survey Needs and Procedures) of the MSHCP Reserve Assembly Requirements for Burrowing Owl. Therefore, this impact is considered potentially significant.

#### **4.4.10 MITIGATION**

- MM 4.4-1 Prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.), a qualified biologist will conduct a pre-construction presence/absence survey for crotch bumble bee prior to site disturbance. If the bumble bee were to be detected (or assumed present) within the development footprint, then the Project proponent shall coordinate with CDFW to address the extent of impacts and determine whether an Incidental Take Permit (ITP) would be required. If an ITP were required, then mitigation may be required by CDFW as part of the ITP process, and the conservation of the comparable open space habitat within PA 10 would be presented to support the ITP.
- MM 4.4-2 Prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.), a qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls



within 30 days to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform and coordinate with the RCA and the Wildlife Agencies (CDFW, USFWS) to prepare a Burrowing Owl Protection and Relocation Plan (if required), prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary. The Burrowing Owl Protection and Relocation Plan, if necessary, will describe methods to safely relocate burrowing owls from the Project site (if avoidance were infeasible) and to monitor burrowing owls with an adequate setback buffer if construction would proceed at the site until the owls could be relocated.

- MM 4.4-3 Prior to the issuance of grading permits or other permits allowing for ground-disturbing activities or the removal of vegetation on-site, the City of Beaumont Department of Public Works shall ensure that the following note is included on the grading plans. Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by City of Beaumont staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors.

*Ground-disturbing activities (including vegetation removal) within the Criteria Area (Criteria Cells) shall be conducted outside of the coastal California gnatcatcher breeding season (between March 1 and August 15) if occupied by coastal California gnatcatcher. If ground-disturbing activities (including vegetation removal) cannot be limited to outside the coastal California gnatcatcher breeding season, a qualified biologist shall conduct a pre-construction presence/absence survey for coastal California gnatcatcher within 14 days prior to site disturbance. If the species is found, the Project proponent shall immediately inform the Wildlife Agencies (CDFW, USFWS) and ground disturbing activities within these areas will be postponed to outside of the coastal California gnatcatcher breeding season. If the species is not found, no further action is needed.*

- MM 4.4-4 Prior to issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging), the Project Applicant shall provide evidence to the City of Beaumont that impacts to 0.31 acre of Corps jurisdiction and Regional Board jurisdiction, and 0.43 acre of CDFW jurisdiction and MSHCP riparian/riverine resources (including 0.03 acre of riparian habitat) have been mitigated through either the purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio. Approved



mitigation banks and/or in-lieu fee programs include, but are not limited to, the Riverpark Mitigation Bank, the Inland Empire Resource Conservation District In-Lieu Fee Program, and the Riverside-Corona Resource Conservation District In-Lieu Fee Program. In addition, and also prior to issuance of grading permits, the Project Applicant shall provide the City of Beaumont of a copy of the Project's CWA Section 404 permit from the Corps, Section 401 Water Quality Certification from the Regional Board, Waste Discharge Order from the Regional Board, and Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement from CDFW, as applicable.

- MM 4.4-5 Prior to the issuance of grading permits or other permits allowing for ground-disturbing activities or the removal of vegetation on-site, the City of Beaumont Department of Public Works shall ensure that the following note is included on the grading plans. Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by City of Beaumont staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors.

*As feasible, vegetation clearing shall be conducted outside of the nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.*

#### **4.4.11 SIGNIFICANCE OF IMPACTS AFTER MITIGATION**

Threshold a: Less-than-Significant with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-1 would ensure that appropriate preconstruction surveys are conducted prior to ground-disturbing activities and/or vegetation removal for bumble bees and an ITP be obtained, as necessary. Implementation of Mitigation Measure MM 4.4-2 would ensure that appropriate preconstruction surveys are conducted prior to ground-disturbing activities and/or vegetation removal, and would ensure that owls are relocated following the Burrowing Owl Protection and Relocation Plan, if necessary. Implementation of Mitigation Measure MM 4.4-3 would ensure that appropriate preconstruction surveys are conducted if ground-disturbing activities (including vegetation removal) within the coastal California gnatcatcher breeding season. Implementation of the required mitigation measures would reduce Project impacts to species identified as a candidate, sensitive, or special status species, including the crotch bumble bee, coastal California gnatcatcher and burrowing owl, to less-than-significant levels.

Threshold b: Less-than-Significant with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-4 would ensure that Project impacts to 0.43 acre of MSHCP riparian/riverine

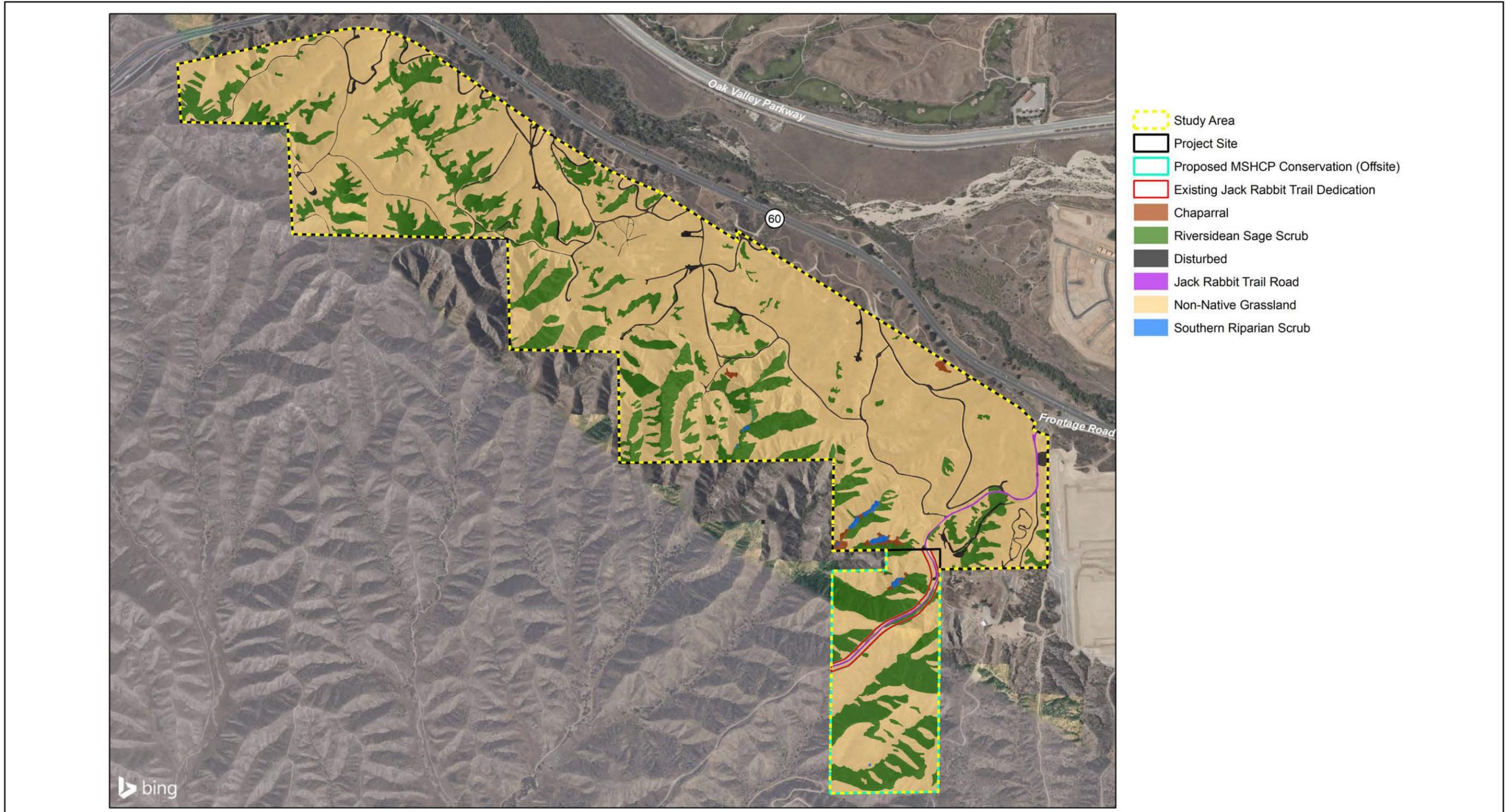


resources (including 0.03 acre of riparian habitat) are mitigated through either the purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio. Implementation of the required mitigation would reduce the Project's impacts to riparian habitat to less-than-significant levels.

Threshold c: Less-than-Significant with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-4 would ensure that Project impacts to 0.31 acre of Corps jurisdiction and Regional Board jurisdiction, and 0.43 acre of CDFW jurisdiction are mitigated through either the purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio. The required mitigation also would ensure that the Project Applicant obtains appropriate permits from the Corps, Regional Board, and/or CDFW. Implementation of the required mitigation would reduce the Project's impacts to jurisdictional waters to less-than-significant levels.

Threshold d: Less-than-Significant with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-5 would ensure that appropriate pre-construction surveys are conducted during the bird nesting season and would ensure that impacts to any active nests are avoided. Implementation of the required mitigation would reduce the Project's potential impacts to nesting birds to less-than-significant levels

Threshold f: Less-than-Significant with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-2 would be required to ensure that the Project is consistent with Section 6.3.2 (Additional Survey Needs and Procedures) of the MSHCP Reserve Assembly Requirements for Burrowing Owl. Implementation of the required mitigation would ensure the Project's consistency with the MSHCP.

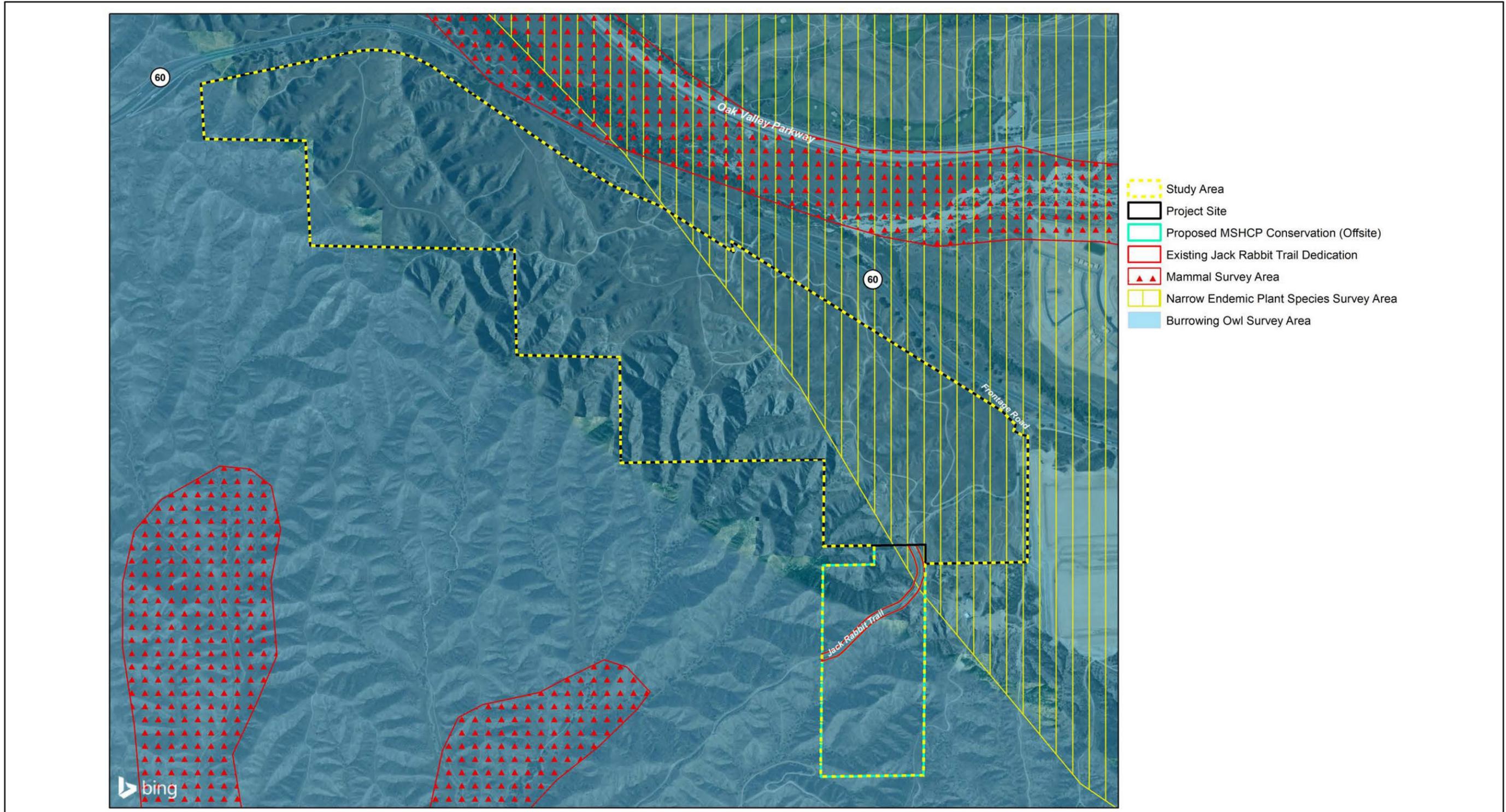


Source(s): Glenn Lukos Associates (06-01-2021)

Figure 4.4-1



**Vegetation Map**

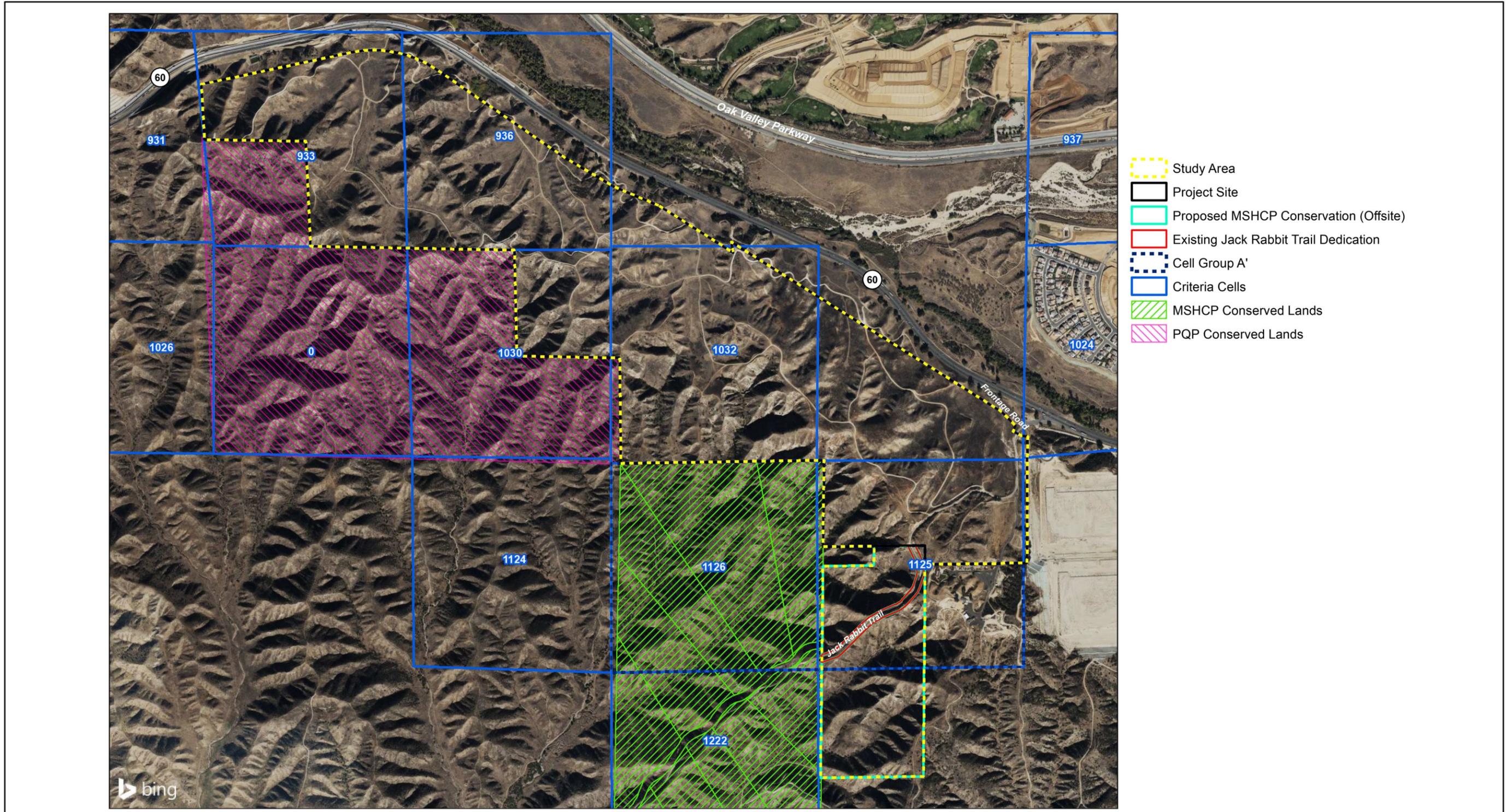


Source(s): Glenn Lukos Associates (06-01-2021)

Figure 4.4-2



**MSHCP Overlay Survey Area Map**

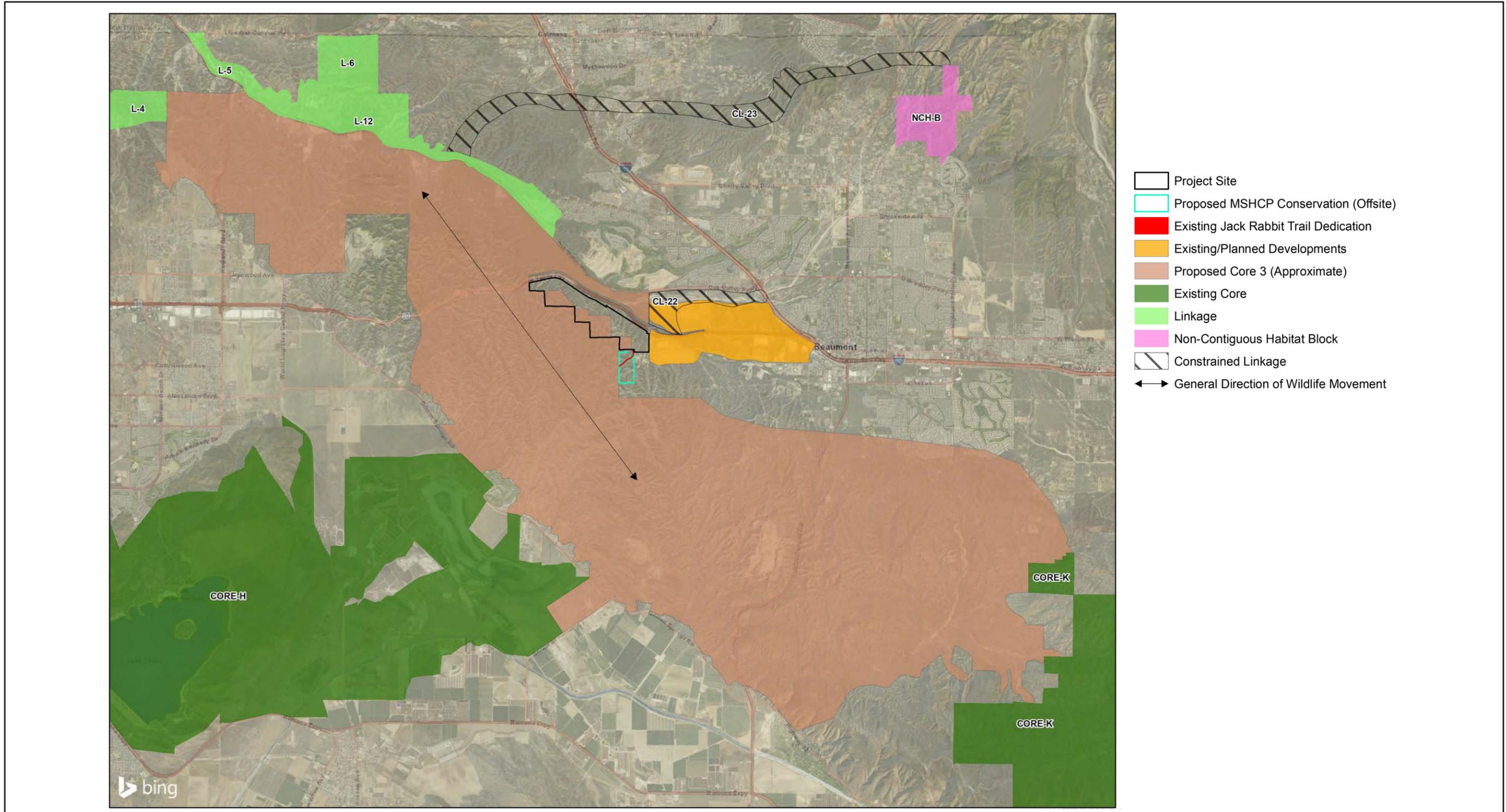


Source(s): Glenn Lukos Associates (04-29-2022)

Figure 4.4-3



**MSHCP Overlay Map**

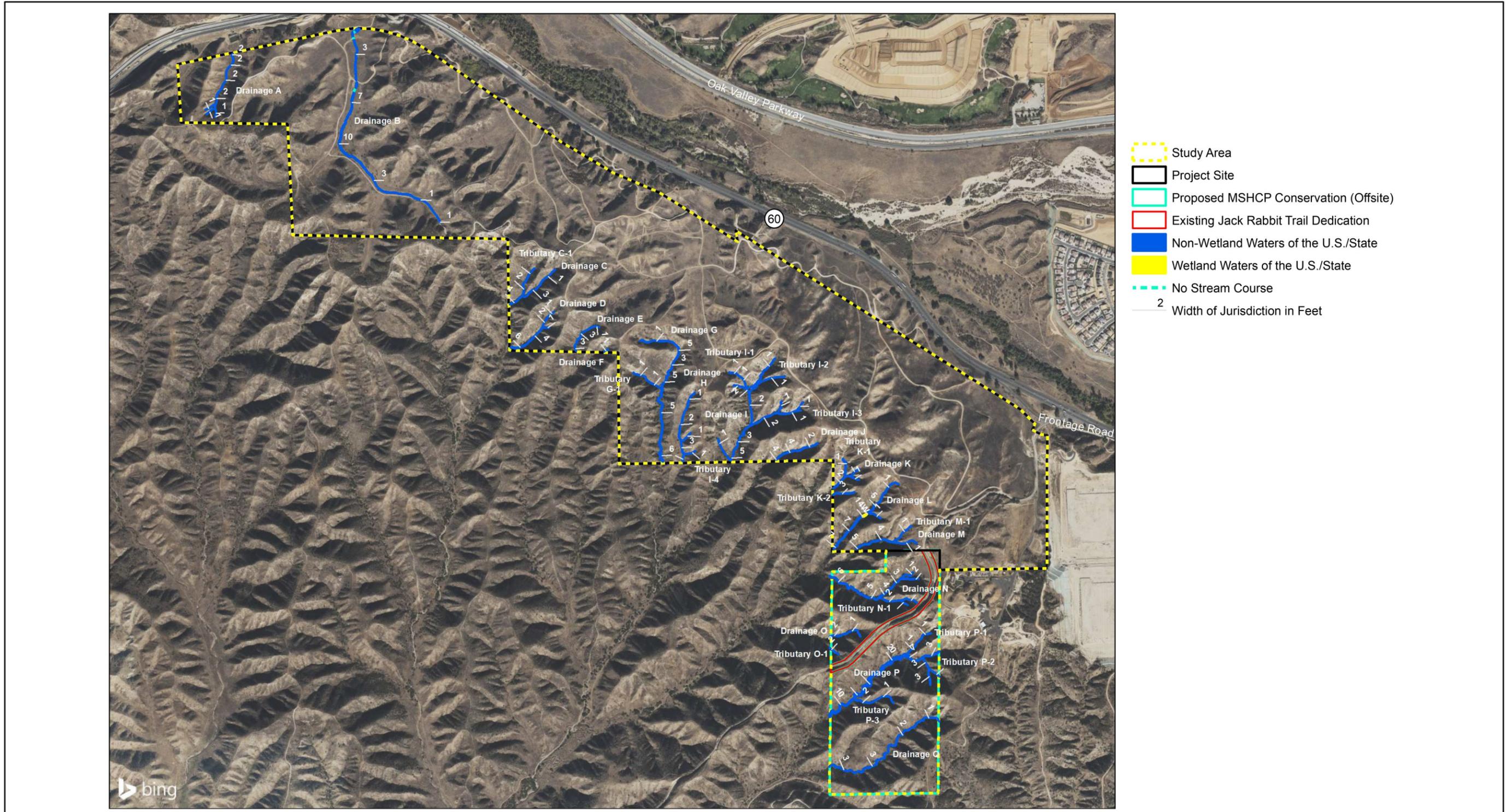


Source(s): Glenn Lukos Associates (10-05-2022)

Figure 4.4-4



Proposed Core 3 Map

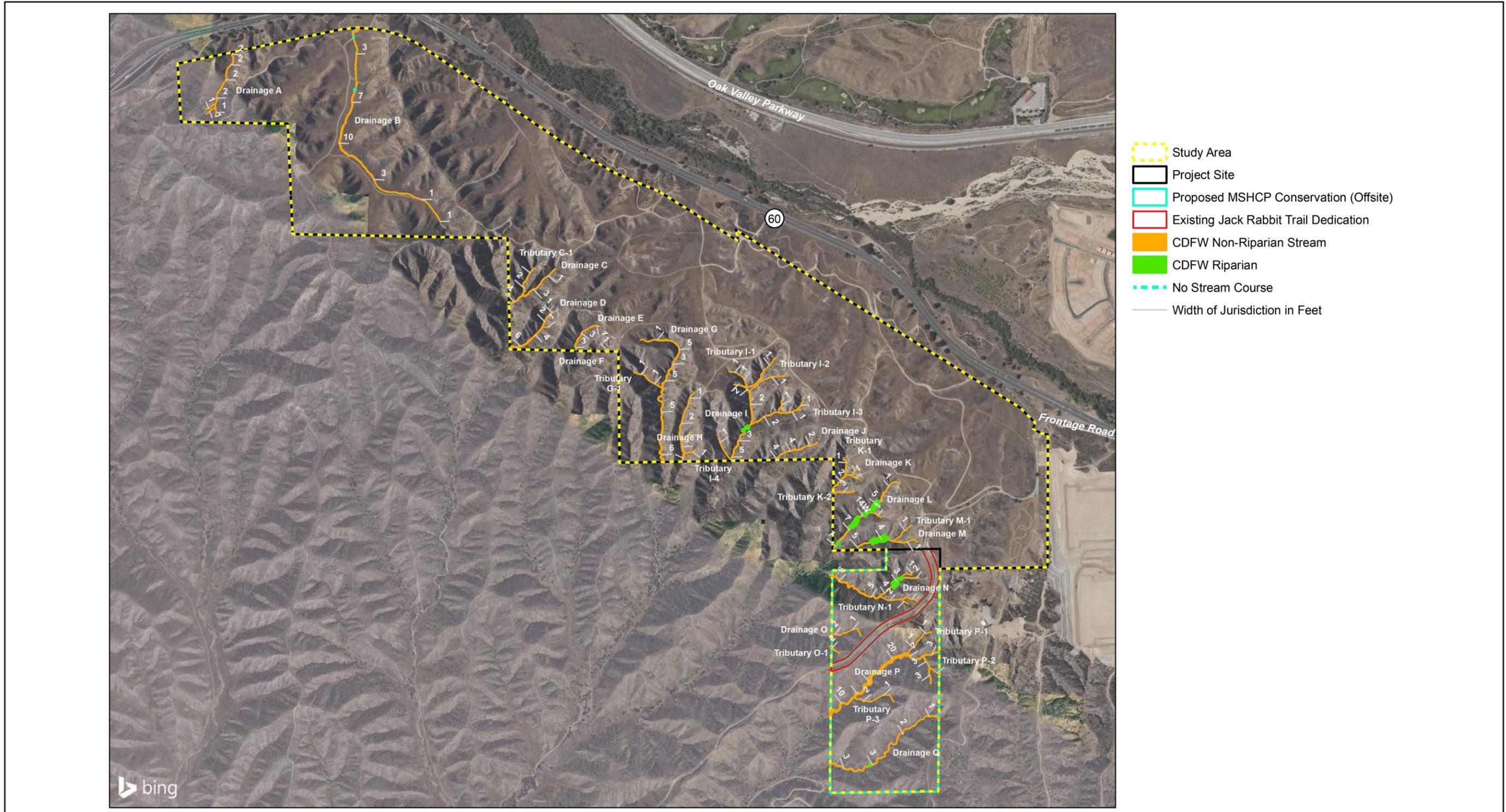


Source(s): Glenn Lukos Associates (05-05-2022)

Figure 4.4-5



Corps/RWQCB Jurisdictional Delineation Map

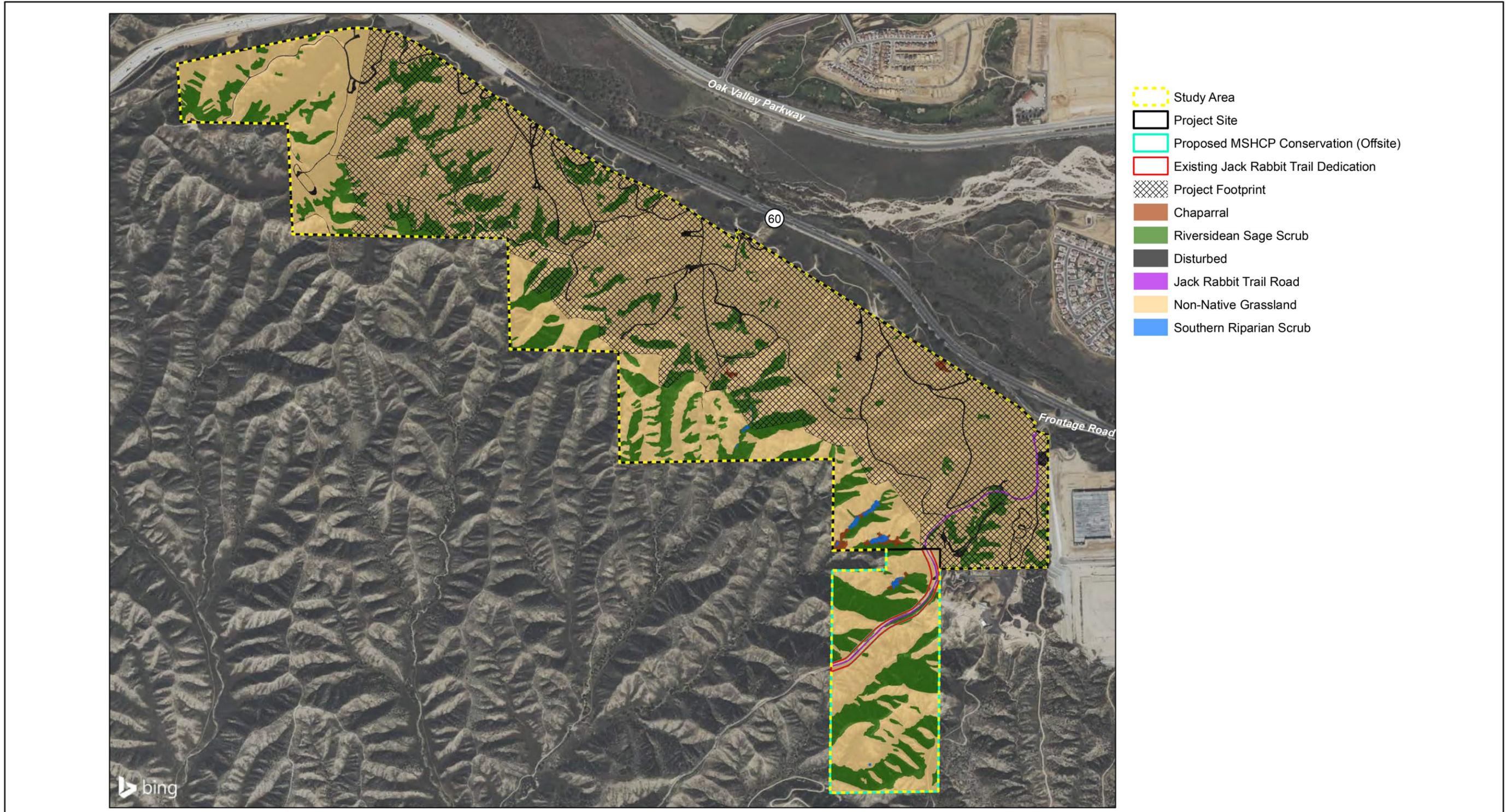


Source(s): Glenn Lukos Associates (06-01-2021)

Figure 4.4-6



CDFW/MSHCP Jurisdictional Delineation Map

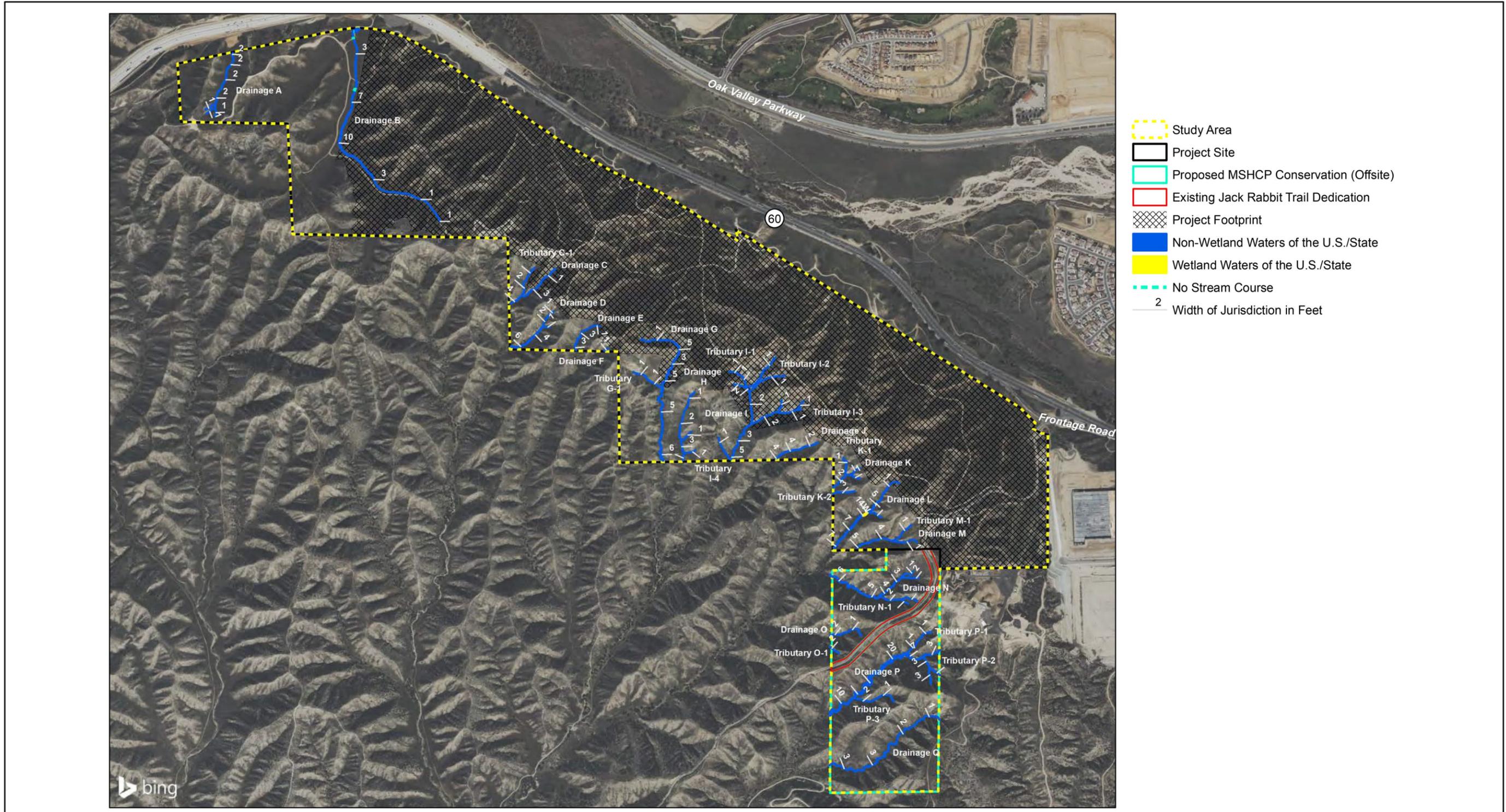


Source(s): Glenn Lukos Associates (10-05-2022)

Figure 4.4-7



**Vegetation Impacts Map**

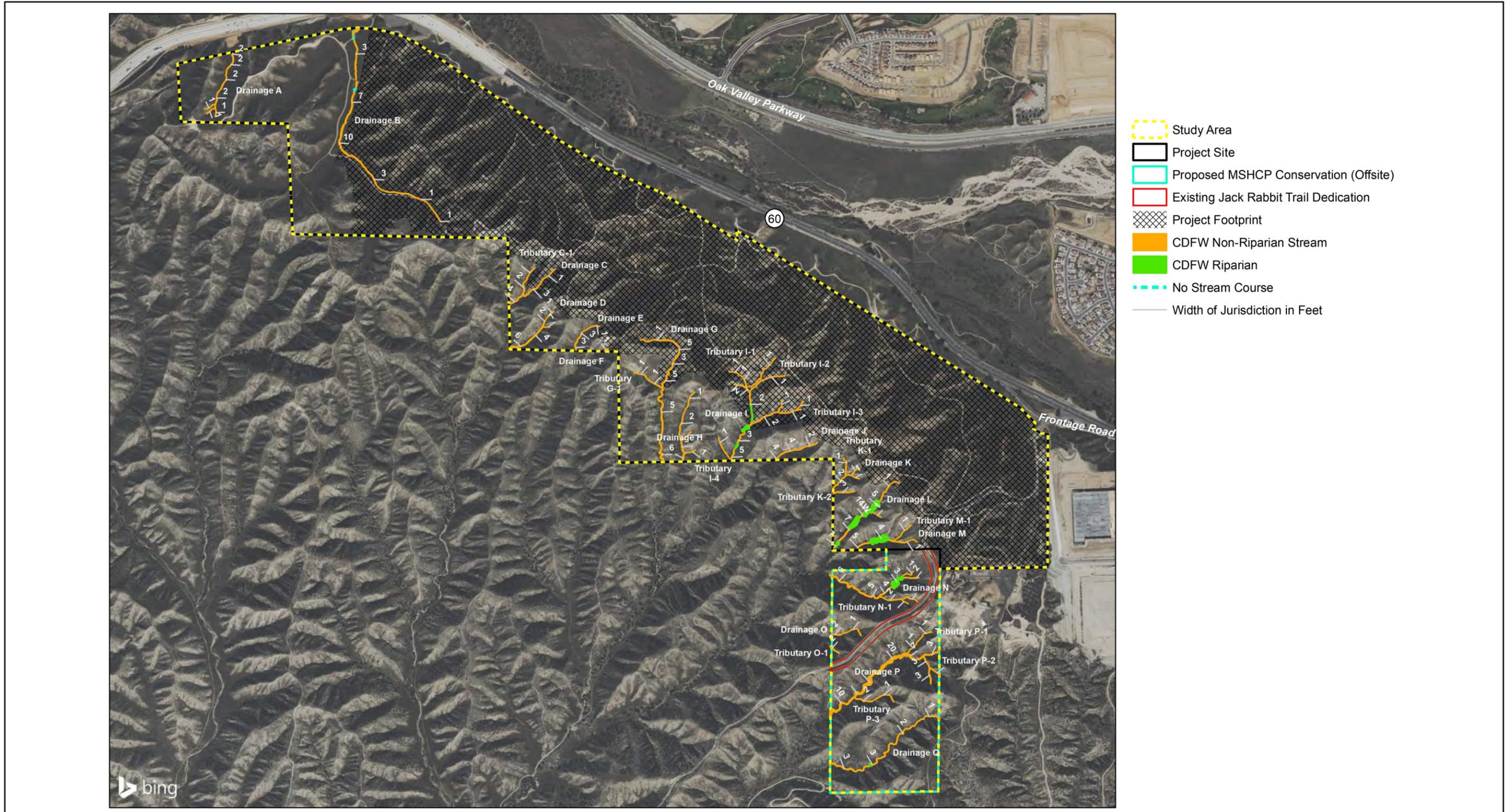


Source(s): Glenn Lukos Associates (10-05-2022)

Figure 4.4-8



Corps/Regional Board Jurisdictional Delineation/Impact Map

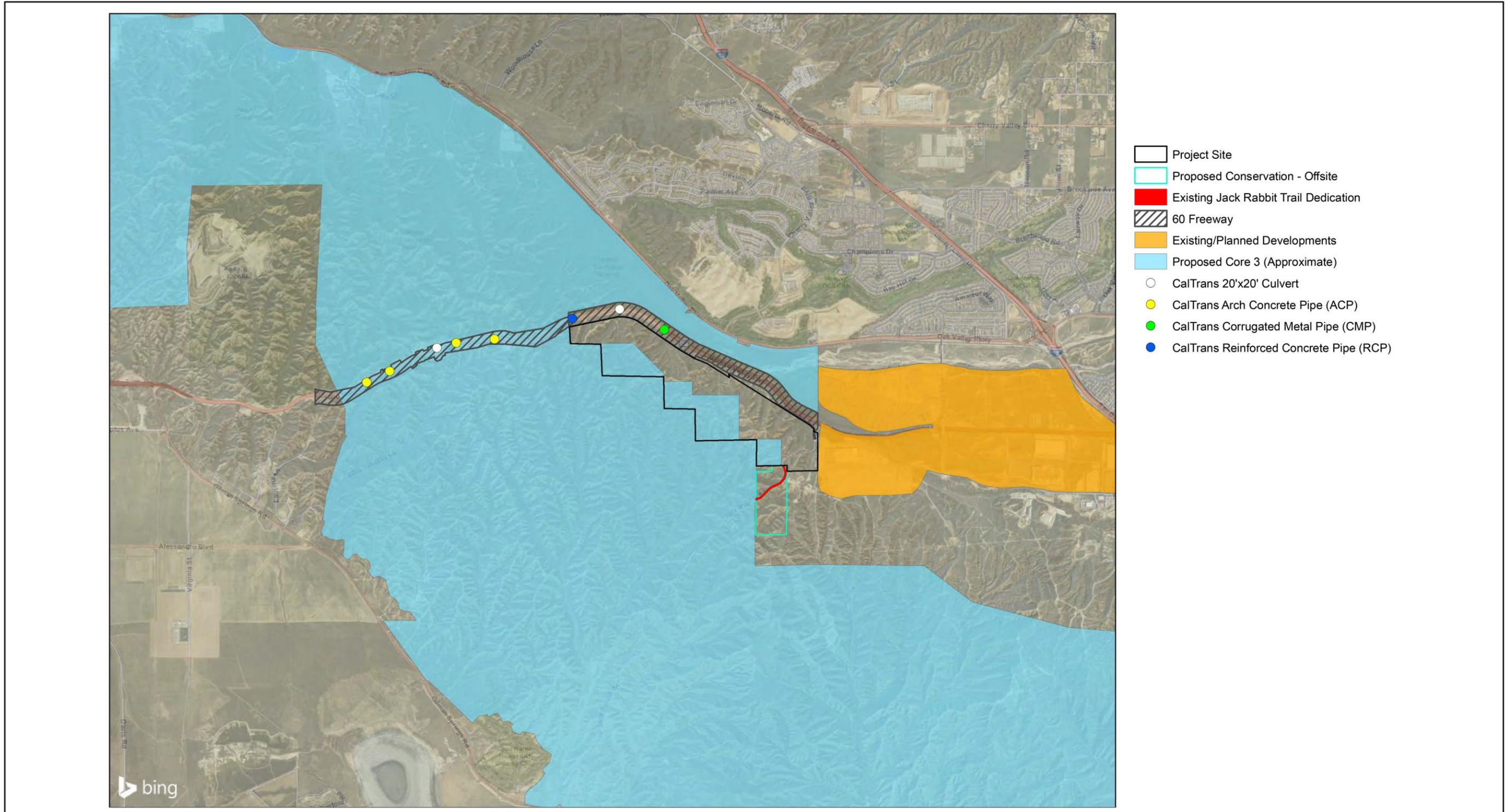


Source(s): Glenn Lukos Associates (10-05-2022)

Figure 4.4-9



CDFW/MSHCP Jurisdictional Delineation/Impact Map

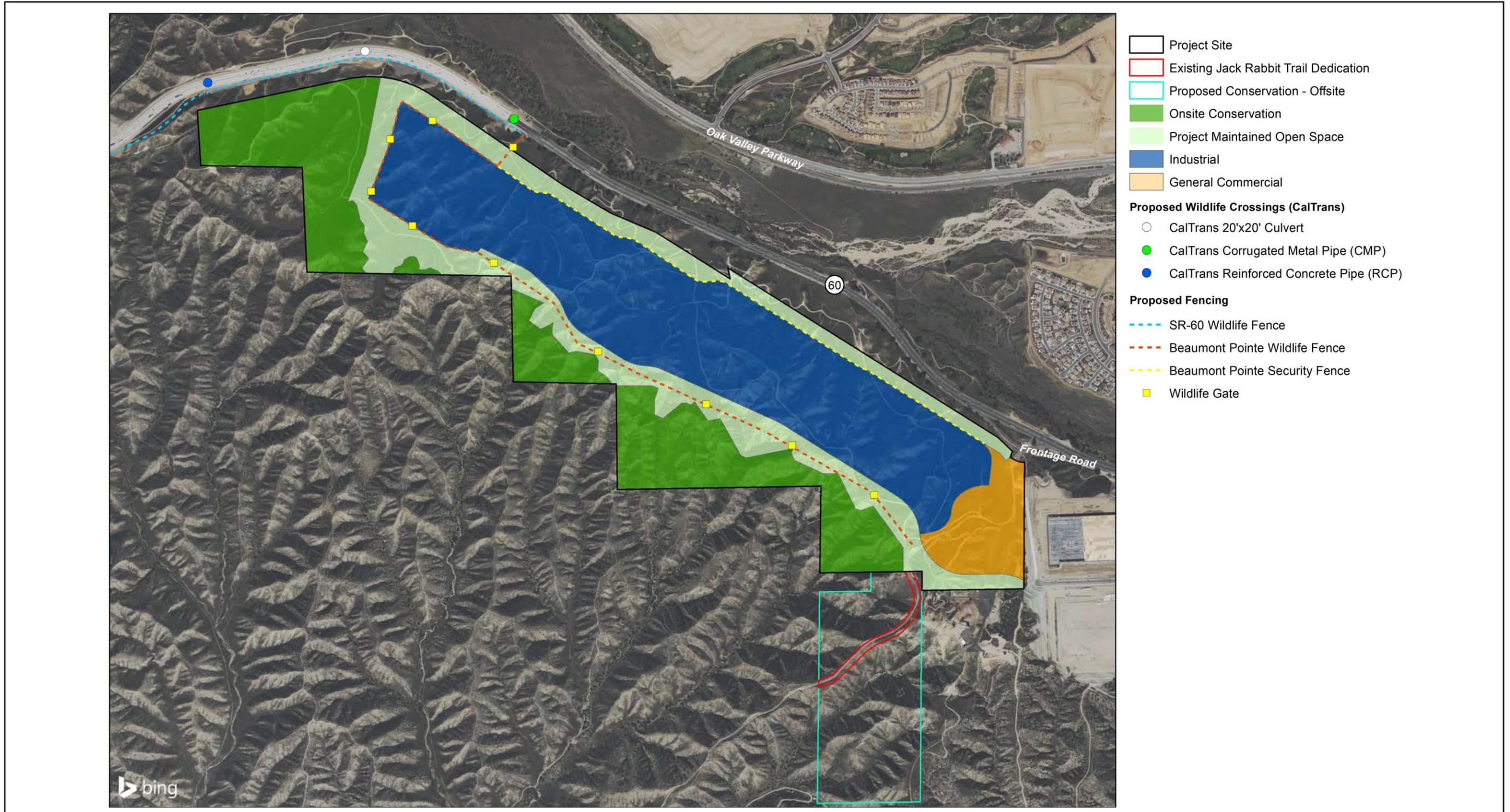


Source(s): Glenn Lukos Associates (10-05-2022)

Figure 4.4-10



Proposed SR-60 Wildlife Crossings Map



Source(s): Glenn Lukos Associates (10-05-2022)

Figure 4.4-11



Proposed Fencing and SR-60 Crossings Map



## 4.5 CULTURAL RESOURCES

The analysis in this section is based, primarily, on the cultural resources assessment report prepared by Brian F. Smith and Associates, Inc. (hereafter, “BFSA”). The referenced BFSA report is titled “A Phase I and Phase II Cultural Resources Assessment for the Beaumont Pointe Specific Plan Project,” dated October 5, 2022 (BFSA, 2022), and is included as *Technical Appendix D* to this EIR. Refer also to Section 4.18, *Tribal Cultural Resources*, of this EIR, for additional information on the ethnohistoric setting and tribal cultural resources. Additional references used for this section are listed in Section 7.0, *References*.

Confidential information has been redacted from *Technical Appendix D* for purposes of public review. In addition, much of the written and oral communication between Native American tribes, the City of Beaumont, and BFSA is considered confidential in respect to places that may have traditional tribal cultural significance (Government Code Section 65352.4), and although relied upon in part to inform the preparation of this EIR section, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (California Code of Regulations Section 15120(d)).

### 4.5.1 EXISTING CONDITIONS

#### A. Cultural Setting

##### 1. *Prehistory*

The Project site is located within the inland southern California region in Riverside County. The Paleo Indian Period, Archaic Period Milling Stone Horizon, and Late Prehistoric Tadic groups are the three (3) general cultural periods represented in Riverside County. The following discussion of the cultural setting of Riverside County references the Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, and Pauma Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component present in the Riverside County area was represented by the Cahuilla, Gabrielino, and Luiseño Indians. These cultural periods are summarized briefly below. Refer to *Technical Appendix D* for a more detailed discussion about the prehistoric cultural periods in the Riverside County.

- Paleo Indian Period (ca. 11,500-9,000 years before present (“Y.B.P.”)): The Paleo Indian Period is associated with the terminus of the late Pleistocene (12,000 to 10,000 Y.B.P.). The environment during the late Pleistocene was cool and moist, which allowed for glaciation in the mountains and the formation of deep, pluvial lakes in the deserts and basin lands. However, by the terminus of the late Pleistocene, the climate became warmer, which caused the glaciers to melt, sea levels to rise, greater coastal erosion, large lakes to recede and evaporate, extinction of Pleistocene megafauna, and major vegetation changes. The coastal shoreline at 10,000 Y.B.P., depending upon the particular area of the coast, was near the 30-meter isobath, or two to six kilometers further west than its present location.



Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation utilizing a variety of resources including birds, mollusks, and both large and small mammals.

- Archaic Period (ca. 9,000-1,300 Y.B.P.): Between 9,000 and 8,000 Y.B.P., a widespread complex was established in the southern California region, primarily along the coast. This complex is locally known as the La Jolla Complex, which is regionally associated with the Encinitas Tradition and shares cultural components with the widespread Milling Stone Horizon. The coastal expression of this complex appeared in the southern California coastal areas and focused upon coastal resources and the development of deeply stratified shell middens that were primarily located around bays and lagoons. The older sites associated with this expression are located at Topanga Canyon, Newport Bay, Agua Hedionda Lagoon, and some of the Channel Islands. Radiocarbon dates from sites attributed to this complex span a period of over 7,000 years in this region, beginning over 9,000 Y.B.P.

The coastal lagoons in southern California supported large Milling Stone Horizon populations circa 6,000 Y.B.P., as is shown by numerous radiocarbon dates from the many sites adjacent to the lagoons. The ensuing millennia were not stable environmentally, and by 3,000 Y.B.P., many of the coastal sites in central San Diego County had been abandoned. The abandonment of the area is usually attributed to the sedimentation of coastal lagoons and the resulting deterioration of fish and mollusk habitat, which is a well-documented situation at Batiquitos Lagoon. Over a two-thousand-year period at Batiquitos Lagoon, dominant mollusk species occurring in archaeological middens shift from deep-water mollusks (*Argopecten* sp.) to species tolerant of tidal flat conditions (*Chione* sp.), indicating water depth and temperature changes.

By 5,000 Y.B.P., an inland expression of the La Jolla Complex is evident in the archaeological record, exhibiting influences from the Campbell Tradition from the north. These inland Milling Stone Horizon sites have been termed “Pauma Complex.” By definition, Pauma Complex sites share a predominance of grinding implements (manos and metates), lack mollusk remains, have greater tool variety (including Atlatl dart points, quarry-based tools, and crescentics), and seem to express a more sedentary lifestyle with a subsistence economy based upon the use of a broad variety of terrestrial resources. Although originally viewed as a separate culture from the coastal La Jolla Complex (True 1980), it appears that these inland sites may be part of a subsistence and settlement system utilized by the coastal peoples. Evidence from inland San Diego County suggests that these inland sites may represent seasonal components within an annual subsistence round by La Jolla Complex populations. Therefore, both coastal and inland sites of this time period provide a more complete appraisal of the Encinitas Tradition settlement and subsistence system exhibited by this cultural complex.

More recent work has identified a more localized complex known as the Greven Knoll Complex. The Greven Knoll Complex is a redefined northern inland expression of the



Encinitas Tradition. All expressions of the inland Milling Stone in southern California north of San Diego County are grouped together in the Greven Knoll Complex. The Greven Knoll Complex, is broken into three phases and obtained its name from the type-site Greven Knoll located in Yucaipa, California. Excavations at Greven Knoll recovered manos, metates, projectile points, discoidal coggled stones, and a flexed inhumation with a possible cremation. It is believed that the Greven Knoll Site was occupied between 5,000 and 3,500 Y.B.P.

The shifts in food processing technologies during each phase of the Greven Knoll Complex indicate a change in subsistence strategies; although people were still hunting for large game, plant-based foods eventually became the primary dietary resource. It is thought that the development of mortars and pestles during the middle Holocene can be attributed to the year-round exploitation of acorns as a main dietary provision. Additionally, the warmer and drier climate may have been responsible for groups from the east moving toward coastal populations, which is archaeologically represented by the interchange of coastal and eastern cultural traits.

- Late Prehistoric Period (ca. 1,300 Y.B.P.-1790): Many Luiseño hold the world view that as a population they were created in southern California; however, archaeological and anthropological data proposes a scientific perspective. Archaeological and anthropological evidence suggests that at approximately 1,350 Y.B.P., Takic-speaking groups from the Great Basin region moved into Riverside County, marking the transition to the Late Prehistoric Period. An analysis of the Takic expansion indicates that inland southern California was occupied by “proto-Yuman” populations before 1,000 Y.B.P. It is believed that Takic expansion occurred starting around 3,500 Y.B.P. moving toward southern California, with the Gabrielino language diffusing south into neighboring Yuman (Hokan) groups around 1,500 to 1,000 Y.B.P., possibly resulting in the Luiseño dialect.

The final Takic expansion would not have occurred until about 1,000 Y.B.P., resulting in Vanyume, Serrano, Cahuilla, and Cupeño dialects. It is thought that the Luiseño did not simply replace Hokan speakers, but were rather a northern San Diego County/southern Riverside County Yuman population who adopted the Takic language. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. Technological developments during this period included the introduction of the bow and arrow between A.D. 400 and 600 and the introduction of ceramics. Atlatl darts were replaced by smaller arrow darts, including Cottonwood series points. Other hallmarks of the Late Prehistoric Period include extensive trade networks as far-reaching as the Colorado River Basin and cremation of the dead.

- Ethnohistorical Period (1769 to Present): Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the



Gabrielino, and the Luiseño. The geographic boundaries between these groups in pre- and proto-historic times are difficult to place, but the Project site is located well within the borders of ethnographic Luiseño territory. This group was a seasonal hunting and gathering people with cultural elements that were very distinct from Archaic Period peoples. These distinctions include cremation of the dead, the use of the bow and arrow, and exploitation of the acorn as a main food staple. Along the coast, the Luiseño made use of available marine resources by fishing and collecting mollusks for food. Seasonally available terrestrial resources, including acorns and game, were also sources of nourishment for Luiseño groups. Elaborate kinship and clan systems between the Luiseño and other groups facilitated a wide-reaching trade network that included trade of Obsidian Butte obsidian and other resources from the eastern deserts, as well as steatite from the Channel Islands.

The primary settlements of Late Prehistoric Luiseño Indians in the San Jacinto Plain were represented by Ivah and Soboba near Soboba Springs, Jusipah near the town of San Jacinto, Ararah in Webster's Canyon en route to Idyllwild, Pahsitha near Big Springs Ranch southeast of Hemet, and Corova in Castillo Canyon. These locations share features such as the availability of food and water resources. Features of this land use include petroglyphs and pictographs, as well as widespread milling, which is evident in bedrock and portable implements. Groups in the vicinity of the Project, neighboring the Luiseño, include the Cahuilla and the Gabrielino. Please refer to Section 4.18, *Tribal Cultural Resources*, and *Technical Appendix D* for additional ethnographic information associated with these groups (BFSA, 2022).

## 2. Project Site Conditions

BFSA also performed an archaeological records search through the Eastern Information Center (EIC) at University of California at Riverside (UCR). The records search provided information regarding previous archaeological studies in the Project area and any previously recorded sites within a one-mile radius of the Project site. The EIC also provided the standard review of the National Register of Historic Places (NRHP) and the Office of Historic Preservation Built Environment Resources Directory. Land patent records, held by the Bureau of Land Management (BLM) and accessible through the BLM General Land Office (GLO) website, were also reviewed for pertinent project information. In addition, the BFSA research library was consulted for any relevant historical information. The record search results indicate that 19 cultural resource locations have been recorded within a one-mile radius, six (6) of which are located within the Project site, as follows:

- RIV-5060 (historic trash scatter),
- RIV-5061 (historic trash scatter),
- P-33-006229 (historic Jack Rabbit Trail Road alignment),
- P-33-009027 (prehistoric isolate),
- P-33-015672 (potentially historic water storage tank and valves), and
- P-33-015673 (concrete pads and trash scatter).

Additionally, BFSA conducted an intensive pedestrian survey of the Project site on April 16, 17, and 18, 2019. The pedestrian survey consisted of a series of parallel transects, spaced at approximately 15-



meter intervals, except where the steep slopes and dense vegetation prohibited systematic transects. Ground visibility throughout the Project site was generally poor due to heavy vegetation found throughout the property. Rodent spoil piles and patches of turned soil were closely inspected for evidence of subsurface archaeological materials. All previously recorded resources, except for prehistoric isolate P-33-009027, were located again during the pedestrian survey, and no new resources were identified (BFSA, 2022).

The historic resources within one mile of the Project site that were identified during the EIC records search consist of three refuse scatters, a segment of the Southern Pacific Railroad, one flood control structure, the Haskell Ranch complex, two foundations with associated trash scatters, one Cold War testing facility, a segment of the historic Jack Rabbit Trail, a segment of the historic San Timoteo Road, a potentially historic water storage tank and valves, and three historic isolates. As stated above, six resources were identified within the Project site (BFSA, 2022).

In order to adequately evaluate and assess project impacts for the resources relocated within the Project site, Phase II significance testing and archival research were recommended and implemented for the potentially historic resources identified as within the Project site. The Phase II study consisted of archaeological testing at the two archaeological sites, RIV-5060 and RIV-5061 on June 6, 2019, while survey information and the archival data was utilized for the remaining resources. The potentially historic resources identified as within the Project site have been evaluated by BFSA as part of this Phase I and Phase II study.

## **B. History**

### **1. Regional Setting**

The general historical setting for the southern California region and the City of Beaumont is summarized below. Refer to *Technical Appendix D* for a more detailed discussion of the local historic setting.

The historic background of the Project site began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of expanding the knowledge of and access to new resources in the region. In the late eighteenth century, the San Gabriel (Los Angeles County), San Juan Capistrano (Orange County), and San Luis Rey (San Diego County) missions began colonizing southern California and gradually expanded their use of the interior valley (into what is now western Riverside County) for raising grain and cattle to support the missions. The San Gabriel Mission claimed lands in what is now Jurupa, Riverside, San Jacinto, and the San Gorgonio Pass, while the San Luis Rey Mission claimed land in what is now Lake Elsinore, Temecula, and Murrieta. The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions. Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order.



In the mid- to late 1770s, Juan Bautista de Anza passed through much of Riverside County while searching for an overland route from Sonora, Mexico to San Gabriel and Los Angeles, describing fertile valleys, lakes, and sub-desert areas. In 1797, Father Presidente Lausen, Father Norberto de Santiago, and Corporal Pedro Lisalde led an expedition from Mission San Juan Capistrano through southwestern Riverside County in search of a new mission site before constructing Mission San Luis Rey in northern San Diego County. While no missions were ever built in what would become Riverside County, many mission outposts, or *asistencias*, were established in the early years of the nineteenth century to extend the missions' influence to the backcountry.

Mexico gained independence in 1822 and desecularized the missions in 1832, signifying the end of the Mission Period. By this time, the missions owned some of the best and most fertile land in southern California. For California to develop, the land would have to be made productive enough to turn a profit. The new government began distributing the vast mission holdings to wealthy and politically connected Mexican citizens. The "grants" were called "ranchos," of which Jurupa, El Rincon, La Sierra, El Sobrante de San Jacinto, La Laguna (Lake Elsinore), Santa Rosa, Temecula, Pauba, San Jacinto Nuevo y Potrero, and San Jacinto Viejo were in present-day Riverside County. Many of these ranchos have lent their names to modern-day locales. The first grant in present-day Riverside County, Rancho Jurupa, was given to Juan Bandini in 1838. These ranchos were all located in the valley environments typical of western Riverside County.

The treatment of Native Americans grew worse during the Rancho Period. Most of the Native Americans were forced from their land or put to work on the now privately-owned ranchos, most often as slave labor. Native American culture had been disrupted to the point where they could no longer rely upon prehistoric subsistence and social patterns. Not only does this illustrate how dependent the Native Americans had become upon the missionaries, but it also indicates a marked contrast in the way the Spanish treated the Native Americans compared to the Mexican and United States ranchers.

In 1846, war erupted between Mexico and the United States. In 1848, with the signing of the Treaty of Guadalupe Hidalgo, the region was annexed as a territory of the United States, leading to California statehood in 1850. These events generated a steady flow of settlers into the area, including gold miners, entrepreneurs, health-seekers, speculators, politicians, adventurers, seekers of religious freedom, and individuals desiring to create utopian colonies.

In early 1852, the Native Americans of southern Riverside County, including the Luiseño and the Cahuilla, thought they had signed a treaty resulting in their ownership of all lands from Temecula to Aguanga east to the desert, including the San Jacinto Valley and the San Gorgonio Pass. The Temecula Treaty also included food and clothing provisions for the Native Americans. However, Congress never ratified the treaties, and the promise of one large reservation was rescinded.

With the completion of the transcontinental railroad in 1869, land speculators, developers, and colonists began to invest in southern California. The first colony in what was to become Riverside County was Riverside itself. Judge John Wesley North, an abolitionist from Tennessee, brought a group of associates and co-investors to southern California and founded Riverside on part of the Jurupa



Rancho. A few years after, the navel orange was planted and was found to be such a success that it quickly became the agricultural staple of the region.

By the late 1880s and early 1890s, there was growing discontent between Riverside and San Bernardino, its neighbor 10 miles to the north, due to differences in opinion concerning religion, morality, the Civil War, politics, and fierce competition to attract settlers. After a series of instances in which charges were claimed about unfair use of tax monies to the benefit of the city of only San Bernardino, several people from Riverside decided to investigate the possibility of a new county. In May 1893, voters living within portions of San Bernardino County (to the north) and San Diego County (to the south) approved the formation of Riverside County. Early business opportunities were linked to the agriculture industry, but commerce, construction, manufacturing, transportation, and tourism also provided a healthy local economy. By the time of Riverside County's formation, Riverside had grown to become the wealthiest city per capita in the country due to the successful cultivation of the navel orange.

With the start of World War I, the United States began to develop a military presence in Riverside County with the construction of March Air Reserve Base. During World War II, Camp Haan and Camp Anza were constructed in what is now the current location of the National Veteran's Cemetery. In the decades that followed, populations spread throughout the county into Lake Elsinore, Corona, Norco, Murrieta, and Wildomar. However, a significant portion of the county remained largely agricultural well into the 1970s. Following the 1970s, Riverside saw a period of dramatic population increase as the result of new development, more than doubling the population of the county with a population of over 1.3 million residents.

The Project site is located within an area of Riverside County historically known as the Badlands. The Badlands are described as natural landscapes scored by closely spaced, v-shaped gullies with straight sides that intersect knife-edged ridges. Father Jose Sanchez first discussed the hills in which the Project is contained in 1821. Sanchez noted in his diary that as he traveled from Mystic Lake, just west of the Project, to San Bernardino, he went over hilly, exceedingly barren country covered in brushwood, having to ascend and descend the hilly terrain numerous times with much trouble. During the 1897 to 1898 field work conducted by the USGS, the area from Reche Canyon to Lamb Canyon was given the "Badlands" designation. In 1867, Henry Hancock stated that the Badlands were "too rough to measure" and "in fact a worthless territory with scarcely any grass or water and no timber". Subsequent surveys conducted by John Goldsworthy, Jr. in 1871, George Sandow in 1879, and W.A. Goodyear in 1888 describe the hills in similar language. The rough, inhospitable terrain likely deterred development of the area historically, as it was not until the late twentieth century that the Badlands began to be utilized in the creation of the Riverside County Badlands Landfill and rock quarrying.

#### **4.5.2 NOTICE OF PREPARATION/SCOPING COMMENTS**

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to cultural resources. One comment was received related to cultural



resources from the Native American Heritage Commission (NAHC) on September 8, 2020. The NAHC requested that the EIR adhere to the Native American consultation requirements pursuant to Senate Bill 18 and Assembly Bill 52. Additionally, the Rincon Band of Luiseño Indians stated that the Project is not located within the tribe's specific Area of Historic Interest and recommended that the Project Applicant directly contact a tribe that is closer to the Project site for pertinent information. Details on tribal consultation for the Project are further discussed in Section 4.18, *Tribal Cultural Resources*, of this EIR.

### **4.5.3 REGULATORY FRAMEWORK**

The following is a brief description of the federal, State, and local environmental laws and related regulations governing the protection of cultural resources.

#### **A. Federal**

##### **1. *National Historic Preservation Act***

The National Historic Preservation Act (NHPA) (16 U.S. Code Section 470 et. seq.) created the National Register of Historic Places program under the Secretary of the Interior. In addition to enticing state and local municipalities with federal funding, the NHPA provides the legal framework for most state and local preservation laws. Significant historical or archaeological resources are listed in the National Register of Historic Places, which is a program maintained by the Keeper of the National Register. The National Register program also includes National Historic Landmarks, which is limited only to properties of significance to the nation.

The NHPA established the Section 106 review procedure to protect historic and archaeological resources listed in or eligible for listing in the National Register from the impact of projects by a federal agency or project funded or permitted by a federal agency. The National Register is an authoritative guide to be used by governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. Listing of private property on the National Register does not prohibit by law any actions which may otherwise be taken by the property owner with respect to the property.

##### **2. *National Register of Historic Places***

The National Register of Historic Places (NRHP) is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the NPS's NRHP) is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources (NPS, 2019).

To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance, as follows:

- Age and Integrity. Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?



- Significance. Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archeological investigation about our past? (NPS, 2019)

Nominations can be submitted to a State Historic Preservation Officer (SHPO) from property owners, historical societies, preservation organizations, governmental agencies, and other individuals or groups. The SHPO notifies affected property owners and local governments and solicits public comment. If the owner (or a majority of owners for a district nomination) objects, the property cannot be listed but may be forwarded to the NPS for a Determination of Eligibility (DOE). Listing in the NRHP provides formal recognition of a property's historical, architectural, or archeological significance based on national standards used by every state (NPS, 2019).

Under Federal Law, the listing of a property in the National Register places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives Federal assistance, usually funding or licensing/permitting. National Register listing does not lead to public acquisition or require public access (NPS, 2019).

### 3. *National Historic Landmarks Program*

National Historic Landmarks (NHLs) are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Today, just over 2,500 historic places bear this national distinction. Working with citizens throughout the nation, the National Historic Landmarks Program draws upon the expertise of National Park Service staff who guide the nomination process for new Landmarks and provide assistance to existing Landmarks (NPS, 2018).

#### **B. State**

##### 1. *California Administrative Code, Title 14, Section 4308*

Section 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: "No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value."

##### 2. *California Code of Regulations Title 14, Section 1427*

California Code of Regulations Title 14, Section 1427 provides that: "No person shall collect or remove any object or thing of archeological or historical interest or value, nor shall any person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archeological or historical interest or value is found."



**3. California Register of Historic Resources**

The State Historical Resources Commission has designed this program for use by State and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The Register is the authoritative guide to the State's significant historical and archeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance; identifies historical resources for State and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act (CEQA) (OHP, 2020).

In order for a resource to be included on the Register of Historic Resources, the resources must meet one of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4) (OHP, 2020).

For resources included on the Register of Historic Resources, environmental review may be required under CEQA if the resource is threatened by a project. Additionally, local building inspectors must grant code alternatives provided under State Historical Building Code. Further, the local assessor may enter into contract with property owner for property tax reduction pursuant to the Mills Act. A property owner also may place his or her own plaque or marker at the site of the resource (OHP, 2020).

Consent of owner is not required, but a resource cannot be listed over an owner's objections. The State Historical Resources Commission (SHRC) can, however, formally determine a property eligible for the California Register if the resource owner objects (OHP, 2020).

**4. State Health and Safety Code**

California Health and Safety Code Section 7050.5(b) requires that excavation and disturbance activities must cease "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery..." until the coroner can determine regarding the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. Section 7051 specifies that the removal of human remains from "internment or a place of storage while awaiting



internment” with the intent to sell them or to dissect them with “malice or wantonness” is a public offense punishable by imprisonment in a state prison. Lastly, Health and Safety Code Sections 8010-8011 establishes the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that “all California Indian human remains and cultural items are to be treated with dignity and respect.” It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims.

#### 5. *California Code of Regulations Section 15064.5*

The California Code of Regulations, Title 14, Chapter 3, Section 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines Section 15064.5, as follows:

- *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4850 et seq.).*
- *A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*
- *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14 CCR, Section 4852) including the following:*
  - *Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;*
  - *Is associated with the lives of persons important in our past;*



- *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
- *Has yielded, or may be likely to yield, information important in prehistory or history.*
- *The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.*

According to CEQA Guidelines Section 15064.5(b), a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. The CEQA Guidelines define a substantial adverse change as:

- (1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
- (2) The significance of an historical resource is materially impaired when a project:
  - (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or
  - (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or,
  - (C) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.



**C. Local**

**1. *City of Beaumont General Plan***

The City of Beaumont General Plan identifies goals and policies related to cultural resources in the Conservation and Open Space Element. These goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*.

**4.5.4 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. The Project would result in a significant impact to cultural resources if the Project or any Project-related component would:

- a. *Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;*
- b. *Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5; or*
- c. *Disturb any human remains, including those interred outside of formal cemeteries.*

The above-listed thresholds are derived directly from Appendix G of the CEQA Guidelines and address the typical, adverse effects related to cultural resources that could result from implementation of the Project.

**4.5.5 REGULATORY REQUIREMENTS**

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to further ensure the implementation of the mandated RRs.

**RR 5-1** The Project shall comply with the applicable provisions of California Health and Safety Code Section 7050.5 as well as Public Resources Code Section 5097 et. seq., which requires the County Coroner be contacted if human remains are discovered. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American.



#### 4.5.6 IMPACT ANALYSIS

***Threshold a:*** *Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Direct and/or indirect impacts to a listed or eligible NRHP or CRHR resource, as defined above in Sections 4.5.3A.2 and 4.5.3B.3, respectively, would result in a potentially significant impact.

BFSa reviewed the NRHP Index and Office of Historic Preservation, Built Environment Resources Directory, which did not indicate the presence of any historical resources within the Project boundaries. As described under Section 4.5.1B.2, the Project site contains the following six potentially historic resources: RIV-5060 (historic trash scatter), RIV-5061 (historic trash scatter), P-33-006229 (historic Jack Rabbit Trail Road alignment), P-33-009027 (prehistoric isolate), P-33-015672 (potentially historic water storage tank and valves), and P-33-015673 (concrete pads and trash scatter). As previously stated, Phase II significance testing consisted of archaeological testing at the two archaeological sites, RIV-5060 and RIV-5061, which was previously identified as having historic trash scatter, while survey information and the already presented archival data was utilized for the remaining resources. Results of the Phase I and Phase II study determined that the six potentially historic resources were not eligible for listing under the CRHR. The results of the testing are presented below; however, further detail can be found in *Technical Appendix D*.

**Site RIV-5060:** The site was first recorded in 1993 as a 25x20 meter scatter of historic refuse likely a dump site associated with structures that were previously located north of the site (see RIV-5061). The investigation of Site RIV-5060 revealed that the site was used on a limited basis for the dumping of consumer, household, and kitchen refuse. The artifacts suggest that the dumping occurred between the mid-1930s until the 1950s and likely is associated with George Way, who owned the property at that time. The assemblage was spread out approximately 50 meters south of Jack Rabbit Trail, situated within an agricultural field and gentle wash along the western side of a small drainage valley. Although recorded as a dense, 25x20-meter surface scatter of historic refuse in 1993, regular agricultural use of the property and development of a dirt access road through RIV-5060 has disturbed the site. Subsurface investigations did not reveal any significant intact deposits of historic artifacts. Further, no information could be obtained that would suggest this site area and trash scatter, or George Way, are associated with any significant events. Therefore, as Site RIV-5060 is not associated with any significant events or individual, and due to the lack of unique elements, according to the criteria listed in CEQA Guidelines Section 15064.5, the site is evaluated as not eligible for listing on the CRHR or NRHP.

**Site RIV-5061:** The site was originally recorded in 1993 as a 15x15 meter scatter of historic refuse, mainly building materials, centered around a small 15-meter-indiameter depression, and re-recorded in 2006. The investigation of Site RIV-5061 revealed that the site was likely created when the mid-twentieth century structures located on the property were demolished. Based on the previous documentation and the current study, the limited scatter of material has steadily decreased since first being recorded. Subsurface investigations did not reveal any significant intact deposits of historic artifacts. Further, no information could be obtained that would suggest this site area and trash scatter, or George Way or Madge Rodda, who owned the property, are associated with any significant events.



Therefore, as RIV-5061 is not associated with any significant events or individual, and due to the lack of unique elements, according to the criteria listed in CEQA Guidelines Section 15064.5, the site is evaluated as not eligible for listing on the CRHR or NRHP.

**Site P-33-006229:** The site is a four-mile segment of Jack Rabbit Trail, approximately 0.85 mile of which traverses the southeastern corner of the Project site. This four-mile segment was recorded in 1983 by the Riverside County Historical Commission. The segment of Jack Rabbit Trail within the Project site has been impacted by use, natural erosion, modern efforts to mitigate erosion, and the repeated paving of the lower sections in the northeastern corner of the Project site. While this recorded segment of Jack Rabbit Trail route is associated with a pattern of events in local history (the evolution of a late nineteenth century wagon road into an automobile route maintained by various agencies), this trend of events did not contribute significantly to the development of the region, or to the field of road-building and engineering techniques. No information was discovered that would attribute this segment of the road to any important individual. Further, the integrity of the road has been impacted through the early twentieth-century alterations to the original trail alignment and the steady maintenance throughout the twentieth century. Beyond the documented guardrails, no other features or elements of the alignment exist within the property that reflect the historic age of the road, nor harken back to the original trail alignment before it was modified and improved for automobile use. Therefore, with the documentation of the 1920s-era guardrails and archival research, the resource's research potential is exhausted. As such, the 0.85 mile of Jack Rabbit Trail located within the Project is not eligible for listing on the CRHR or NRHP. Although the alignment is not considered eligible for listing on the CRHR or NRHP, as proposed, the majority of the alignment located within the steep Badlands portions of the Project is situated within open space and will not be impacted by the development of the property.

**Prehistoric isolate P-33-009027:** Is a granitic bifacial mano recorded in 1993. The mano was not collected; however, as an isolate, the resource is not eligible for listing on the CRHR or NRHP.

**Site P-33-015672:** This site was recorded as a water storage tank, two water valves, a well, and wooden posts, one containing an electrical box. Based on the site record, no definitive date for the features could be determined; therefore, no information could be obtained that directly tie the features to a historic period, individual, or events. Further, as the resource has been altered and/or destroyed, and consistent with the previous assessment, the research potential of the site has been exhausted and, therefore, P-33-015672 does not possess any historical significance. As such, the resource is evaluated as not eligible for listing on the CRHR or NRHP, due its inability to provide further research potential.

**Site P-33-015673:** The site consists of two concrete pads and trash scatter located along a dirt access road generally situated in the center of the Project site. Investigation of Site P-33-015673 was initiated with a review of the surface of the site to locate the resource. At the time of survey, ground visibility was good but hindered at times by non-native weeds and grasses. The resource was relocated and all observed trash was modern, associated with the 1970s and 1980s. As such, no further investigations were conducted at the site, as it is not eligible for listing on the CRHR or NRHP.



Based on the preceding, the Beaumont Pointe Specific Plan Project will result in direct impacts to recorded cultural resources RIV-5060, RIV-5061, P-33-006229, P-33-009027, P-33-015672 and P-33-015673. However, all of which have been evaluated as not significant and ineligible for listing on the CRHR or NRHP. Therefore, for the reasons stated above, there are no significant historical resources located within the Project site, and no impact to historical resources would occur.

***Threshold b: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

Although the Beaumont Pointe Specific Plan Project will result in direct impacts to recorded cultural resources RIV-5060, RIV-5061, P-33-006229, P-33-009027, P-33-015672 and P-33-015673, based on the cultural resources inventory and records search, an intensive pedestrian survey, and Phase II significance testing, it was determined that there are no unique or significant archaeological resources on the Project site and site-specific mitigation measures with respect to these artifacts are not required. Therefore, implementation of the Project would result in less than significant impacts associated with known archaeological resources. However, due to the presence of cultural resources documenting prehistoric and historic use of this property, and the poor ground visibility during the survey, there is a potential to impact buried prehistoric archaeological resources during ground disturbance activities (i.e., grading and excavation activities), which would result in a potentially significant impact.

***Threshold c: Would the Project disturb any human remains, including those interred outside of formal cemeteries?***

The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Field surveys conducted on the Project site did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the site. Nevertheless, the remote potential exists that human remains may be unearthed during ground disturbance activities associated with Project construction.

If human remains are unearthed during Project ground disturbance activities, the contractor would be required by law to comply with California Health and Safety Code Section 7050.5 “Disturbance of Human Remains.” According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to



the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Project would be less than significant.

#### 4.5.7 CUMULATIVE IMPACT ANALYSIS

The potential for implementation of the Project to contribute to cumulative impacts to historical resources was analyzed in conjunction with other projects located in areas that were once similarly influenced by the historical agricultural industry of the City of Beaumont and the region. There are no historically significant resources on the Project site. Therefore, implementation of the Project has no potential to contribute towards a significant cumulative impact to historical sites and/or resources.

As discussed, under Threshold b, there are no significant archaeological resources located on the Project site. Impacts to previously undiscovered subsurface archeological resources are typically site specific from ground disturbing activities and generally do not combine to result in cumulative impacts, unless resources are identified immediately adjacent to the Project site. The nearest development to the Project is Hidden Canyon Industrial Park to the east, which has been graded and is currently under development. Further site-specific archeological resource investigations would be required for other projects before the City would permit ground disturbances or demolition or substantial alteration of existing structures. Such investigations would include some degree of surface-level surveying and identify resources on the affected project sites that are or appear to be eligible for listing on the national or state registers for historic resources. Such investigations would also recommend mitigation measures to protect and preserve cultural resources. Therefore, cumulative impacts to archaeological resources would be less than significant.

Mandatory compliance with the provisions of California Health and Safety Code Section 7050.5 as well as Public Resources Code Section 5097 *et seq.* (see Regulatory Requirement 5-1), would assure that all future development projects within the region treat human remains that may be uncovered during development activities in accordance with prescribed, respectful, and appropriate practices, thereby avoiding significant cumulative impacts.

#### 4.5.8 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: No Impact. No historic resources, as defined by CEQA Guidelines Section 15064.5, are present on the Project site; therefore, no historic resources could be altered or destroyed by construction or operation of the Project.

Threshold b: Potentially Significant Impact. No known prehistoric archeological resources are present on the Project site. Nonetheless, the potential exists for Project-related ground-disturbing activities to



result in a direct impact to significant subsurface prehistoric archaeological resources should such resources be discovered during Project-related ground-disturbing activities.

Threshold c: Less Than Significant Impact. In the unlikely event that human remains are discovered during Project ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 *et seq.* Mandatory compliance with State law would ensure that human remains, if encountered, are appropriately treated, and would preclude the potential for significant impacts to human remains.

#### 4.5.9 MITIGATION

The following mitigation measure addresses the potential for Project construction to impact significant prehistoric archaeological resources that may be present beneath the Project site and that may be discovered during ground-disturbing activities.

MM 4.5-1 Prior to issuance of a grading permit, the Project Applicant shall provide written verification in the form of a letter from the archaeologist to the City's Community Development Director stating that a certified archaeologist that meets the U.S. Secretary of Interior Standards has been retained to implement the monitoring program. The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the consulting Native American Tribe(s) Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event. The certified archaeologist and consulting tribe(s) representative shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.

MM 4.5-2 Prior to any ground-disturbing activities the project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. This Plan should be written in consultation with the consulting Tribe[s] and shall include the following: approved mitigation measures, conditions of approval, contact information for all pertinent parties, parties' responsibilities, procedures for each mitigation measure and condition of approval, and an overview of the project schedule. The monitoring program shall include the following requirements for each phase of ground disturbance:



- a) During all ground-disturbing activities the qualified archaeologist and the Native American monitor shall be on-site full-time. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.
- b) In the event that previously unidentified cultural resources are discovered, the qualified archaeologist and Native American monitor shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored ground disturbance activities can proceed. If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an environmentally sensitive area physical demarcation/barrier constructed. The archaeologist shall contact the City and consulting tribe(s) at the time of discovery. The archaeologist, in consultation with the City, the consulting tribe(s), and Native American monitor, shall determine the significance of the discovered resources.
- c) A recommendation for the treatment and disposition of the tribal cultural resource shall be made by the qualified archaeologist in consultation with the tribe(s) and the Native American monitor and be submitted to the City for review and approval. Treatment and disposition may include full avoidance; preservation in place; reburial in a permanent conservation easement or deed restriction away from future impact areas; or excavation and curation in a facility that meets Federal Curation Standards (CFR 79.1).
- d) The City must concur with the evaluation before ground disturbance activities will be allowed to resume in the affected area. For significant cultural resources meeting the definition of a historical resource per CEQA Section 15064.5(a) or a unique archaeological resource per CEQA Section 21083.2(g), a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the City before being carried out using professional archaeological methods.
- e) Before ground disturbance activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis.



- f) All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.
- g) A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the City's Community Development Director for approval and subsequently submitted to the Eastern Information Center, and consulting tribe(s), prior to the issuance of a certificate of occupancy for the first building in each phase of ground disturbance.

#### 4.5.10 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold b: Less Than Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.5-1 would ensure the proper identification and subsequent treatment of any significant archaeological resources that may be encountered during ground-disturbing activities associated with implementation of the Project. With implementation of the required mitigation, the Project's potential impacts to important archaeological resources would be reduced to less than significant.



## 4.6 ENERGY

The analysis in this section is primarily based on a technical report prepared by Urban Crossroads titled *Energy Impact Analysis*, dated February 1, 2022, and included as *Technical Appendix E* to this EIR (Urban Crossroads, 2022c). Refer to Section 7.0, *References*, for a complete list of reference sources.

### 4.6.1 EXISTING CONDITIONS

#### A. Electricity Consumption

Under existing conditions, the Project site is vacant and undeveloped; therefore, there is currently no electricity consumed within the Project site. The Project site is located within the service area of Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2018 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

According to the United States (U.S.) Energy Information Administration, California used approximately 250,175 gigawatt hours of electricity in 2020. By sector in 2020, residential uses utilized 39.4% of the state's electricity, 25.8% for industrial uses, and 0.2% for transportation. Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. According to the County of Riverside Climate Action Plan, in 2017 the County consumed 2.9 billion kWh of electricity. The electricity demand was roughly 50% commercial industrial and 50% residential.

#### B. Natural Gas Consumption

As mentioned above, the Project site is vacant and undeveloped; therefore, there is currently no natural gas consumed within the Project site. The Project site is located within the service area of the Southern California Gas Company (SoCalGas), which is regulated by the California Public Utilities Commission (CPUC). The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

According to the CEC, California used approximately 20,769 million therms of natural gas in 2020. In 2020 (the most recent year for which data is available), by sector, industrial uses utilized 34% of the state's natural gas, followed by 30% from electric power, 23% from residential, 12% from commercial, and 1% from transportation uses. While the supply of natural gas in the United States and production



in the lower 48 states has increased greatly since 2008, California produces little, and imports 90% of its supply of natural gas.

California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PG&E provide service to about 5.9 million and 4.3 million customers, respectively, while SDG&E provides service to over 800, 000 customers. In 2018, California gas utilities forecasted that they would deliver about 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions. The natural gas consumption by sector within SCG's service area is provided in Table 4.6-1, *Natural Gas Consumption in SCG Service Area in 2018*. As shown, SCG consumed approximately 5.2 billion therms in 2018, of which approximately 2.1 billion therms were consumed by the residential sector and 913 million therms were consumed by the commercial building sector.

**Table 4.6-1 Natural Gas Consumption in SCG Service Area in 2018**

<b>Agricultural &amp; Water Pump</b>	<b>Commercial Building</b>	<b>Commercial Other</b>	<b>Industry</b>	<b>Mining &amp; Construction</b>	<b>Residential</b>	<b>Total Usage</b>
78	913	75	1,714	229	2,147	5,156

Notes:

<sup>a</sup> Source: (Urban Crossroads, 2022c, Table 2-2)

<sup>b</sup> all numbers in millions of therms and rounded to the nearest whole number

According to the County of Riverside Climate Action Plan, the County also consumed a total of 89,469,089 therms of natural gas in 2017. Approximately 55% of natural gas demand was from the commercial/industrial sector and 45% was from the residential sector.

**C. Transportation Energy/Fuel Consumption**

Currently, the Project site does not generate the need for transportation energy (fuel consumption). In February 2021, the Department of Motor Vehicles (DMV) identified 35.8 million registered vehicles in California, and those vehicles consume an estimated 17.5 billion gallons of fuel each year.

California's on-road transportation system includes 394,383 land miles, more than 25.5 million passenger vehicles and light trucks, and almost 8.7 million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008, it is still by far the dominant fuel. Petroleum comprises about 88% of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. In 2019, about 314,922 trillion gallons (or about 862 billion barrels) of finished petroleum products were consumed in the U.S., an average of about 337 million gallons per day (or about 76 million barrels per day). In 2019, California consumed approximately 14,065 million gallons in motor gasoline (38.5 million per day) and approximately 3,766 million gallons of diesel fuel (10.3 million per day).



#### 4.6.2 NOTICE OF PREPARATION/SCOPING COMMENTS

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made on the NOP or during the EIR Scoping Meeting that pertain to energy.

#### 4.6.3 REGULATORY FRAMEWORK

##### A. Federal

###### 1. *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy resources. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

###### 2. *The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)*

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of wise transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety. Specifically, under TEA-21, the advanced vehicle program was begun to develop clean, fuel-efficient trucks and other heavy vehicles and the clean fuels program was stated to buy or lease buses using low-polluting fuels.

##### B. State

###### 1. *Integrated Energy Policy Report (Senate Bill 1389)*

Senate Bill (SB) 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301a). The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.



The 2020 IEPR was adopted March 23, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2020 IEPR identifies actions the state and others can take to ensure a clean, affordable, and reliable energy system.

**2. *California Energy Plan***

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

**3. *California Code Title 24, Part 6, Energy Efficiency Standards***

California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions. The newest 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The 2019 Title are applicable to building permit applications submitted on or after January 1, 2020. The 2019 Title 24 standards require solar PV systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. The CEC anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code.

**4. *AB 1493 Pavley Regulations and Fuel Efficiency Standards***

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

**5. *California's Renewable Portfolio Standard (RPS)***

The State Renewable Portfolio Standard (RPS) was initially established by SB 1078 in 2002. SB 1078 required electricity providers to increase procurement of electricity from renewable energy sources by at least 1% per year with the goal of reaching 20% renewables by 2017. SB 107 accelerated the 20% RPS requirement from 2017 to 2010. Subsequently, SB 2 (1X) increased the RPS requirements to 33% renewables by 2020 with compliance period targets of 20% by 2013 and 25% by 2016. SB 350 further increases the RPS requirement to 50% by 2030, with interim targets of 40% by 2024 and 45% by 2027.



In addition, the bill requires that 65% of RPS procurement must be derived from long-term contracts (10 years or more) starting in 2021. The most recent change is from SB 100, which increases RPS requirements to 60% by 2030, with new interim targets of 44% by 2024 and 52% by 2027 as well. The bill further requires that all of the state's electricity come from carbon-free resources (not only RPS-eligible ones) by 2045.

According to the CPUC, all electricity retail sellers either met or exceeded the interim target and are on track to achieve their compliance requirements. California's three large IOUs collectively served 36% of their 2017 retail electricity sales with renewable power. The Small and Multi-Jurisdictional Utilities (SMJUs) and ESPs served roughly 27% of retail sales with renewables and CCAs collectively served 50% of retail sales with renewable power.

**6. *Clean Energy and Pollution Reduction Act of 2015 (SB 350)***

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.

Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

**C. Regional and Local**

**1. *SCAG'S 2020-2045 RTP/SCS (Connect SoCAL)***

SCAG's RTP/SCS is Southern California's regional transportation plan to achieve the vehicle emissions reductions identified under SB 375. The 2020-2045 RTP/SCS retains the same purpose as the previous RTP/SCS plans in focusing and providing an integrated approach for accommodating population growth, household and employment growth, and transportation needs in the SCAG region by year 2045, including goals to improve the jobs – housing balance and reduce commuting distances. Similar to the previous RTP/SCS plans, the projected regional development pattern under the 2020-2045 RTP/SCS would reduce per capita vehicle miles traveled and thus fuel use which has the effect of reducing vehicular-travel-related GHG emissions and achieve the GHG reduction per capita targets



for the SCAG region. VMT associated with heavy duty trucks involved in goods movement is outside the purview of the 2020-2045 RTP/SCS, which primarily focuses on VMT associated with passenger vehicles. Under the 2020-2045 RTP/SCS, the focus remains on improving freight mobility in the region and transitioning to near-zero and zero-emissions technology.

## *2. County of Riverside Climate Action Plan*

The County of Riverside CAP (December 8, 2015) was developed to comply with CEQA Guidelines Sections 15064.4 and 15064.7 to address cumulative GHG emissions in the County, and produce reduction targets that reduce cumulative GHG impacts to less than significant. It includes reduction measures that achieve the reduction targets, and a plan to implement the reduction measures. For new development, a series of mitigation measures were generated and placed into screening tables which assigned points, specific design and construction measures, and operations strategies to be incorporated into development projects to reduce GHG emissions. A number of GHG reduction strategies in the CAP also serve to reduce or make energy use more efficient.

In 2016, Petitioners the Sierra Club, Center for Biological Diversity, and San Bernardino Audubon Society challenged particular aspects of the 2015 CAP including commitments to on-site renewable energy such as solar, electric vehicles (EV), energy efficient traffic signals, and future updates of the CAP. In 2017, the County and the Petitioners entered into a Settlement Agreement with commitments to, among other things, on-site renewable energy production offsetting at least 20% of project energy needs, EV chargers, and periodic updates that enhance the CAP goals. In accordance with the Settlement Agreement, the County amended the 2015 CAP in July 2018 to include provisions for on-site renewable energy in the reduction measures and updated CAP Appendix F screening tables.

The County of Riverside CAP Update, November 2019 (CAP Update) establishes updated GHG emission reduction programs and regulations to implement the SB 32 reduction goals for 2030 and includes evaluation of consistency with 2050 GHG reduction targets. The CAP's Screening Table measures go beyond the State measures to reduce GHG emissions to meet the 2030 and 2050 reduction targets, thus correlating with and supporting evolving State GHG emissions reduction goals, more efficient use of energy, and strategies beyond 2030.

Additionally, as part of the CAP, prior to issuance of each building permit, the Project Applicant shall provide documentation demonstrating implementation of CAP measure R2-CE1, which includes on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new buildings totaling more than 100,000 gross square feet (sf) of commercial, office, industrial, or manufacturing development. Renewable energy production shall be on-site generation of at least 20% of energy demand for commercial, office, industrial or manufacturing development, meet or exceed 20% of energy demand for multi-family residential development, and meet or exceed 30% of energy demand for single-family residential development.



**3. County Of Riverside General Plan**

The Air Quality Element of the County of Riverside General Plan includes the policies that result in co-benefits related to energy conservation and efficiency. The following policies from the Air Quality Element may be applicable to the Project:

AQ 5.1 Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

AQ 5.4 Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

AQ 20.10 Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.

AQ 20.11 Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.

AQ 20.18 Encourage the installation of solar panels and other energy efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).

AQ 20.20 Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at County landfills.

**4. City of Beaumont General Plan**

The General Plan identifies goals related to energy materials in the Conservation and Open Space Element. The following goals and policies from the Conservation and Open Space Element applicable to the Project include:

*Goal 8.1: A City with green buildings and developments that promote energy efficiency.*

Policy 8.1.5: Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:

- Maximizing interior daylighting.
- Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
- Planting shade trees on south- and west-facing sides of new buildings to reduce energy load.
- Installing water efficient vegetative cover and planting, substantial tree canopy coverage.



Policy 8.1.7: Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

*Goal 8.2: A City which encourages energy from renewable sources.*

Policy 8.2.1: Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

#### 4.6.4 METHODOLOGY

The information in this section contains an evaluation of the Project's potential impacts on energy consumption. As stated, the majority of the analysis presented herein is based on information obtained from the "Beaumont Pointe Energy Analysis," dated October 20, 2021, that is included as *Technical Appendix E* to this EIR. The analysis presented herein, details the energy demand associated with Project-related construction equipment, transportation energy demands, and facility energy demands and efficient use of energy as required by CEQA Guidelines Appendix F. Additionally, the 2017 version of the EMISSIONS FACTOR (EMFAC) used by the California Air Resources Board (CARB) to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and to project changes in future emissions from on-road mobile sources used was utilized to calculate emission rates, fuel consumption, and vehicle miles traveled (VMT) for each vehicle class from the annual EMFAC2017 emission inventory traveling to and from the Project site during the Project's construction and operational activities. This energy study utilizes the different fuel types for each vehicle class from the annual EMFAC2017 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2022 through 2027 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. This analysis is conservative because it is anticipated that with increasing requirements for electrification of vehicles, trucks and equipment over the next 15-20 years, fuel use for Project operations will decrease.

The discussion and analysis provided below is based on the data included in the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 output, which is included in Appendices 3.1 through 3.18 of the Project's *Air Quality Analysis (Technical Appendix B1 to this EIR)*.

#### 4.6.5 BASIS FOR DETERMINING SIGNIFICANCE

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G and Appendix F of the CEQA Guidelines. According to Section I of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to energy resources if the Project or any Project-related component would (OPR, 2018):

- a. *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;*



- b. *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

#### 4.6.6 PROJECT DESIGN FEATURES

The Project includes the following Project Design Features (PDFs) that serve to reduce the Project's impacts. The PDFs will be included in the Project's Mitigation Monitoring and Reporting Program to ensure implementation.

- PDF 8-1** Office space within the warehouses shall be insulated with a minimum R-13 value in the walls and R-30 in the attic, all windows will have a minimum 0.57 U-factor and 0.32 SHGC or greater.
- PDF 8-2** All roofs within the Project shall be rated at 0.15 aged solar reflectance and 0.75 thermal emittance or greater.
- PDF 8-3** Occupant sensing lighting that dims to at least 50% when unoccupied shall be within the interior areas of warehouses. All interior lighting shall be LED lighting with 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, and 60 lumens/watt for all fixtures exceeding 40 watts.
- PDF 8-4** Office space heating within warehouses must utilize heat pumps with ducting insulation of R-4.2 or greater.
- PDF 8-5** Tenant lease agreements for the Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than 5 minutes while on site in compliance with the City of Beaumont Idling Ordinance.

#### 4.6.7 IMPACT ANALYSIS

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

##### **A. Construction**

##### **1. *Electricity Consumption***

Construction is anticipated to commence in November 2021 and will last through May 2026. The Project would allow for the development of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses. As shown in Table 4.6-2, *Construction Energy Usage*, the total electricity usage from on-site Project construction related activities is estimated to be approximately 5,846,660 kWh. By comparison, approximately 829,347 GWh of electricity would be consumed in California over the course of the Project's construction phase based on the California daily electricity consumption estimate of approximately 685.4 GWh per day. For disclosure, the Project's petroleum consumption



during the construction phase would be 0.002% of the state’s consumption over the course of the Project’s construction phase. Therefore, because electricity use during construction would be temporary and relatively minimal in comparison to overall usage, it would not be wasteful or inefficient. Therefore, energy impacts from construction would be less than significant.

**Table 4.6-2 Construction Energy Usage**

Phase	Area	Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
Phase 1	Industrial Building 1	Industrial	\$0.11	556,496
		Parking Lot	\$0.11	127,978
		Other Non-Asphalt Surfaces	\$0.11	68,009
		Other Asphalt Surfaces	\$0.11	432,731
<b>PHASE 1 CONSTRUCTION ELECTRICITY USAGE</b>				<b>1,185,215</b>
Phase 2	Industrial Buildings 2 & 3	Industrial	\$0.11	1,068,325
		Parking Lot	\$0.11	227,361
		Other Non-Asphalt Surfaces	\$0.11	198,193
		Other Asphalt Surfaces	\$0.11	830,729
<b>PHASE 2 CONSTRUCTION ELECTRICITY USAGE</b>				<b>2,324,608</b>
Phase 3	Industrial Buildings 4 & 5	Industrial	\$0.11	1,032,067
		Parking Lot	\$0.11	211,865
		Other Non-Asphalt Surfaces	\$0.11	150,638
		Other Asphalt Surfaces	\$0.11	802,535
	Commercial Buildings	Commercial	\$0.11	139,731
<b>PHASE 3 CONSTRUCTION ELECTRICITY USAGE</b>				<b>2,336,837</b>
<b>TOTAL CONSTRUCTION ELECTRICITY USAGE</b>				<b>5,846,660</b>

Source: (Urban Crossroads, 2022c, Table 4-3)

**2. Transportation Energy Consumption**

Project construction would represent a “single-event” fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose. As shown in Table 4.6-3, *Construction Equipment Fuel Consumption Estimates*, Project construction activities would consume an estimated 1,942,071 gallons of diesel fuel during construction. Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower-hour per gallon (hp-hr/gal). For the purposes of this analysis, the calculations are based on all construction equipment being diesel-



powered which is standard practice consistent with industry standards. Diesel fuel would be supplied by existing commercial fuel providers serving the City and region.

It is assumed that that 50% of all vendor trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1<sup>1</sup>), and 25% are from light-duty-trucks (LDT2<sup>2</sup>). With respect to estimated VMT, the construction worker trips would generate an estimated 39,645,724 VMT. As shown in Table 4.6-4 through Table 4.6-6, it is estimated that 560,915, 335,142, and 348,866 gallons of fuel will be consumed related to construction worker trips from LDA, LDT1, LDT2, respectively. Therefore, a total of approximately 1,244,923 gallons of fuel would be consumed in relation to construction worker trips during construction of the Project.

Construction vendor trips would generate an estimated 6,199,760 VMT along area roadways. It is assumed that 50% of all vendor trips are from Medium-Heavy-Duty-Trucks (MHDT), 50% of vendor trips are from Heavy-Heavy-Duty Trucks (HHDT), and 100% of hauling trips are from HHDTs. As shown in Table 4.6-7, *Construction Vendor Fuel Consumption Estimates – MHDT*, and Table 4.6-8, *Construction Vendor Fuel Consumption Estimates – HHDT*, it is estimated that 283,092 and 409,201 gallons of fuel would be consumed in relation to construction vendor trips from MHDTs and HHDTs, respectively. Therefore, a total of approximately 692,293 gallons of fuel would be consumed in relation to construction vendor trips during construction of the Project.

As shown in Table 4.6-4 through Table 4.6-8, the Project is estimated to consume 3,879,287 gallons of petroleum during the construction phase. By comparison, approximately 59 billion gallons of petroleum would be consumed in California over the course of the Project's construction phase based on the California daily petroleum consumption estimate of approximately 48.9 million gallons per day. Also, for comparison, countywide total petroleum use by vehicles is expected to be 580 million gallons per year by 2027. For disclosure, the Project's petroleum consumption during the construction phase would be 0.007% of the state's consumption over the course of the Project's construction phase. The Project would be required to comply with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to 5 minutes, CARB's Truck and Bus Regulation, and federal fuel efficiency requirements, which would minimize fuel consumption. Therefore, because petroleum use during construction would be temporary and relatively minimal in comparison to overall usage, it would not be wasteful or inefficient. Therefore, energy impacts from construction would be less than significant.

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<sup>1</sup> Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

<sup>2</sup> Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.



**Table 4.6-3 Construction Equipment Fuel Consumption Estimates**

Phase	Area	Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Phase 1	Industrial Building 1	Grading	240	Crawler Tractors	212	4	8	0.43	2,917	37,844
				Excavators	158	1	8	0.38	480	6,231
				Graders	187	2	8	0.41	1,227	15,914
				Rubber Tired Dozers	247	2	8	0.40	1,581	20,508
				Scrapers	367	14	8	0.48	19,730	255,956
		Building Construction	347	Cranes	231	2	8	0.29	1,072	20,104
				Crawler Tractors	212	6	8	0.43	4,376	82,074
				Forklifts	89	6	8	0.20	854	16,026
				Generator Sets	84	2	8	0.74	995	18,655
				Welders	46	2	8	0.45	331	6,212
		Paving	130	Pavers	130	2	8	0.42	874	6,139
				Paving Equipment	132	2	8	0.36	760	5,343
				Rollers	80	2	8	0.38	486	3,418
Architectural Coating	260	Air Compressors	78	1	8	0.48	300	4,209		
<b>PHASE 1 CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)</b>										<b>498,633</b>
Phase 2	Industrial Buildings 2 & 3	Grading	265	Crawler Tractors	212	4	8	0.43	2,917	41,786
				Excavators	158	1	8	0.38	480	6,880
				Graders	187	2	8	0.41	1,227	17,572
				Rubber Tired Dozers	247	2	8	0.40	1,581	22,644
				Scrapers	367	14	8	0.48	19,730	282,618



Phase	Area	Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
		Building Construction	609	Cranes	231	2	8	0.29	1,072	35,284
				Crawler Tractors	212	7	8	0.43	5,105	168,050
				Forklifts	89	7	8	0.20	997	32,814
				Generator Sets	84	2	8	0.74	995	32,740
				Welders	46	2	8	0.45	331	10,903
		Paving	248	Pavers	130	2	8	0.42	874	11,711
				Paving Equipment	132	2	8	0.36	760	10,192
				Rollers	80	2	8	0.38	486	6,520
		Architectural Coating	496	Air Compressors	78	1	8	0.48	300	8,030
		<b>PHASE 2 CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)</b>								
Phase 3	Industrial Buildings 4 & 5	Grading	270	Crawler Tractors	212	4	8	0.43	2,917	42,574
				Excavators	158	1	8	0.38	480	7,010
				Graders	187	2	8	0.41	1,227	17,903
				Rubber Tired Dozers	247	2	8	0.40	1,581	23,071
				Scrapers	367	14	8	0.48	19,730	287,950
		Building Construction	500	Cranes	231	3	8	0.29	1,608	43,453
				Crawler Tractors	212	8	8	0.43	5,834	157,682
				Forklifts	89	8	8	0.20	1,139	30,789
				Generator Sets	84	3	8	0.74	1,492	40,320
				Welders	46	3	8	0.45	497	13,427
		Paving	164	Pavers	130	3	8	0.42	1,310	11,617



Phase	Area	Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
				Paving Equipment	132	3	8	0.36	1,140	10,110
				Rollers	80	3	8	0.38	730	6,468
		Architectural Coating	328	Air Compressors	78	1	8	0.48	300	5,310
	Commercial Buildings	Building Construction	130	Cranes	231	2	8	0.29	1,072	7,532
				Crawler Tractors	212	6	8	0.43	4,376	30,748
				Forklifts	89	6	8	0.20	854	6,004
				Generator Sets	84	2	8	0.74	995	6,989
				Welders	46	2	8	0.45	331	2,327
		Paving	30	Pavers	130	2	8	0.42	874	1,417
				Paving Equipment	132	2	8	0.36	760	1,233
				Rollers	80	2	8	0.38	486	789
		Architectural Coating	60	Air Compressors	78	1	8	0.48	300	971
		<b>PHASE 3 CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)</b>								
<b>TOTAL CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)</b>										<b>1,942,071</b>

Source: (Urban Crossroads, 2022c, Table 4-5)



**Table 4.6-4 Construction Worker Fuel Consumption Estimates – LDA**

Phase	Area	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Phase 1	Industrial Building 1	2022						
		Grading	175	29	14.7	74,603	32.77	2,277
		Building Construction	87	617	14.7	789,081	32.77	24,080
		2023						
		Grading	65	29	14.7	27,710	33.79	820
		Building Construction	260	617	14.7	2,358,174	33.79	69,797
		Paving	130	8	14.7	15,288	33.79	452
		Architectural Coating	260	124	14.7	473,928	33.79	14,027
<b>PHASE 1 CONSTRUCTION WORKER (LDA) FUEL CONSUMPTION</b>								<b>111,453</b>
Phase 2	Industrial Buildings 2 & 3	2023						
		Grading	152	29	14.7	64,798	33.79	1,918
		Building Construction	86	766	14.7	968,377	33.79	28,662
		2024						
		Grading	113	29	14.7	48,172	34.87	1,381
		Building Construction	262	766	14.7	2,950,172	34.87	84,595
		Architectural Coating	235	153	14.7	528,539	34.87	15,156
		2025						
		Building Construction	261	766	14.7	2,938,912	36.06	81,511
		Architectural Coating	261	153	14.7	587,015	36.06	16,281
		Paving	248	8	14.7	29,165	36.06	809
<b>PHASE 2 CONSTRUCTION WORKER (LDA) FUEL CONSUMPTION</b>								<b>230,313</b>
Phase 3		2024						



Phase	Area	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)	
	Industrial Buildings 4 & 5	Grading	152	29	14.7	64,798	34.87	1,858	
		Building Construction	87	869	14.7	1,111,364	34.87	31,868	
		2025							
		Grading	118	29	14.7	50,303	36.06	1,395	
		Building Construction	261	869	14.7	3,334,092	36.06	92,472	
		Paving	12	12	14.7	2,117	36.06	59	
		Architectural Coating	176	174	14.7	450,173	36.06	12,486	
		2026							
		Building Construction	152	869	14.7	1,941,694	37.17	52,242	
		Paving	152	12	14.7	26,813	37.17	721	
	Architectural Coating	152	174	14.7	388,786	37.17	10,460		
	Commercial	2026							
		Building Construction	109	277	14.7	443,837	37.17	11,942	
		Paving	9	8	14.7	1,058	37.17	28	
		Architectural Coating	39	56	14.7	32,105	37.17	864	
		2027							
		Building Construction	21	277	14.7	85,510	38.23	2,237	
		Paving	21	8	14.7	2,470	38.23	65	
	Architectural Coating	21	56	14.7	17,287	38.23	452		
	<b>PHASE 3 CONSTRUCTION WORKER (LDA) FUEL CONSUMPTION</b>								<b>219,149</b>
<b>TOTAL WORKER (LDA) FUEL CONSUMPTION</b>								<b>560,915</b>	

Source: (Urban Crossroads, 2022c, Table 4-7)



**Table 4.6-5 Construction Worker Fuel Consumption Estimates – LDT1**

Phase	Area	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Phase 1	Industrial Building 1	2022						
		Grading	175	15	14.7	38,588	27.55	1,401
		Building Construction	87	309	14.7	395,180	27.55	14,343
		2023						
		Grading	65	15	14.7	14,333	28.38	505
		Building Construction	260	309	14.7	1,180,998	28.38	41,611
		Paving	130	4	14.7	7,644	28.38	269
		Architectural Coating	260	62	14.7	236,964	28.38	8,349
<b>PHASE 1 CONSTRUCTION WORKER (LDT1) FUEL CONSUMPTION</b>								<b>66,478</b>
Phase 2	Industrial Buildings 2 & 3	2023						
		Grading	152	15	14.7	33,516	28.38	1,181
		Building Construction	86	383	14.7	484,189	28.38	17,060
		2024						
		Grading	113	15	14.7	24,917	29.26	852
		Building Construction	262	383	14.7	1,475,086	29.26	50,421
		Architectural Coating	235	77	14.7	265,997	29.26	9,092
		2025						
		Building Construction	261	383	14.7	1,469,456	30.19	48,671
		Architectural Coating	261	77	14.7	295,426	30.19	9,785
	Paving	248	4	14.7	14,582	30.19	483	
<b>PHASE 2 CONSTRUCTION WORKER (LDT1) FUEL CONSUMPTION</b>								<b>137,545</b>
Phase 3		2024						



Phase	Area	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)	
	Industrial Buildings 4 & 5	Grading	152	15	14.7	33,516	29.26	1,146	
		Building Construction	87	435	14.7	556,322	29.26	19,016	
		2025							
		Grading	118	15	14.7	26,019	30.19	862	
		Building Construction	261	435	14.7	1,668,965	30.19	55,279	
		Paving	12	6	14.7	1,058	30.19	35	
		Architectural Coating	176	87	14.7	225,086	30.19	7,455	
		2026							
		Building Construction	152	435	14.7	971,964	31.07	31,282	
		Paving	152	6	14.7	13,406	31.07	431	
	Architectural Coating	152	87	14.7	194,393	31.07	6,256		
	Commercial	2026							
		Building Construction	109	139	14.7	222,720	31.07	7,168	
		Paving	9	4	14.7	529	31.07	17	
		Architectural Coating	39	28	14.7	16,052	31.07	517	
		2027							
		Building Construction	21	139	14.7	42,909	31.90	1,345	
		Paving	21	4	14.7	1,235	31.90	39	
		Architectural Coating	21	28	14.7	8,644	31.90	271	
	<b>PHASE 3 CONSTRUCTION WORKER (LDT1) FUEL CONSUMPTION</b>								<b>131,119</b>
<b>TOTAL WORKER (LDT1) FUEL CONSUMPTION</b>								<b>335,142</b>	

Source: (Urban Crossroads, 2022c, Table 4-8)



**Table 4.6-6 Construction Worker Fuel Consumption Estimates – LDT2**

Phase	Area	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Phase 1	Industrial Building 1	2022						
		Grading	175	15	14.7	38,588	26.03	1,482
		Building Construction	87	309	14.7	395,180	26.03	15,181
		2023						
		Grading	65	15	14.7	14,333	27.02	530
		Building Construction	260	309	14.7	1,180,998	27.02	43,707
		Paving	130	4	14.7	7,644	27.02	283
		Architectural Coating	260	62	14.7	236,964	27.02	8,770
<b>PHASE 1 CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>								<b>69,953</b>
Phase 2	Industrial Buildings 2 & 3	2023						
		Grading	152	15	14.7	33,516	27.02	1,240
		Building Construction	86	383	14.7	484,189	27.02	17,919
		2024						
		Grading	113	15	14.7	24,917	28.05	888
		Building Construction	262	383	14.7	1,475,086	28.05	52,591
		Architectural Coating	235	77	14.7	265,997	28.05	9,483
		2025						
		Building Construction	261	383	14.7	1,469,456	29.13	50,443
		Architectural Coating	261	77	14.7	295,426	29.13	10,141
		Paving	248	4	14.7	14,582	29.13	501
<b>PHASE 2 CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>								<b>143,206</b>
Phase 3		2024						



Phase	Area	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)	
	Industrial Buildings 4 & 5	Grading	152	15	14.7	33,516	28.05	1,195	
		Building Construction	87	435	14.7	556,322	28.05	19,834	
		2025							
		Grading	118	15	14.7	26,019	29.13	893	
		Building Construction	261	435	14.7	1,668,965	29.13	57,292	
		Paving	12	6	14.7	1,058	29.13	36	
		Architectural Coating	176	87	14.7	225,086	29.13	7,727	
		2026							
		Building Construction	152	435	14.7	971,964	30.17	32,217	
		Paving	152	6	14.7	13,406	30.17	444	
	Architectural Coating	152	87	14.7	194,393	30.17	6,443		
	Commercial	2026							
		Building Construction	109	139	14.7	222,720	30.17	7,382	
		Paving	9	4	14.7	529	30.17	18	
		Architectural Coating	39	28	14.7	16,052	30.17	532	
		2027							
		Building Construction	21	139	14.7	42,909	31.16	1,377	
		Paving	21	4	14.7	1,235	31.16	40	
		Architectural Coating	21	28	14.7	8,644	31.16	277	
	<b>PHASE 3 CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>								<b>135,707</b>
<b>TOTAL WORKER (LDT2) FUEL CONSUMPTION</b>								<b>348,866</b>	

Source: (Urban Crossroads, 2022c, Table 4-9)



**Table 4.6-7 Construction Vendor Fuel Consumption Estimates – MHDT**

Phase	Area	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Phase 1	Industrial Building 1	2022						
		Grading	175	15	14.7	38,588	26.03	1,482
		Building Construction	87	309	14.7	395,180	26.03	15,181
		2023						
		Grading	65	15	14.7	14,333	27.02	530
		Building Construction	260	309	14.7	1,180,998	27.02	43,707
		Paving	130	4	14.7	7,644	27.02	283
		Architectural Coating	260	62	14.7	236,964	27.02	8,770
<b>PHASE 1 CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>								<b>69,953</b>
Phase 2	Industrial Buildings 2 & 3	2023						
		Grading	152	15	14.7	33,516	27.02	1,240
		Building Construction	86	383	14.7	484,189	27.02	17,919
		2024						
		Grading	113	15	14.7	24,917	28.05	888
		Building Construction	262	383	14.7	1,475,086	28.05	52,591
		Architectural Coating	235	77	14.7	265,997	28.05	9,483
		2025						
		Building Construction	261	383	14.7	1,469,456	29.13	50,443
		Architectural Coating	261	77	14.7	295,426	29.13	10,141
		Paving	248	4	14.7	14,582	29.13	501
<b>PHASE 2 CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>								<b>143,206</b>
Phase 3		2024						



Phase	Area	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)	
	Industrial Buildings 4 & 5	Grading	152	15	14.7	33,516	28.05	1,195	
		Building Construction	87	435	14.7	556,322	28.05	19,834	
		2025							
		Grading	118	15	14.7	26,019	29.13	893	
		Building Construction	261	435	14.7	1,668,965	29.13	57,292	
		Paving	12	6	14.7	1,058	29.13	36	
		Architectural Coating	176	87	14.7	225,086	29.13	7,727	
		2026							
		Building Construction	152	435	14.7	971,964	30.17	32,217	
		Paving	152	6	14.7	13,406	30.17	444	
	Architectural Coating	152	87	14.7	194,393	30.17	6,443		
	Commercial	2026							
		Building Construction	109	139	14.7	222,720	30.17	7,382	
		Paving	9	4	14.7	529	30.17	18	
		Architectural Coating	39	28	14.7	16,052	30.17	532	
		2027							
		Building Construction	21	139	14.7	42,909	31.16	1,377	
		Paving	21	4	14.7	1,235	31.16	40	
		Architectural Coating	21	28	14.7	8,644	31.16	277	
	<b>PHASE 3 CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>								<b>135,707</b>
<b>TOTAL WORKER (LDT2) FUEL CONSUMPTION</b>								<b>348,866</b>	

Source: (Urban Crossroads, 2022c, Table 4-10)



**Table 4.6-8 Construction Vendor Fuel Consumption Estimates – HHDT**

Phase	Area	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Phase 1	Industrial Building 1	2022						
		Grading	175	15	14.7	38,588	26.03	1,482
		Building Construction	87	309	14.7	395,180	26.03	15,181
		2023						
		Grading	65	15	14.7	14,333	27.02	530
		Building Construction	260	309	14.7	1,180,998	27.02	43,707
		Paving	130	4	14.7	7,644	27.02	283
		Architectural Coating	260	62	14.7	236,964	27.02	8,770
<b>PHASE 1 CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>								<b>69,953</b>
Phase 2	Industrial Buildings 2 & 3	2023						
		Grading	152	15	14.7	33,516	27.02	1,240
		Building Construction	86	383	14.7	484,189	27.02	17,919
		2024						
		Grading	113	15	14.7	24,917	28.05	888
		Building Construction	262	383	14.7	1,475,086	28.05	52,591
		Architectural Coating	235	77	14.7	265,997	28.05	9,483
		2025						
		Building Construction	261	383	14.7	1,469,456	29.13	50,443
		Architectural Coating	261	77	14.7	295,426	29.13	10,141
	Paving	248	4	14.7	14,582	29.13	501	
<b>PHASE 2 CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>								<b>143,206</b>
Phase 3		2024						



Phase	Area	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)	
	Industrial Buildings 4 & 5	Grading	152	15	14.7	33,516	28.05	1,195	
		Building Construction	87	435	14.7	556,322	28.05	19,834	
		2025							
		Grading	118	15	14.7	26,019	29.13	893	
		Building Construction	261	435	14.7	1,668,965	29.13	57,292	
		Paving	12	6	14.7	1,058	29.13	36	
		Architectural Coating	176	87	14.7	225,086	29.13	7,727	
		2026							
		Building Construction	152	435	14.7	971,964	30.17	32,217	
		Paving	152	6	14.7	13,406	30.17	444	
	Architectural Coating	152	87	14.7	194,393	30.17	6,443		
	Commercial	2026							
		Building Construction	109	139	14.7	222,720	30.17	7,382	
		Paving	9	4	14.7	529	30.17	18	
		Architectural Coating	39	28	14.7	16,052	30.17	532	
		2027							
		Building Construction	21	139	14.7	42,909	31.16	1,377	
		Paving	21	4	14.7	1,235	31.16	40	
		Architectural Coating	21	28	14.7	8,644	31.16	277	
	<b>PHASE 3 CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>								<b>135,707</b>
<b>TOTAL WORKER (LDT2) FUEL CONSUMPTION</b>								<b>348,866</b>	

Source: (Urban Crossroads, 2022c, Table 4-11)



### 3. *Energy Efficiency and Conservation Measures*

The equipment used for Project construction would conform to CARB regulations and California emissions standards. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The Project would utilize construction contractors who regularly comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Additionally, certain incidental construction-source energy efficiencies would occur through implementation of California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.” In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Additionally, the Project will comply with CalGreen requirements for construction waste management which require recycling and/or salvaging for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).

### 4. *Construction Summary*

As shown in Table 4.6-2, the total electricity usage during construction is 5,846,660 kWh. Additionally, construction equipment used by the Project would result in single event consumption of approximately 1,942,071 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project’s proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. BACMs inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. Construction



worker trips for full construction of the proposed Project would result in the estimated fuel consumption of 1,244,925 gallons of fuel. Additionally, fuel consumption from construction vendor trips (MHDTs and HHDTs) will total approximately 692,294 gallons. Diesel fuel would be supplied by City and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport, and use of construction materials. The 2020 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. Therefore, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

**B. Operation**

**1. *Facility Energy Demands***

Project building operations would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied to the Project by SCE. As previously stated, the analysis herein assumes compliance with the 2019 Title 24 Standards. As such, the CalEEMod defaults for Title 24 – Electricity and Lighting Energy were reduced by 30% in order to reflect consistency with the 2019 Title 24 standard. Annual natural gas and electricity demands of the Project are summarized in Table 4.6-9, *Project Annual Operational Energy Demand Summary*. As shown, the Project operations will result in the total annual demand of 53,857,582 kBTU of natural gas and 25,747,206 kWh of electricity. By comparison, approximately 23 billion BTU of natural gas is consumed in California annually based on the California daily petroleum consumption estimate of approximately 64.1 billion BTU per day. For disclosure, the Project’s natural gas consumption would be 0.0002% of the State’s consumption in 2020. By comparison, approximately 3,717,674 GWh of electricity is consumed in California annually based on the California daily electricity consumption estimate of approximately 10,185 GWh per day. For disclosure, the Project’s electricity consumption would be 0.0007% of the state’s consumption in 2020.



**Table 4.6-9 Project Annual Operational Energy Demand Summary**

Phase	Area	Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Phase 1	Industrial Building 1	Industrial	7,744,170	6,951,720
		Other Asphalt Surfaces	0	0
		Other Non-Asphalt Surfaces	0	0
		Parking Lot	0	111,011
<b>Phase 1 Total Demand</b>			<b>7,744,170</b>	<b>7,062,731</b>
Phase 2	Industrial Buildings 2 & 3	Industrial	30,182,000	19,152,000
		Other Asphalt Surfaces	0	0
		Other Non-Asphalt Surfaces	0	0
		Parking Lot	0	375,586
<b>Phase 2 Total Demand</b>			<b>30,182,000</b>	<b>19,527,586</b>
Phase 3	Industrial Buildings 4 & 5	Industrial	30,185,000	19,163,000
		Other Asphalt Surfaces	0	0
		Other Non-Asphalt Surfaces	0	0
		Parking Lot	0	375,586
	Commercial Buildings	Commercial	23,672,582	6,208,620
		Other Asphalt Surfaces	0	0
<b>Phase 3 Total Demand</b>			<b>53,857,582</b>	<b>25,747,206</b>

Source: (Urban Crossroads, 2022c, Table 4-13 and Table 14)

**2. Transportation Energy Demands**

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. As summarized in Table 4.6-10, *Project Generated Traffic Annual Fuel Consumption (All Vehicles)*, the Project will result in 85,752,932 annual VMT and an estimated annual fuel consumption of 5,318,792 gallons of fuel. By comparison, approximately 17.9 billion gallons of petroleum would be consumed in California on an annual basis based on the California daily petroleum consumption estimate of approximately 48.9 million gallons per day. Also, for comparison, countywide total petroleum use by vehicles is expected to be 580 million gallons per year during the same year as Project Buildout 2027. For disclosure, the Project’s petroleum consumption during the operational phase would be 0.004% of the state’s annual consumption. The Project would be required to comply with CARB’s Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to 5 minutes, CARB’s Truck and Bus Regulation, and federal fuel efficiency requirements, which would minimize fuel consumption to the extent feasible. Therefore, because petroleum use during operation would be relatively minimal in comparison to overall usage, it would not be wasteful or inefficient. Energy impacts from operation would be less than significant.



**Table 4.6-10 Project Generated Traffic Annual Fuel Consumption (All Vehicles)**

Phase	Area	Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
Phase 1	Industrial Building 1	LDA	5,543,105	33.79	164,065
		LDT1	580,294	28.38	20,446
		LDT2	1,788,999	27.02	66,208
		MDV	1,461,802	21.45	68,135
		LHDT1	983,158	14.58	67,435
		LHDT2	269,988	15.26	17,697
		MHDT	934,232	10.74	86,997
		HHDT	6,909,272	7.44	929,211
		OBUS	0	6.63	0
		UBUS	0	4.97	0
		MCY	249,247	37.90	6,577
		SBUS	0	8.06	0
		MH	0	6.17	0
Phase 1	Industrial Building 1	TRUs			191
<b>PHASE 1 TOTAL (ALL VEHICLES)</b>			<b>18,720,098</b>		<b>1,426,962</b>
Phase 2	Industrial Buildings 2 & 3	LDA	23,259,738	36.06	645,112
		LDT1	2,430,899	30.19	80,516
		LDT2	7,480,921	29.13	256,802
		MDV	5,858,987	23.06	254,067
		LHDT1	4,331,113	15.03	288,260
		LHDT2	1,213,867	15.68	77,427
		MHDT	3,943,068	11.07	356,296
		HHDT	22,856,576	7.66	2,984,051
		OBUS	0	6.94	0
		UBUS	0	5.02	0
		MCY	1,017,213	37.84	26,885
		SBUS	0	8.23	0
		MH	0	6.37	0
		TRUs			191
<b>PHASE 2 TOTAL (ALL VEHICLES)</b>			<b>72,392,382</b>		<b>4,969,609</b>



Phase	Area	Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
Phase 3	Industrial Buildings 4 & 5	LDA	23,233,083	38.23	607,730
		LDT1	2,424,667	31.90	75,997
		LDT2	7,464,796	31.16	239,592
		MDV	5,636,358	24.73	227,959
		LHDT1	4,396,621	15.52	283,244
		LHDT2	1,246,839	16.17	77,115
		MHDT	3,991,451	11.41	349,893
		HHDT	22,973,665	7.94	2,892,335
		OBUS	0	7.25	0
		UBUS	0	5.10	0
		MCY	989,741	37.79	26,189
		SBUS	0	8.41	0
		MH	0	6.59	0
		TRUs			191
Phase 3	Commercial Buildings	LDA	7,300,006	32.59	223,993
		LDT1	762,511	27.49	27,733
		LDT2	2,345,977	25.46	92,148
		MDV	1,771,543	20.63	85,863
		LHDT1	323,707	13.59	23,815
		LHDT2	91,828	13.78	6,664
		MHDT	156,127	9.09	17,176
		HHDT	247,151	6.37	38,794
		OBUS	8,145	6.50	1,253
		UBUS	3,925	3.83	1,025
		MCY	310,405	37.16	8,354
		SBUS	14,588	8.00	1,823
		MH	59,798	6.15	9,718
<b>PHASE 3 TOTAL (ALL VEHICLES)</b>			<b>85,752,932</b>		<b>5,318,792</b>

Source: (Urban Crossroads, 2022c, Table 4-12)

### 3. Energy Efficiency and Conservation Measures

Energy efficiency and conservation measures of the Project would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies; and enhanced



building energy efficiencies mandated under the California Building Code (e.g., Title 24, Energy Code and California Green Building Standards Code), and use of on-site alternative energy sources such as solar or wind to generate at least 20% of electricity for Project operation. In addition, a number of CAP checklist points that the Project will implement further increase energy efficiency in Project operations. These include enhanced wall and windows insulation, cool roof, efficient lighting, water efficient landscaping and irrigation, on-site graywater irrigation system, car/vanpool program, and EV charging stations for cars and trucks (see *Technical Appendix G*, GHG Report, Table 4-1 CAP Checklist).

Project annual fuel consumption estimates conservatively represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system. Additionally, the Project would comply with CARB's regulation for truck idling, which would prohibit trucks from idling for no more than five minutes. Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT will result in further decrease in the amount of petroleum consumed as a result of vehicle and truck trips to and from the Project site. Furthermore, in accordance with Mitigation Measure 4.3-8, all on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled; and all on-site indoor forklifts shall be powered by electricity. Additionally, the Project's location proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands.

Mobile sources from the Project would result in approximately 5.3 million gallons of gasoline per year beginning in 2027. By comparison, California as a whole consumes approximately 17.9 billion gallons of petroleum per year. Countywide total petroleum use by vehicles is expected to be 580 million gallons per year by 2027 so that Project gasoline use would be 0.9% of fuel used in Riverside County in 2027.

Over the lifetime of the Project, the fuel efficiency of the vehicles being used by the employees is expected to increase as is the number of electric cars in use. As such, the amount of petroleum consumed by vehicular trips to and from the Project site during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emissions vehicles in California. Additionally, in response to SB 375, CARB adopted the goal of reducing per-capita GHG emissions from 2005 levels by 8% by 2020, and 19% by 2030 for light-duty passenger vehicles in the planning area for the Southern California Association of Governments. The Southern California Association of Governments' RTP/SCS quantified an 8% reduction of petroleum use by 2020 and an 19% reduction by 2035. As such, operation of the Project is expected to use decreasing amounts of petroleum over time due to advances in fuel economy.



In summary, although the Project would increase petroleum use during operation as a result of employees and customers traveling to and from the Project site and Project-related distribution of goods, the use would be a small fraction of the statewide use and due to efficiency increases, would diminish over time. Given these considerations, petroleum consumption associated with the Project would not be considered inefficient or wasteful and would result in a less-than-significant impact.

To further reduce energy use associated with Project operations to the extent feasible, the Project would incorporate the following features into the new facility thus also complying with the requirements of Appendix F of the *State CEQA Guidelines* (OPR, 2018) to achieve the goal of energy conservation by decreasing reliance on fossil fuels such as coal, natural gas and oil; and increasing reliance on renewable energy sources. Approximately 20% of the power needs of each building within the Project site shall be provided by Solar Photovoltaic panels or wind, installed on buildings or in collective arrangements total energy consumption. Additionally, the Project shall implement the County of Riverside's 2019 Climate Action Plan (CAP) Screening Table Measures shown in Table 3-2. The City of Beaumont recognizes that the technological and methodological specifications in the criteria could become obsolete in the future due to advancement over time. In that event, the Project may implement new technologies and methodologies if they achieve at least as much environmental protection and do not result in new or greater significant environmental impacts than the technologies or methodologies specified in the Table 3-2.

#### **4. Operations Summary**

The total estimated annual fuel consumption from Project generated VMT would result in a fuel demand 5,318,792 gallons of fuel. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017); and CalEEMod. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Furthermore, location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would include sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

With respect to Project building operation, the Project facility operational energy demands are estimated at: 53,857,582 kBTU/yr of natural gas; and 25,747,206 kWh/yr of electricity. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving



designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration. Last, the Project will comply with the applicable Title 24 standards, such as installing on-site renewable energy. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. Implementation of the Project would increase the demand for electricity and natural gas at the Project site and petroleum consumption in the region during operation. However, the electrical and natural gas consumption demands of the Project during operation would conform to the state's Title 24 and to CALGreen standards, which implement conservation measures and are made further efficient by application of CAP points to the Project. Further, the proposed Project would not directly require the construction of new energy generation or supply facilities and providers of electricity and natural gas are in compliance with regulatory requirements that assist in conservation, including requirements that electrical providers achieve state-mandated renewable energy production requirements.

Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Therefore, impacts would be less than significant.

***Threshold b: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

The analysis below presents the Project's consistency with federal, State, and local plans for renewable energy and energy efficiency.

**A. Federal Energy Regulations**

**1. *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)***

Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because Southern California Association of Governments (SCAG) is not planning for intermodal facilities on or through the Project site.

**2. *The Transportation Equity Act for the 21st Century (TEA-21)***

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce VMT, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.



**B. State Policies and Regulations**

**1. *Integrated Energy Policy Report***

Electricity would be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway (CPEP) white paper builds on existing State programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2020 IEPR. Additionally, the Project will comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the Project would support, and not conflict with, the goals presented in the 2020 IEPR.

**2. *State of California Energy Plan***

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and acts to reduce VMT by developing industrial uses. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

**3. *California Code Title 24, Part 6, Energy Efficiency Standards***

The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The Project will comply with the 2019 Title 24 Standards; therefore, the CalEEMod defaults for Title 24 – Electricity and Lighting Energy were reduced by 30% in order to reflect consistency with the 2019 Title 24 standard. In addition to energy efficiency measures for electricity and lighting, Title 24 also contains efficiency measures for water heating, air conditioning, windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs. CEC anticipates that nonresidential buildings will use approximately 30% less energy compared to the prior code. The Project would be consistent with, and not conflict with Title 24.

**4. *AB 1493 Pavley Regulations and Fuel Efficiency Standards***

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.

**5. *California's Renewable Portfolio Standard (RPS)***

California's RPS is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.



6. *Clean Energy and Pollution Reduction Act of 2015 (SB 350)*

The Project would use energy from SCE, which has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption (see Table 3-2 of this EIR). Measures include but are not limited to: enhanced insulation, modest cool roofs, improved efficiency HVAC, water heaters, and lights, and Energy Star appliances.

7. *SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*

SCAG's 2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), developed with input from local governments, including the City of Beaumont, establishes GHG emissions goals for automobiles and light-duty trucks for 2035, 2045 and implements an overall VMT reduction target for the region consistent with the statewide VMT-reduction targets under SB 375 which results in decreasing fuel consumption. Under SB 375, the VMT reduction targets must be incorporated within that region's RTP/SCS. Certain transportation planning and programming activities would then need to be consistent with the RTP/SCS; however, SB 375 expressly provides that the RTP/SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP/SCS.

The 2020-2045 RTP/SCS is a long-range visioning plan to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people. Future investments seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. By furthering the goal of reducing VMT, the RTP/SCS has the effect of reducing energy consumption. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements through VMT reductions in the region. The RTP/SCS also promotes preservation of open space areas, improvements to public health and roadway safety, the vital goods movement industry, and more efficient uses of resources.

The Project involves the development of a contemporary industrial park that abuts a developing industrial area along a regional transportation network (SR-60, I-15 and I-215). The Project would generate approximately 5,456 permanent jobs. By providing job opportunities in a housing-rich area and industrial uses in close proximity to the regional transportation network. The Project supports the strong planning processes emphasized under the RTP/SCS and helps reduce commuting distance to jobs, thus helping reduce fuel use. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of the RTP/SCS. Refer also to Table 4.11-2, *SCAG Connect SoCal Applicability Analysis*, in Section 4.11, *Land Use and Planning*, of this EIR.



**8. County of Riverside Climate Action Plan**

To comply with the CAP, the Project would implement various measures associated with waste and wastewater reductions as well as reduced energy use, increased energy efficiency and water demand reductions. As discussed in Section 4.8, *Greenhouse Gas Emissions*, the Project’s design features will achieve a minimum of 201 Screening Table Points and would be consistent with the CAP’s requirement to achieve at least 100 points. Therefore, the Project is consistent with the CAP.

**9. County of Riverside General Plan**

The Riverside County has many General Plan policies that help reduce energy consumptions, reduce wastewater generation, and increase recycling. Policies to indirectly contribute to energy consumption reductions include air quality policies for improving air quality by emphasizing energy efficiency, alternate forms of energy, water efficiency, recycling, and alternative transportation options for communities. Table 4.6-11, *County of Riverside General Plan Applicability Analysis*, provides an analysis of the Project’s applicability with County of Riverside General Plan policies related to energy directly and indirectly. As shown in Table 4.6-11, the Project would not result in any inconsistency with the applicable General Plan goals and policies. The Project would not interfere with the County’s goal to reduce GHG emissions. Accordingly, the Project would have a less than significant impact.

**Table 4.6-11 County of Riverside General Plan Applicability Analysis**

General Plan Policy	Applicability
AQ 5.2: Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.	<b>Not Applicable</b>
AQ 5.3: Update, when necessary, the County’s Policy Manual for Energy Conservation to reflect revisions to the County Energy Conservation Program.	<b>Not Applicable</b>
AQ 5.4: Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	<b>No Conflict.</b> The Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and energy efficient heating/cooling equipment. Additionally, the Project would include a project design feature, which indicates 20% of the Project’s energy consumption would be from solar. Further, the Project would implement streetscape landscaping with a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers.
AQ 20.10: Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into	<b>No Conflict.</b> The Project would provide alternate energy source for 20% of the total project demand.



General Plan Policy	Applicability
consideration solar orientation and shading, as well as passive solar design.	
AQ 20.11: Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.	<b>No Conflict.</b> The Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and energy efficient heating/cooling equipment.
AQ 20.12: Support programs to assist in the energy-efficient retrofitting of older affordable housing units to improve their energy efficiency, particularly residential units built prior to 1978 when CCR Title 24 energy efficiency requirements went into effect.	<b>Not Applicable</b>
AQ 20.18: Encourage the installation of solar panels and other energy efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).	<b>No Conflict.</b> The Project would provide alternate energy source for 20% of the total project demand.
AQ 20.19: Facilitate development and siting of renewable energy facilities and transmission lines in appropriate locations.	<b>Not Applicable</b>
AQ 20.20: Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at County landfills.	<b>No Conflict.</b> The Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include recycling efforts and requirements, including providing separated trash and recycling bins for each building and developing recycling programs to achieve an 80% reduction in waste.

Source: (Urban Crossroads, 2022c, Table 5-2)

**10. City of Beaumont General Plan**

The General Plan identifies goals related to energy materials in the Conservation and Open Space Element. These goals and policies and a discussion of the Project’s consistency are discussed in Table 4.6-12, *City of Beaumont General Plan Applicability Analysis*. As shown, the Project would be consistent with, and not conflict with, the City’s General Plan goals and policies related to energy efficiency.



**Table 4.6-12 City of Beaumont General Plan Applicability Analysis**

General Plan Policy	Consistency
<b>Conservation and Open Space (Chapter 8)</b>	
<i>Goal 8.1: A City with green buildings and developments that promote energy efficiency.</i>	
<p>Policy 8.1.5: Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:</p> <ul style="list-style-type: none"> <li>• Maximizing interior daylighting.</li> <li>• Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.</li> <li>• Planting shade trees on south- and west-facing sides of new buildings to reduce energy load.</li> <li>• Installing water efficient vegetative cover and planting, substantial tree canopy coverage.</li> </ul>	<p><b>No Conflict.</b> As discussed in Section 3.0, <i>Project Description</i>, and 4.85, <i>Greenhouse Gas Emissions</i>, of this EIR, the Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and water efficient landscaping. Therefore, the Project would not conflict with General Plan Policy 8.1.5.</p>
<p>Policy 8.1.7: Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.</p>	<p><b>No Conflict.</b> The Project will implement with CAP points and project design features that meet or exceed Title 24 standards. Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code). The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration. Therefore, the Project would not conflict General Plan Policy 8.1.7.</p>
<i>Goal 8.2: A City which encourages energy from renewable sources.</i>	



General Plan Policy	Consistency
Policy 8.2.1: Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.	<b>No Conflict.</b> Approximately 20% of the power needs of each building within the Beaumont Pointe Specific Plan shall be provided by Solar Photovoltaic panels or wind, installed on buildings or in collective arrangements. Therefore, the Project would not conflict with General Plan Policy 8.2.1.

**11. Summary**

As demonstrated above, the Project would not conflict with any federal, State or local plans for renewable energy and energy efficiency. The Project would be consistent with the County’s Climate Action Plan strategies and with the City’s General Plan policies as well as all state energy efficiency requirements. Furthermore, the Project would minimize construction and operational energy use through energy reduction strategies pursuant to project design features which include measures from the County’s CAP. Therefore, impacts would be less than significant.

**4.6.8 CUMULATIVE IMPACT ANALYSIS**

Cumulative impacts result if the Project, along with cumulative projects, taken together could result in wasteful, inefficient, or unnecessary use of energy. Future projects would be subject to CEQA and would require an energy analysis, consistency with existing plans and policies for renewable energy and energy efficiency, and implementation of control measures and mitigation if necessary to avoid wasteful, inefficient, or unnecessary consumption of energy resources. The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of the SCE and SoCalGas, respectively, described above in Section 4.6.1.

Buildout of the Project, related projects, and additional forecasted growth in SCE’s service area would cumulatively increase the demand for electricity supplies and infrastructure capacity. As with the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features and comply with applicable regulations including CALGreen and state energy standards under Title 24, which would contribute in minimizing wasteful energy consumption. As such, the Project’s contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.

Buildout of the Project, related projects, and additional forecasted growth in SoCalGas’ service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. Based on the 2018 California Gas Report, the CEC estimates natural gas consumption within SoCalGas’ planning area will be approximately 2,519 million cf per day in 2022 (CEC, 2018). Based on the Project’s estimated natural gas consumption of 53,857,582 kBtu/yr the Project would account for approximately 2.1% of SoCalGas’ anticipated annual consumption. Although Project development



would result in the use of natural gas resources, the use of such resources would be on a relatively small scale, reduced by measures rendering the Project more energy-efficient, and consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, future development projects would be expected to incorporate energy conservation features and comply with applicable regulations including CALGreen and state energy standards under Title 24. As such, the Project's contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of natural gas would not be cumulatively considerable and, thus, would be less than significant.

Buildout of the Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the state and region. As described above, the Project would consume 1,942,071 gallons of diesel fuel during construction. The Project's operation would result in an estimated fuel consumption 5,318,792 gallons of fuel per year. For comparison, the CEC Transportation Energy Demand Forecast estimates that between 12.3 billion to 12.7 billion gallons of gasoline and 3.7 billion to 4.7 billion gallons of diesel will be consumed in the year 2030. As with the Project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions. Therefore, the Project's contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of transportation fuel would not be cumulatively considerable and, thus, would be less than significant.

#### 4.6.9 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The amount of energy and fuel consumed by construction and operation of the Project would not be inefficient, wasteful, or unnecessary. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems. Accordingly, the Project's impacts associated with energy consumption would be less than significant.

Threshold b: Less than Significant Impact. The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

#### 4.6.10 MITIGATION

Impacts would be less than significant and mitigation is not required.

#### 4.6.11 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts are less than significant.



## 4.7 GEOLOGY AND SOILS

This section identifies and evaluates the Project’s potential to result in impacts relating to geology and soils. Information presented in this section is primarily based on the following technical reports, which are included in their entirety in *Technical Appendices F1, I2, I1, and F2*, respectively, of this EIR:

- Kling Consulting Group, Inc (KCG). 2021. *Revised Preliminary Geotechnical Feasibility Investigation, Beaumont Pointe Specific Plan, 539.9 Acre Industrial/Commercial Development, Jack Rabbit Trail, Beaumont Area, Riverside County, California*. July 23, 2021. This technical report is referred to herein as “Geotechnical Report.”
- Proactive Engineering Consultants West, Inc. (PECW) 2022a. Preliminary Hydrology and Hydraulic Study for Beaumont Pointe Specific Plan, City of Beaumont, County of Riverside, California. January 22, 2022.
- Proactive Engineering Consultants West, Inc. (PECW). 2022b. *Project Specific Water Quality Management Plan for Beaumont Pointe*. April 11, 2022.
- Brian F. Smith Associates (BFSA). 2021. *Paleontological Resource Impact Monitoring Program for the Beaumont Pointe Specific Plan Project*. March 10, 2021. This technical report is referred to herein as “PRIMP.”

Additional references used for this section are listed in Section 7.0, *References*.

### 4.7.1 EXISTING CONDITIONS

#### A. Regional Geology

The Project site is located within the Peninsular Ranges geomorphic province of southern California. This area lies along the southern boundary of the San Timoteo River Valley and is located within the western San Jacinto Mountains. This area is commonly known as the San Timoteo Badlands.

The site lies within the San Jacinto Fault block, which is comprised of weathered and eroded pre-Cenozoic metamorphic and granitic basement rocks, as well as Plio-Pleistocene aged sedimentary bedrock of the San Timoteo Formation. The San Jacinto Block is bordered by the Banning Fault on the north, and by the San Jacinto Fault on the south. Both the San Jacinto Fault and the Banning Fault are considered to belong to the seismically active San Andreas Fault System. The site is comprised primarily of relatively soft to locally hard San Timoteo Formation bedrock, as well as younger alluvium and older alluvium. The sediments composing the San Timoteo Formation were derived from eroded pre-Cenozoic units. The younger alluvium and older alluvium were derived from the pre-Cenozoic basement rocks as well as the San Timoteo Formation.

The site is situated along the northeasterly edge of an accumulation of sedimentary deposits that form an extensive hillside area known as “The Badlands.” The subject site is characterized by rugged steep ridges and hillsides with narrow canyons that are generally situated on the southwest portion of the site and relatively gentle ridges and broad canyons/valleys on the northwest portion of the site. A roughly



northwest trending drainage divide directs drainage to the north into San Timoteo Canyon and south through the badlands into San Jacinto Valley. Elevations range from approximately 2,230 feet above mean sea level (msl) in the northwest portion of the site to approximately 2,510 feet above msl in the southeast. Bedrock exposures at the surface are relatively limited with most exposures visible along existing dirt road cuts.

**B. Soil**

Four (4) types of geological units (surficial soils and bedrock unit) were encountered on the Project site during the Geotechnical Report performed by KCG: undocumented artificial fill; topsoil/slopewash/colluvium, and alluvium; and San Timoteo Formation bedrock. The characteristics of the soil conditions encountered on the Project site are summarized below.

**1. *Undocumented Artificial Fill***

Undocumented artificial fill is locally present within the Project site and is typically associated with past site improvements such as development of the Jack Rabbit Trail through the drainage area near the southeastern portion of the Project site and a former borrow area along the east side of a ridge in the southeastern portion of the Project site. Artificial fill materials would also be anticipated to be present in any of the existing utility easements on the Project site. These fill materials appear to be typically derived from on-site soils and are estimated to be between one (1) and ten (10) feet thick. In general, these fills are not considered suitable for support of additional fill placement or structures (KCG, 2021).

**2. *Topsoil/Slopewash/Colluvium***

Colluvium, topsoil, and slopewash materials are considered interchangeable designations for the purposes of this analysis and are typically referred to herein as “colluvium.” These materials were observed locally mantling natural slopes untouched by prior mining or grading activities as well as (rarely) observed beneath undocumented fill materials. Topsoil and colluvial materials are a result of weathering processes of the underlying bedrock materials. These materials were typically observed to be less than approximately 3 feet thick but do vary in thickness locally up to approximately 8 feet. These materials were generally observed to consist of sandy clay and silty sand and were damp to moist. These materials also ranged from very loose, to loose and soft, to stiff and contained plant roots, root hairs, and were porous (KCG, 2021).

**3. *Alluvium***

Holocene alluvial fan deposits were observed in the canyon and drainage areas. Holocene aged younger alluvium was encountered overlying Pleistocene aged older alluvium (alluvial fan) deposits within the Project site. The alluvium generally consists of silty sand with minor interbeds of sandy silt, clayey sand or sandy clay and traces of fine to coarse gravel. The younger alluvial deposits are locally porous, generally dry to moist, and loose to medium dense in the upper 7.5 feet to 30 feet and slightly porous; further below the alluvium conditions change to dry to wet, and medium dense to dense. Older alluvium was encountered underlying the Younger alluvium at depths of approximately 15 to 50 feet and



generally consisted of dense to very dense silty sand, silty sands with gravel, very stiff to hard sandy and clayey silt and sandy clays which were damp to moist. Younger alluvium appears to be 50 feet thick to greater than 51.5 feet thick in the northcentral and northwest drainage/canyon area of the Project site (KCG, 2021).

**4. *Bedrock Unit/San Timoteo Formation***

Pliocene aged San Timoteo Formation bedrock was observed predominantly in the hillside areas and presumed to underlie the alluvial deposits at depth. Within the Project site, the San Timoteo Formation is composed of laminated and cross-bedded, to massively bedded arkosic and lithic sandstones, as well as some conglomerates, claystones and siltstones. The San Timoteo Formation is typically dry to damp. The San Timoteo Formation ranged from dense to very dense and stiff to hard. The upper, approximately 5 feet of the San Timoteo Formation bedrock was moderately to heavily weathered.

**C. Groundwater**

Groundwater was encountered during within the low-lying drainage areas in the northern-northwest portion of the Project site. In these locations, groundwater was encountered between approximately 40 feet below the ground surface (bgs) and 48 feet bgs. It should be noted that variations in groundwater may result from fluctuations in the ground surface topography, subsurface stratification, rainfall, irrigation, and other factors that may not be evident at the time of the subsurface exploration for the Project (KCG, 2021).

**D. Seismic Hazards**

The Project site is located in an area of southern California that is subject to strong ground motions due to seismic events (i.e., earthquakes). The geologic structure of southern California is dominated mainly by northwest-trending faults associated with the San Andreas system. An active fault is defined by the California Geological Survey as a fault that has experienced surface displacement within the Holocene Epoch (roughly the last 11,000 years). No evidence of active faulting was observed on-site during site exploration. The nearest active fault to the Project site is the San Jacinto-San Jacinto Valley Fault, located approximately 3 miles to the southwest of the Project site. Table 4.7-1, *Major Significant Faults in the Project Site Vicinity*, summarizes 12 of the known active and potentially active faults, which have the greatest potential to impact the Project site (KCG, 2021).



**Table 4.7-1 Major Significant Faults in the Project Site Vicinity**

<b>Fault Name</b>	<b>Approximate Distance from the Project site (miles)</b>	<b>Maximum Event (Moment Magnitude), Mw*</b>
San Jacinto – San Jacinto Valley	3.4	7.9
S. San Andreas – San Bernardino	9.3	8.1
Pinto Mountain	20.3	7.3
Elsinore – Glenn Ivy	25.1	6.9
Elsinore – W + Glenn Ivy	25.1	7.3
Cleghorn	25.4	6.8
Elsinore – Glenn Ivy+Temecula+J+CM	25.6	7.4
Elsinore – Temecula + Julian	26.2	7.5
Cucamonga	28.1	6.7
North Frontal (West)	29.0	7.2
Helendale – S. Lockhardt	29.7	7.4
Chino – Alt 2	30.8	6.8

\* Mw is a measure of an earthquake's magnitude ("size" or strength) based on its seismic moment.

Source: (KCG, 2021, as cited in USGS, 2008)

Based on a review of historical earthquakes which have occurred within a 62-miles radius from the Project site since 1800, the earthquake with the most significant impact occurred in 1923, approximately 12 miles northwest of the site. The earthquake was located on the San Jacinto Fault and had an estimated magnitude of 6.8 Mw (KCG, 2021).

Secondary hazards associated with earthquakes include surface rupture, ground failure, unstable soils and slopes. Each of these hazards is briefly described below.

**2. Fault Rupture**

Fault rupture can occur along pre-existing, known active fault traces; however, fault rupture also can splay from known active faults or rupture along unidentified fault traces. There are no active or potentially active faults occurring on the Project site and no known faults are mapped trending through or toward the site. Additionally, the Project site is not located within an Alquist-Priolo Earthquake Fault Hazard Zone. Therefore, the potential for fault rupture on the Project site is considered to be very low (KCG, 2021).

**3. Liquefaction and Lateral Spreading**

Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions, which causes the soil to behave as a viscous liquid. Liquefaction is generally limited to the upper 50 feet of subsurface soils. Research and historical data indicate that loose granular soils of Holocene to late Pleistocene age below a near-surface groundwater table are most susceptible to liquefaction, while the stability of most clayey material is not adversely affected by vibratory motion. Based on mapping conducted by the California Geologic Survey/California Department of Conservation, the Project site is not located within a designated liquefaction hazard zone (CGS, 2019a). Additionally, the Riverside County General Plan – Safety Element – and the Riverside County Mapping and Spatial Data Portal identify the Project site as located



within an area of “very low” to “low” and “moderate” susceptibility to liquefaction (Riverside County, 2019b).

Portions of the Project site appear to be susceptible to relatively minor amounts of liquefaction settlement. The magnitudes of seismic-induced liquefaction settlement appear to be relatively minor and somewhat localized, occurring generally below depths of 40 feet where groundwater was encountered in the northern and northeastern portion of the Project site (KCG, 2021).

Due to the lack of a shallow static groundwater level and the materials encountered underlying the Project site are overall relatively dense and stiff nature, the materials are not considered to be susceptible to significant amounts of liquefaction induced seismic settlement. Furthermore, the potential for lateral spreading is also low, since the site is not susceptible to significant amounts of liquefaction induced settlement. (KCG, 2021).

#### 4. *Settlement*

The estimated settlement due to earthquake-induced dry settlement ranges from approximately 0.6 inches to 4.6 inches. Differential settlements are estimated to range from approximately a little over 0.25-inches to 3.0 inches over a distance of 50 feet. The majority of the seismic induced dry settlement occurs in the upper 10 to 30 feet within the younger alluvial materials. The older alluvial materials underlying the younger alluvium at the site are overall relatively dense and the dry settlement potential is considered relatively minor to negligible (KCG, 2021).

#### 5. *Unstable Soils and Slopes*

The Project site is not mapped within a State of California designated Hazard Zone for Slope Instability. The Riverside County General Plan – Safety Element – indicates that portions of the Project site may have “low” to “moderate” susceptibility for seismic induced slope instability (KCG, 2021).

#### 6. *Tsunamis and Seiches*

The site is not located near any ocean or landlocked bodies of water; therefore, tsunamis or seiches are not considered to be a potential hazard to the Project site.

### **E. Slope and Instability Hazards**

#### 1. *Soil Erosion*

Erosion is the process by which the upper layers of the surface (such as soils) are worn and removed by the movement of water or wind. Soils with characteristics such as low permeability and/or low cohesive strength are more susceptible to erosion than those soils having higher permeability and cohesive strength. Additionally, the slope gradient on which a given soil is located also contributes to the soil’s resistance to erosive forces. Because water is able to flow faster down steeper gradients, the steeper the slope on which a given soil is located, the more readily it will erode.

Bedrock units include the San Timoteo Formation and the surficial units include undocumented artificial fill, colluvium, and alluvium (Qal). Bedrock encountered during this investigation was



moderately hard to hard and is considered to be slightly to moderately erodible. In general, surficial soils encountered are typically granular and appear to be readily erodible as evidenced by their soft to loose state and localized erosion gullies (KCG, 2021).

2. *Settlement Potential*

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affect the soil foundation. The undocumented artificial fill soils, colluvium, and loose younger alluvial soils present on the Project site have settlement potential (KCG, 2021).

3. *Shrinkage*

Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume). On-site alluvium soils are susceptible to shrinkage (KCG, 2021).

4. *Expansion*

Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture content. The on-site geologic formations are comprised of mostly sandstone, which generates soils that are generally sandy and therefore low in expansion potential. However, siltstone/clay layers subject to excavation would produce clayey soils, which would be expansive. (KCG, 2021).

5. *Landslide Potential*

As mentioned above, in Subsection 4.7.1D.5, the Project site is not mapped within a State of California designated Hazard Zone for Slope Instability. The Riverside County General Plan – Safety Element – indicates that portions of the Project site may have “low” to “moderate” susceptibility for seismic induced slope instability, or landslide potential (KCG, 2021).

**F. Paleontological Setting**

1. *Regional Setting*

The Project site is underlain by middle Pliocene to lower Pleistocene (about 3 million to approximately 1.7 million years old) fossiliferous middle member of the San Timoteo Formation, with Holocene (modern) young alluvial fan deposits lining drainage valleys. Minor surficial units include upper Pleistocene to mostly Holocene (50,000 years old to modern) young landslide deposits, and a few small patches of middle Pleistocene (about 0.6 million years old) very old alluvial fan deposits (BSFA, 2021). In the vicinity of the Project, the San Timoteo Formation consists of sheeted conglomerates, sandy mudstones, and poorly indurated sandstones. Many conglomerate beds grade upward into finer alluvial layers, which, in turn, grade into reddish paleosols. The middle member of the San Timoteo Formation conformably overlies the sandstone unit of the lower member, which in turn conformably overlies the upper Miocene Mount Eden Formation, consisting of fluvio-lacustrine mudstones and sandstones (BSFA, 2021).



Regionally, the Project site is located within the San Timoteo Badlands, a rugged area underlain by approximately 2,000 meters of nonmarine sedimentary rocks spanning a period of deposition from approximately seven or eight million to about 0.5 million years ago, and includes the San Timoteo Formation. The San Timoteo Badlands occupy an area bracketed by the northwest-southeast trending San Andreas and San Jacinto fault zones. Within this area, cessation of major depositional systems occurred about 700,000 years ago, coinciding with initiation of the erosion of landforms as a result of regional tectonics (BSFA, 2021).

Areas mapped as the San Timoteo Formation, as well as Quaternary young landslide deposits (which are composed of the San Timoteo Formation), are indicated as having a High Potential/Sensitivity to yield nonrenewable paleontological resources (BSFA, 2021).

## 2. *Project Site Conditions*

No paleontological resources have been discovered on the Project site; however, the site is identified as having a High Potential/Sensitivity to yield nonrenewable paleontological resources. Past research has identified 13 fossil localities along the length of Jack Rabbit Trail, two of which (“Paleomag. site 195” and “Paleomag. site 202A”) lie just outside the southern Project boundary, while a third is located west of the Property boundary, about one-third of a mile (“Paleomag. site 187”). The other localities along Jack Rabbit Trail are located further southwest beyond one mile, as well as two more located northwest of the Project between one and two miles distant.

Specimens of several rodent species were recovered from the San Timoteo Formation, including extinct species of porcupine, gopher, kangaroo rat, cotton rat, pack rat, vole, and deer mouse. Other mammalian taxa include rabbit, shrew, and horse (*Plesippus idahoensis*) fossils. Additional mammalian fossils at the northern locality located about two miles northwest of the northern area of the project include coyote, tapir, and a different species of horse (*Equus*). Finally, a mammoth tooth was recovered at the surface about five miles northwest of the Project (BSFA, 2021).

A field survey was conducted on June 6, 2019. Outside of the Project site, along Jack Rabbit Trail, fossil localities, “Paleomag. site 195” and “Paleomag. site 202A,” were approximately located and investigated. No fossils were observed.

### 4.7.2 NOTICE OF PREPARATION/SCOPING COMMENTS

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made on the NOP or during the EIR Scoping Meeting that pertain to geology and soils.



### 4.7.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations governing issues related to geology and soils.

#### A. Federal

##### 1. *Clean Water Act*

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters (EPA, 2017a).

#### B. State

##### 1. *Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)*

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards (California Legislative Information, 1994).

The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ["Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.] The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than State law requires (California Legislative Information, 1994).

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a



structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet) (California Legislative Information, 1994).

### *2. Seismic Hazards Mapping Act*

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, Section 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. (CGS, 2019b)

Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally in order to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake-induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes (CGS, 2019b).

The SHMA requires site-specific geotechnical investigations be conducted within the ZORIs to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy (CGS, 2019b).

### *3. Natural Hazards Disclosure Act*

The Natural Hazards Disclosure Act, effective June 1, 1998 (as amended June 9, 1998), requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone (California Legislative Information, 2019).

The law requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Single-family frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires (California Legislative Information, 2019).

Before a development permit can be issued, cities and counties must require a site-specific investigation to determine whether a significant hazard exists at the site and, if so, recommend measures to reduce the risk to an acceptable level. The investigation must be performed by State-licensed engineering geologists and/or civil engineers (California Legislative Information, 2019).

### *4. California Building Standards Code (Title 24)*

California Code of Regulations (CCR) Title 24 is reserved for state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known



as building standards (reference California Health and Safety Code Section 18909). California Health and Safety Code Section 18902 gives CCR Title 24 the name California Building Standards Code (CBSC) (CBSC, 2019).

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code Sections 18908 and 18938) throughout the State of California. Cities and counties are required by state law to enforce CCR Title 24 (reference Health and Safety Code Sections 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (Reference Health and Safety Code Sections 17958.7 and 18941.5) (CBSC, 2019).

#### 5. *Porter-Cologne Water Control Act*

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code Section 13000 *et seq.*), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation (SWRCB, 2014).

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management (SWRCB, 2014),

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to



carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions (SWRCB, 2014).

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program, and requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. (SWRCB, 2014) The Project site is located in the Santa Ana River Watershed, which is within the purview of the Santa Ana RWQCB. The Santa Ana's RWQCB's *Santa Ana River Basin Water Quality Control Plan* is the governing water quality plan for the region.

**6. *Public Resources Code Section 5097.5***

The California Public Resources Code (PRC) Section 5097.5 states:

- No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site[s], including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.
- As used in this section, “public lands” means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

**C. Local**

**1. *County of Riverside General Plan***

The County of Riverside General Plan identifies goals and policies related to the protection from natural hazards such as earthquakes, fire, flooding, slope failure, and other hazardous conditions in the Safety Element. The Safety Element serves the following functions:

- Develops a framework by which safety considerations are introduced into the land use planning process;
- Facilitates the identification and mitigation of hazards for new development, and thus strengthens existing codes, project review, and permitting processes;
- Presents policies directed at identifying and reducing hazards in existing development;
- Strengthens earthquake, flood, inundation, and wildland fire preparedness planning and post-disaster reconstruction policies.



2. *City of Beaumont General Plan*

The General Plan identifies goals related to geology and soils in the Safety Element. These goals and polices and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*.

3. *City of Beaumont Local Hazard Mitigation Plan*

The City of Beaumont's Local Hazard Mitigation Plan (LHMP) is a plan that the City reviews, monitors, and updates to reflect changing conditions and new information regarding hazards faced by the City of Beaumont. The most current version is dated June 2012 (City of Beaumont, 2012). The LHMP addresses hazards associated with wildfire, flooding, earthquakes, extreme weather, insect infestation, hazardous materials incidents, blackout, transportation incidents, pipeline incidents, toxic pollution, nuclear incidents, civil unrest, and terrorism within the City of Beaumont and its sphere of influence (SOI). The LHMP identifies vulnerabilities, provides recommendations for prioritized mitigation actions, evaluates resources and identifies mitigation shortcomings, provides future mitigation planning and maintenance of the existing LHMP. The LHMP mitigation measures include: a vulnerability assessment of City facilities, incorporation of LHMP policies and goals into the City of Beaumont General Plan, dissemination of information pertaining to the City's Emergency Response Procedures, and public awareness training (City of Beaumont, 2012).

4. *City of Beaumont Municipal Code 17.11.040*

The City of Beaumont Municipal Code Section 17.11.040 states the requirements applicable to the preparation of a site for development. Site grading requirements shall conform to the Uniform Building Code, Chapter 70, as may be amended by City Ordinance. This section also provides requirements for grading plans, incorporation the preliminary soils report recommendations, compaction report, and inspections.

5. *City of Beaumont Building Code*

The City of Beaumont Building Code is based on the CBSC and is supplemented with local amendments. The Building Code regulates the construction, alteration, repair, moving, demolition, conversion, occupancy, use, and maintenance of all buildings and structures in the City of Beaumont. The Building Code is included in the City of Beaumont Municipal Code Chapter 15.04.

6. *SCAQMD Rule 403 (Fugitive Dust)*

SCAQMD Rule 403 (Fugitive Dust) requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. The purpose of this Rule is to minimize the amount of particulate matter in the ambient air as a result of anthropogenic fugitive dust sources (SCAQMD, 2019).



#### 4.7.4 BASIS FOR DETERMINING SIGNIFICANCE

The Project would result in a significant impact related to geology and soils if the Project or any Project-related component would:

- a. *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:*
  - i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42;*
  - ii. *Strong seismic ground shaking;*
  - iii. *Seismic-related ground failure, including liquefaction; or*
  - iv. *Landslides.*
- b. *Result in substantial soil erosion or the loss of topsoil;*
- c. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;*
- d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;*
- e. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; or*
- f. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. The above-listed thresholds address the typical, adverse effects related to geology and soils that could result from implementation of the Project.

#### 4.7.5 REGULATORY REQUIREMENTS

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to further ensure the implementation of the mandated RRs.

- RR 7-1** The Project shall comply with CBSC (Chapter 18) (adopted by the City of Beaumont as Municipal Code Section 15.04.010) and Municipal Code Section 17.11.040, which requires development projects to evaluate and identify site-specific geologic and



seismic conditions. The report must provide site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and design criteria, and selection of appropriate structural systems.

**RR 7-2** Prior to grading plan approval and the first issuance of a grading permit for the Beaumont Pointe Specific Plan development, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of stormwater associated with construction activities.

**RR 7-3** Prior to grading plan approval and the first issuance of a grading permit by the City for the Beaumont Pointe Specific Plan development, the Project proponent shall submit to the City of Beaumont a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following:
  - Perimeter protection to prevent sediment discharges through silt fences, fiber rolls, gravel bag berms, sand bag barriers, and compost socks.
  - Sediment capture and drainage control through sediment traps, storm drain inlet protection, and sediment basins.
  - Velocity reduction through check dams, sediment basins, and outlet protection/velocity dissipation devices.
  - Reduction in off-site sediment tracking through stabilized construction entrance/exit, construction road stabilization, and entrance/exit tire wash.
  - Slope interruption at permit-prescribed intervals (fiber rolls, gravel bag berms, sand bag berms, compost socks, biofilter bags).
- The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary, as required by the SWPPP.
- No materials of any kind shall be placed in drainage ways.
- Materials that could contribute nonvisible pollutants to stormwater must be contained, elevated, and placed in temporary storage containment areas.



- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounding by silt fences.
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.
- The SWPPP will be kept on-site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Beaumont can make a determination that other BMPs will provide equivalent or superior treatment either on or off-site.

**RR 7-4**

Prior to grading plan approval and issuance of a grading permit by the City of Beaumont for the Beaumont Pointe Specific Plan development, the Project proponent shall receive approval from the City of Beaumont for Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on-site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table G.1 of the Preliminary WQMP (*Technical Appendix I2*). Treatment-control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and utilized if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Beaumont can make a determination that other BMPs provide equivalent or superior treatment either on or off-site.



4.7.6 IMPACT ANALYSIS

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

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
- ii. Strong seismic ground shaking?*
- iii. Seismic-related ground failure, including liquefaction?*
- iv. Landslides?*

**A. Rupture of Known Earthquake Fault**

There are no known active or potentially active faults on or trending toward the Project site, the Project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone, and County Fault Hazard Zones are located within the subject site or adjacent properties (KCG, 2021). Because there are no known faults located on or trending towards the Project site, there is no potential for the Project to directly or indirectly expose people or structures to substantial adverse effects related to ground rupture. No impact would occur.

**B. Strong Seismic Ground Shaking**

Similar to all properties throughout southern California, the Project site is located in a seismically active area and is expected to experience moderate to severe ground shaking during the lifetime of the Project. The Project's buildings will be required by Title 15 of the City's Municipal Code to be constructed in accordance with the CBSC and the City of Beaumont Building Code. The CBSC and City of Beaumont Building Code provide building standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. The CBSC and City of Beaumont Building Code building standards have been specifically tailored for California earthquake conditions. In addition, the CBSC (Chapter 18) (adopted by the City of Beaumont as Municipal Code Sections 15.04.010 and 17.11.040) requires development projects to evaluate and identify site-specific geologic and seismic conditions. The report must provide site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems.

As stated, a Geotechnical Report was prepared for the Project site, which is included as *Technical Appendix F1* of this EIR. The Geotechnical Report complies with the requirements of Chapter 18 of the CBSC and Titles 15 and 17 of the City of Beaumont Municipal Code. In conformance with the CBSC, the City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in the Geotechnical Report (see Section 5 of *Technical Appendix F1*, of this EIR), including any updates thereto, as required in Regulatory Requirement RR



7-1. Recommendations are based on the site seismic parameters to ensure that structures are designed for earthquake induced strong ground motions in accordance with CBSC (see Section 2.5 of *Technical Appendix F1*). The Geotechnical Report includes requirements for: supplemental subsurface exploration, general earthwork and grading, fill placement and compaction, remedial grading, manufactured slopes, surface drainage, subdrainage, oversized rock materials, deep fill areas/settlement monitoring, preliminary foundation recommendations, retaining walls, sulfate potential, corrosion potential, preliminary pavement design, and temporary excavations. Mandatory compliance with the recommendations contained within the Project's Geotechnical Report (as required by the CBSC and Beaumont Municipal Code and Building Code) would ensure that the impact remains less than significant. Additionally, grading plan review is required to verify that the geotechnical requirements are updated specific to the detailed rough grading plans (see Section 5.16 of *Technical Appendix F1*). Furthermore, as detailed in Section 5.17 of *Technical Appendix F1*, geotechnical observation and testing shall be conducted during the following stages of grading:

- Upon the completion of clearing and grubbing;
- During all phases of grading, including benching, backcut and key excavation, cut slope excavation, remedial removals of surficial soils, backdrain/subdrain/filter material installation and engineered fill placement;
- During Settlement Monument placement;
- During roadway subgrade preparation and compaction of roadway aggregate base;
- When any unusual conditions are encountered during grading

Future development accommodated by the Specific Plan would be required to have site-specific geotechnical investigation reports prepared by the Project applicant's/developer's geotechnical consultant, in accordance with the CBC and Beaumont Municipal Code Section 17.1.040. The geotechnical investigations would determine seismic design parameters for the site and the proposed building type per CBC requirements. With mandatory compliance with these standard and site-specific design and construction measures, implementation of the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Impacts would be less than significant.

**C. Seismic-Related Ground Failure**

According to available mapping data, the Project site is not located within a State of California Seismic Hazard Zone (California Geologic Survey (CGS)/California Department of Conservation) indicating a susceptibility for liquefaction potential (CGS, 2019a). However, the City of Beaumont General Plan Safety Element and the RCIT identify the Project site as located within an area of "moderate" susceptibility to liquefaction (RCIT, 2021; City of Beaumont, 2020a). Therefore, the Project site appears to be susceptible to relatively minor amounts of liquefaction settlement. The magnitudes of seismic-induced liquefaction settlement are relatively minor and somewhat localized, occurring



generally below depths of 40 feet where groundwater was encountered in the northern and northeastern portion of the Project site (KCG, 2021).

The Geotechnical Report prepared for the Project calculated the total earthquake-induced liquefaction settlement potential using the LiquefyPro software. The evaluation was based on the site class and adjusted peak ground acceleration of 0.705g, as shown in Section 2.5 of the Geotechnical Report, *Technical Appendix F1*, of this EIR (KCG, 2021). The analysis indicates that the estimated settlement due to earthquake-induced liquefaction is approximately 0.00 inches to approximately one (1) inch. Differential settlements are estimated to be negligible to approximately a little over 0.5 inches over a distance of 50 feet. Due to the lack of a shallow static groundwater level and the materials encountered, the materials are not susceptible to significant seismic induced ground failure. With the proposed fill depths and loads imposed from the fill, liquefaction is considered to be negligible (KCG, 2021).

Lateral spreading is primarily associated with liquefaction hazards. Implementation of the Project would result in a less than significant impact associated with liquefaction; thus, the potential for lateral spreading is low (KCG, 2021). Accordingly, impacts associated with lateral spreading would be less than significant.

Furthermore, the Project would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the requirements of the CBSC and City of Beaumont Municipal Code and Building Code. As stated previously, the City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in Section 5 of *Technical Appendix F1* of this EIR, which will further reduce the risk of seismic-related ground failure due (see Regulatory Requirement RR-1). Mandatory compliance with the recommendations contained within the Project's Geotechnical Report (as required by the CBSC and Beaumont Municipal Code and Building Code) would ensure that the impact remains less than significant. As such, implementation of the Project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Impacts would be less than significant.

#### **D. Landslides**

The Project site is not identified within a State of California designated Hazard Zone for Slope Instability (CGS, 2019a). Information available in the Riverside County Safety Element indicates that portions of the site may have "low" to "moderate" susceptibility for seismic induced slope instability (Riverside County, 2019b).

Approximate 2:1 (horizontal to vertical) cut and fill slopes of variable height are proposed throughout the site. The Geotechnical Report (*Technical Appendix F1* of this EIR) provided an analysis of deep-seated slope stability on selected geologic cross-sections (including both cut and fill slopes) considered representative of the various proposed conceptual slope configurations. The full results of the analysis are presented in the Geotechnical Report, Section 3.2 and Appendix E. Based on the analysis, proposed



2:1 cut and fill slopes are considered grossly stable in the absence of adverse geologic conditions and considered surficially stable.

Furthermore, mandatory compliance with the recommendations contained within the Project site's Geotechnical Report (as required by the CBSC, Beaumont Building Code, and conditions of approval) would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Accordingly, the Project would not be exposed to substantial landslide risks, and implementation of the Project would not pose a substantial direct or indirect landslide risk to surrounding properties. Impacts would be less than significant.

***Threshold b: Would the Project result in substantial soil erosion or the loss of topsoil?***

**A. Construction-Related Erosion Impacts**

Under existing conditions, the Project site is largely undeveloped and contains only a few remnants of past development within the Project site. As identified in Section 4.9.1 of this EIR, items related to historic use of the Project site include a water storage tank and associated valves and a concrete pad. Development of the Project site would result in the demolition of these items and grading and construction activities would occur that would further disturb soils on the property. Disturbed soils would be subject to potential erosion during rainfall events or high winds due to the removal of stabilizing vegetation and building materials (e.g., existing concrete foundations) and exposure of these erodible materials to wind and water.

Fill slopes constructed with granular materials derived from on-site sandstone bedrock may be susceptible to erosion. The San Timoteo Formation bedrock on the Project site was moderately hard and considered to be slightly to moderately erodible. The surficial soils including undocumented artificial fill, colluvium, and alluvium encountered are typically granular and appear to be readily erodible as evidenced by their soft to loose state and localized erosion gullies. Therefore, the erosion potential of cut slopes exposing on-site bedrock materials may range from low to medium depending on the bedrock materials exposed on the cut slope, as well as the orientation of bedding and joint planes within the slope. In general, cut slopes exposing well-indurated and/or cemented sandstones should have a low to moderate susceptibility to erosion. Friable, poorly cemented, sandstones should have a moderate to high erosion susceptibility.

Pursuant to the requirements of the State Water Resources Control Board (SWRCB), the Project Applicant would be required to obtain coverage under the State's General Construction Stormwater Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area (see RR 7-2). In addition, the Project would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a SWPPP for construction-related activities (see RR 7-3). The SWPPP will specify the Best Management Practices (BMPs) that the Project Applicant will be required to implement during construction activities to ensure that waterborne pollution – including



erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Lastly, the Project would be required to implement erosion and dust control measures pursuant to SCAQMD Rule 403 to minimize water- and windborne erosion. Mandatory compliance with the SWPPP and SCAQMD Rule 403 would ensure that the Project’s implementation does not result in significant soil erosion or loss of topsoil. Further, the City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in the Project’s Geotechnical Report (*Technical Appendix F1* of this EIR). Mandatory compliance with the recommendations (as amended by the final Geotechnical Report) relating to cut slopes (see Section 5.5 of *Technical Appendix F1*), will ensure that potential impacts related to erosion would be less than significant. Therefore, erosion and loss of topsoil loss impacts associated with construction activities would be less than significant.

**B. Post-Development Erosion Impacts**

Upon Project buildout, the Project site would be covered by buildings, landscaping, and impervious surfaces. Stormwater runoff from the Project site would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed off-site via an on-site storm drain system. Accordingly, the amount of erosion that occurs on the Project site would be minimized upon build out of the Project and would be reduced relative to existing conditions.

Additionally, to meet the requirements of the City’s Municipal Stormwater Permit, the Project Applicant is required to prepare and implement a Water Quality Management Plan (WQMP), which is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges. The WQMP also is required to establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. Compliance with the WQMP will be required as a condition of approval for the Project, as will the long-term maintenance of erosion and sediment control features.

A Project-specific Preliminary WQMP was prepared for the Project (see *Technical Appendix I2* of this EIR) to identify appropriate BMPs for the Project. A Final Project-specific WQMP that is in substantial conformance with the approved Preliminary Project-Specific WQMP shall be approved by the City prior to the issuance of grading permits (see Regulatory Requirement RR 7-4 in Section 4.10, *Hydrology and Water Quality*, of this EIR). As identified in the Project’s Preliminary WQMP, low-impact development (LID) BMPs (e.g., bioretention and biotreatment) are proposed to detain stormwater on-site for runoff mitigation. Additionally, the Project’s Preliminary WQMP identifies site-design BMPs, structural and non-structural source-control BMPs, and treatment-control BMPs that would be implemented for the Project.



As detailed in Section 4.10, *Hydrology and Water Quality*, of this EIR, the Project's drainage system would route runoff from the proposed impervious surfaces to the four detention basins. Each basin would provide stormwater treatment and peak flow mitigation for each of their respective tributaries. The detention basins would remove pollutants from runoff, including sediment, thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site. Additionally, basin vegetation provides erosion protection, which is required to be maintained regularly (PECW, 2022b).

By complying with the NPDES permit and WQMP requirements, the Project would be required to utilize erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil. Therefore, the Project would result in less than significant impacts related to soil erosion and/or loss of topsoil.

***Threshold c:*** *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

As discussed under Threshold b, above, the Project's proposed 2:1 cut and fill slopes are considered grossly stable and surficially stable; and, as discussed under Threshold a, above, impacts relating to landslide, lateral spreading, subsidence, and liquefaction would be less than significant.

The undocumented artificial fill soils, colluvium, and loose younger alluvial soils present on the Project site have settlement potential and portions of the younger alluvium are prone to hydro-collapse. As part of the Geotechnical Report, KCG determined that the volume of change of excavated on-site materials upon excavation and placement as engineered fill will vary with bedrock and/or soil type, location, and compaction effort. Alluvial soils would have the greatest shrinkage potential and could shrink up to 15%. Further, laboratory testing indicates that the young alluvium on-site exhibits a collapse potential of zero to as much as 4.5%, which is respectively considered slight to moderate (KCG, 2021). The majority of the settlement is expected to occur during grading and within a few months thereafter. However, the majority of the alluvium that is potentially susceptible to seismic induced dry settlement would be removed during remedial earthwork and would also be subject to additional settlement during construction due to fill loads, which would reduce the settlement significantly.

Further, the City will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in the Project's Geotechnical Report (*Technical Appendix F1* of this EIR). Recommendations in the preliminary Geotechnical Report and any updates thereto relating to settlement monitoring (i.e., installation of surface monuments), fill placement, and compaction (see Section 5.3 and 5.9 of *Technical Appendix F1*), will ensure that potential impacts related to settlement, soil shrinkage, and collapse would be less than significant.



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

As discussed above under Section 4.7.1E.4 due to the limited presence of siltstone and clay layers, and the known presence of mostly sandstone generated soils within the Project site, the expansion potential of on-site soils is considered low. However, siltstone/clay layers subject to excavation would produce clayey soils, which would be expansive. Minor amounts of siltstone exist on-site, however, if siltstone is placed at pad grade, it would produce moderately expansive soils. Section 5 of *Technical Appendix F1* of this EIR, requires evaluation of potential expansive soil at completion of grading pursuant to ASTM D-4829, to ensure that expansive soils would not create a substantial risk to life or property. Mandatory compliance with the recommendations contained within the Project’s Geotechnical Report (as required by the CBSC and Beaumont Municipal Code and Building Code) would ensure that the impact remains less than significant.

***Threshold e: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

The Project is designed to connect to the City-owned municipal wastewater conveyance system, with wastewater treatment services supplied by the City of Beaumont Wastewater Treatment Plant. The Project does not include septic tanks or alternative wastewater disposal systems. Accordingly, no impact related to the use of or performance of septic tanks and/or alternative wastewater systems would occur.

***Threshold f: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Since the City of Beaumont does not have specific guidelines for the preservation of paleontological resources, Riverside County guidelines for rating the paleontological sensitivity of geologic formations are employed. A paleontological sensitivity map generated by the Riverside County Land Information System in February 2021 ranks most of the Project area as having a High Paleontological Potential/Sensitivity (High A), The category “High A” indicates that fossils are likely to be encountered at the surface and may be impacted during excavation by construction activities.

The Project site has a high potential to contain paleontological resources due to the: 1) presence of the middle Pliocene to lower Pleistocene fossiliferous middle member of the San Timoteo Formation, 2) recovery of fossils from the formation within and nearby the Project site boundaries, and 3) “High” Paleontological Sensitivity assigned to the San Timoteo Formation for yielding paleontological resources. The San Timoteo Formation also extends below the cover of young alluvial fan deposits and would be exposed during grading activities. Areas having a low paleontological sensitivity are represented by Holocene (modern) young alluvial fan deposits lining the drainage valleys. Generally, these sedimentary deposits do not yield fossils, being too young.



A paleontological literature review and collections and records search was performed by the Los Angeles County Museum (LACM). The review did not find any documented paleontological localities (fossil sites) held by the LACM from within the Project site; however, six localities held by the LACM are just west of the southernmost portion of the Project site. Significant fossil vertebrate remains “may well” be encountered in any digging in the San Timoteo Formation, as well as in older Quaternary alluvial deposits that may underlie the younger alluvium mapped on the surface within the Project site. However, based upon the topography and the distribution of the various Quaternary deposits in the Project vicinity, it is more likely that the San Timoteo Formation underlies the young alluvial fan deposits within the Project site.

Therefore, there is a high probably of encountering paleontological resources during grading activities that impact the San Timoteo Formation and Quaternary older alluvial fan sediments. Impacts to paleontological resources would be significant.

#### **4.7.7 CUMULATIVE IMPACT ANALYSIS**

As noted in the foregoing analysis, all potential Project-related direct and indirect impacts related to geology and soils would be addressed through mandatory conformance with the CBSC, City of Beaumont Municipal Code, other standard regulatory requirements, and the site-specific recommendations identified in the Geotechnical Report contained within *Technical Appendix F1* of this EIR, including any updates thereto, as required in Regulatory Requirement RR 7-1.

With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions addressed under Thresholds “a,” “c,” “d,” and “e” are unique to the Project site, and inherently restricted to the specific property proposed for development. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) a proposed development project, are specific to conditions on the subject property, and are not influenced or exacerbated by the geologic and/or soils hazards that may occur on other, off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects to or from other properties.

As discussed under Threshold “b,” regulatory requirements mandate that the Project incorporate design measures during construction and long-term operation to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Project site would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and other projects within the cumulative study area would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

The Project’s potential to result in impacts to paleontological resources (Threshold “f”) is similar to that of other projects located in the region that are underlain by alluvial fan deposits. The Project-



specific PRIMP, required as Mitigation Measures MM 4.7-1 through MM 4.7-3, would ensure Project-specific paleontological impacts are reduced to less than significant. Therefore, the Project's contribution to a cumulatively-considerable impacts is less than significant.

#### 4.7.8 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less-than-Significant Impact. Implementation of the Project would not expose people or structures to substantial direct or indirect adverse effects related to liquefaction or fault rupture. The Project site is subject to seismic ground shaking associated with earthquakes; however, mandatory compliance with local and State regulatory requirements and building codes would ensure that the Project reduces the impact associated with seismic ground shaking to less than significant.

Threshold b: Less Than Significant Impact. Geological soil units on-site are considered to be erodible. However, the Project Applicant would be required to obtain a NPDES permit for construction activities and adhere to a SWPPP. Following completion of development, the Project's owner or operator would be required by law to implement a Water Quality Management Plan (WQMP) during operation. Mandatory adherence to the recommendations contained in the site-specific geotechnical report and compliance with the SWPPP and SCAQMD Rule 403 would preclude substantial erosion impacts in the long-term.

Threshold c: Less Than Significant Impact. There is marginal potential for the Project's construction or operation to cause, or be impacted by, on- or off-site landslides or lateral spreading. As discussed under Threshold a, above, impacts relating to landslide, lateral spreading, subsidence, and liquefaction would be less than significant. Potential hazards associated with settlement and collapse would be precluded through mandatory adherence to the recommendations contained in the site-specific geotechnical report during Project construction.

Threshold d: Less Than Significant Impact. The Project site contains soils with marginal susceptibility to expansion. Potential hazards associated with expansive soils would be precluded through mandatory adherence to the recommendations contained in the site-specific geotechnical report during Project construction; therefore, the Project would not create substantial direct or indirect risks to life or property associated with the presence of expansive soils.

Threshold e: No Impact. No septic tanks or alternative wastewater disposal systems are proposed to be installed on the Project site. Accordingly, no impact would occur associated with soil compatibility for wastewater disposal systems.

Threshold f: Potentially Significant Impact. The Project site is identified as within an area of "High" Paleontological Sensitivity; therefore, implementation of the Project would result in potentially significant impacts associated with paleontological resources. The Project could result in direct impacts to paleontological resources within the Project site should such resources be discovered during Project-related construction activities.



#### 4.7.9 MITIGATION

The following mitigation measure addresses the potential for Project construction to impact paleontological resources that may be present beneath the Project site and that may be discovered during ground-disturbing construction activities.

- MM 4.7-1 Prior to issuance of grading permits, the Project Applicant shall retain a qualified paleontologist. Paleontological monitoring of the young alluvial fan deposits is not warranted, since their potential to yield fossils is low. However, if, during earth disturbance activities, the San Timoteo Foundation or older Quaternary alluvial deposits is exposed beneath the overlying young alluvial fan deposits, monitoring should be initiated during periods in which the San Timoteo Formation or older Quaternary alluvial deposits will be impacted. Monitoring shall be conducted during any grading or excavation in undisturbed sediments of the San Timoteo Foundation. Complete grading plans for each phase shall be made available to the City of Beaumont and to the paleontologist/ paleontological monitor prior to the start of any earth-moving activities for each phase.
- MM 4.7-2 Prior to initiation of any grading and/or excavation activities, a preconstruction meeting shall be held and attended by the paleontologist of record, representatives of the grading contractor and subcontractors, the project owner or developer, and a representative of the lead agency. The nature of potential paleontological resources shall be discussed, as well as the protocol that is to be implemented following discovery of any fossiliferous materials.
- MM 4.7-3 Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. Fossil discovery and salvage shall occur as follows:
- a) Notification of fossil discoveries shall be immediately reported by the paleontologist or paleontological monitor to the City of Beaumont, the Project owner or developer, and the consulting company overseeing development of the Project.
  - b) Paleontological salvage shall complete with professional standard protocols, as detailed in Section VII, Paleontological Resource Impact Mitigation Program in *Technical Appendix F2* of this Draft EIR.



- c) In the laboratory, individual fossils shall be cleaned of extraneous matrix, any breaks are repaired, and the specimen, if needed, is stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).
- d) The recovered specimens shall be prepared to a point of identification and permanent preservation (not display), including screen-washing of sediments to recover small invertebrates and vertebrates.
- e) The prepared specimens, along with relevant information, shall be curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Western Science Center in Hemet, California). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. The City of Beaumont may select another repository if it so desires.
- f) A final monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location, shall be prepared. The report, when submitted to, and accepted by, the City of Beaumont, shall signify satisfactory completion of the project program to mitigate impacts to any potential non-renewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

#### 4.7.10 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold f: Less Than Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measures MM 4.7-1 through 4.7-3 would ensure the proper identification and subsequent treatment of any significant paleontological resources that may be encountered during ground-disturbing activities associated with implementation of the proposed Project. With implementation of the required mitigation, the Project's potential impacts to important paleontological resources would be reduced to less than significant. The Project's contribution to cumulative impacts would likewise be reduced to less than significant.



## 4.8 GREENHOUSE GAS EMISSIONS

The analysis in this section is based on a technical report prepared by Urban Crossroads titled, *Greenhouse Gas Analysis*, dated October 13, 2022 and included as *Technical Appendix G* to this EIR (Urban Crossroads, 2022d). The technical report and analysis in this section assess the proposed Project's potential to generate greenhouse gas (GHG) emissions that could contribute to global climate change and its associated environmental effects.

### 4.8.1 EXISTING CONDITIONS

#### A. Introduction to Global Climate Change

Global Climate Change (GCC) is a change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the Project cannot generate enough GHG emissions to affect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, the Project's Greenhouse Gas Analysis will evaluate the potential for the Project to have a cumulatively significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO<sub>2</sub>, N<sub>2</sub>O, CH<sub>4</sub>, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.



**B. Greenhouse Gases**

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. For the purposes of this analysis, emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

GHGs have varying Global Warming Potential (GWP) values. GWP of a GHG indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO<sub>2</sub> is utilized as the reference gas for GWP, and thus has a GWP of 1. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 4.8-1, *GWP and Atmospheric Lifetime of Select GHGs*. As shown in the table below, the Intergovernmental Panel on Climate Change (IPCC)’s scientific and socio-economic assessment on climate change, range from 1 for CO<sub>2</sub> to 23,900 for Sulfur Hexafluoride (SF<sub>6</sub>) and the GWP for the IPCC’s 5th Assessment Report range from 1 for CO<sub>2</sub> to 23,500 for SF<sub>6</sub>.

**Table 4.8-1 GWP and Atmospheric Lifetime of Select GHGs**

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)	
		Second Assessment Report	5 <sup>th</sup> Assessment Report
CO <sub>2</sub>	See*	1	1
CH <sub>4</sub>	12.4	21	28
N <sub>2</sub> O	121	310	265
HFC-23**	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF <sub>6</sub>	3,200	23,900	23,500

\*As per Appendix 8.A of IPCC’s 5<sup>th</sup> Assessment Report, no single lifetime can be given.

\*\* HFC = Hydrofluorocarbon

Source: (Urban Crossroads, 2022d, Table 2-2)

Provided below is a description of the common gases that contribute to GCC. For more information about these gases and their associated human health effects, refer to Section 2.3 of *Technical Appendix G* to this EIR and the reference sources cited therein.

- Carbon Dioxide (CO<sub>2</sub>) is an odorless and colorless GHG that is emitted from natural and artificial sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically. As an example, prior to the industrial revolution, CO<sub>2</sub> concentrations were fairly stable at 280 parts per million (ppm). Today, they are around



370 ppm, an increase of more than 30%. Exposure to CO<sub>2</sub> in high concentrations can cause human health effects, but outdoor levels are not high enough to adversely affect human health.

- Methane (CH<sub>4</sub>) is an extremely effective absorber of radiation, though its atmospheric concentration is less than CO<sub>2</sub> and its lifetime in the atmosphere is brief (10-12 years) compared to other GHGs. Methane has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other artificial sources include fossil-fuel combustion and biomass burning. No human health effects are known to occur from atmospheric exposure to methane; however, methane is an asphyxiant that may displace oxygen in enclosed spaces.
- Nitrous Oxide (N<sub>2</sub>O) concentrations began to rise in the atmosphere at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. N<sub>2</sub>O is used as an aerosol spray propellant, (e.g., in whipped cream bottles), in potato chip bags to keep chips fresh, and in rocket engines and in race cars. N<sub>2</sub>O can be transported into the stratosphere, be deposited on the Earth's surface, and be converted to other compounds by chemical reaction. N<sub>2</sub>O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause brain damage.
- Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH<sub>4</sub> or ethane (C<sub>2</sub>H<sub>6</sub>) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs were first synthesized in 1928 and have no natural source. CFCs were used for refrigerants, aerosol propellants and cleaning solvents. After discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, due to their long atmospheric lifetime, some of the CFCs will remain in the atmosphere for over 100 years.
- Hydrofluorocarbons (HFCs) are synthetic chemicals that are used as a substitute for CFCs. Out of all GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order largest to smallest), HFC-23 (CHF<sub>3</sub>), HFC-134a (CF<sub>3</sub>CH<sub>2</sub>F), and HFC-152a (CH<sub>3</sub>CHF<sub>2</sub>). Prior to 1990, the only significant emissions were HFC-23 emissions. HFC-134a emissions are increasing due to its use as a refrigerant. No human health effects are known to result from exposure to HFCs, which are used for applications such as automobile air conditioners and refrigerants.



- Perfluorocarbons (PFCs) are primarily produced for aluminum production and semiconductor manufacture. PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF<sub>4</sub>) and hexafluoroethane (C<sub>2</sub>F<sub>6</sub>). The U.S. Environmental Protection Agency (EPA) estimates that concentrations of CF<sub>4</sub> in the atmosphere are over 70 ppt. No human health effects are known to result from exposure to PFCs.
- Sulfur Hexafluoride (SF<sub>6</sub>) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (22,800). The EPA indicates that concentrations in the 1990s were about 4 ppt. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.
- Nitrogen Trifluoride (NF<sub>3</sub>) is a colorless gas with a distinctly moldy odor. The World Resources Institute indicates that NF<sub>3</sub> has a 100-year GWP of 17,200. NF<sub>3</sub> is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display panels, types of solar panels, and chemical lasers. Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

**C. Greenhouse Gas Emissions Inventories**

**1. *Global***

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2018. Based on the latest available data, the sum of these emissions totaled approximately 28,768,439 gigagram (Gg) CO<sub>2</sub>e, as shown in Table 4.8-2, *Top GHG-Producing Countries and the European Union*. As noted in Table 4.8-2, the United States (U.S.), as a single country, was the number two producer of GHG emissions in 2018.



**Table 4.8-2 Top GHG-Producing Countries and the European Union**

<b>Emitting Countries</b>	<b>GHG Emissions (Gg CO<sub>2</sub>e)</b>
China	12,300,200
Unites States	6,676,650
European Union (28-member countries)	4,232,274
India	2,220,123
Russian Federation	2,100,850
Japan	1,238,343
<b>Total</b>	<b>28,768,439</b>

Source: (Urban Crossroads, 2022d, Table 2-3)

**2. State of California**

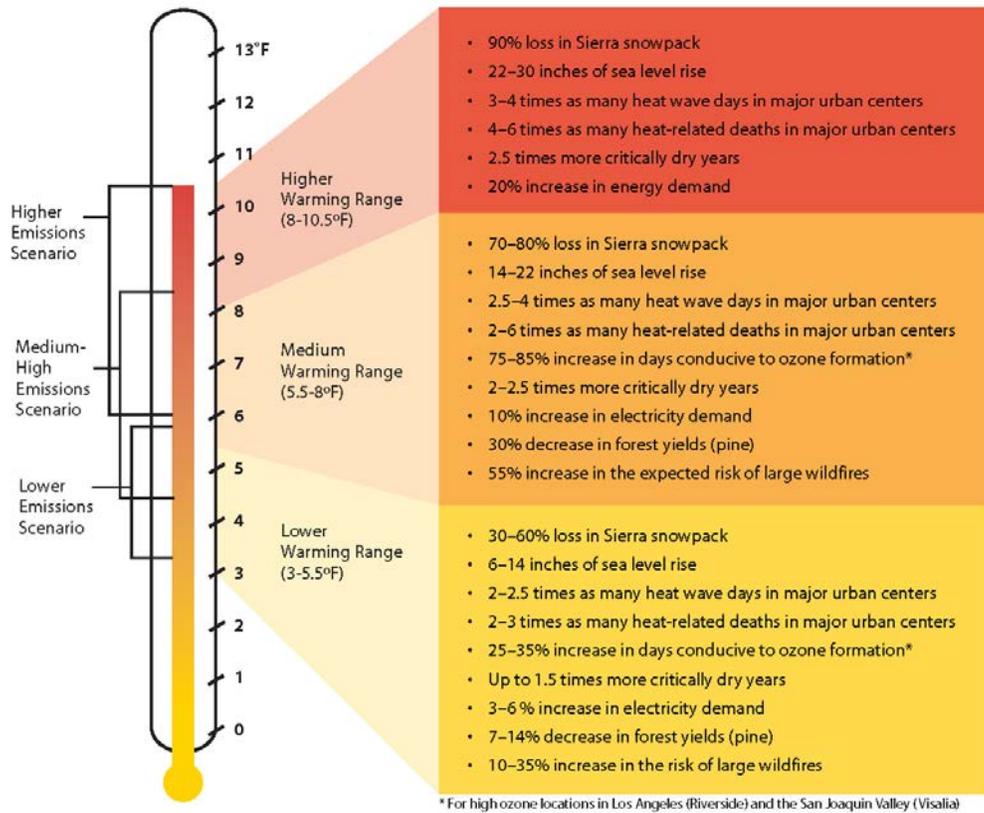
California has significantly slowed the rate GHG emissions growth due to the implementation of energy efficiency programs as well as adoption of strict emission controls, but is still a contributor to the U.S. emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2019 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2018 GHG emissions period, California emitted an average 425.3 million metric tons of CO<sub>2</sub>e per year (MMTCO<sub>2</sub>e/yr) or 425,320 Gg CO<sub>2</sub>e (6.37% of the total United States GHG emissions). Based on data published by the U.S. Energy Information Administration, California’s per capita (9.12 metric tons) GHG emissions are much less than the nationwide per capita (15.8 metric ton) average

**D. Effects of Climate Change in California**

Climate change will likely cause shifts in weather patterns, potentially resulting in changes in rainfall levels and volumes, resulting in flooding or droughts, increased wildfire risk, impair habitats for threatened and endangered species, and cause food shortages in some areas, among other climate change results. The potential health effects related directly to the emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O as they relate to development projects such as the Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth’s ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport those higher ambient temperatures could affect disease survival rates and result in more widespread disease. As shown in Exhibit 4.8-1, *Summary of Projected Global Warming Impact, 2070-2099 (As Compared With 1961-1990)*, climate change impacts in California have the potential to include, but are not limited to, the following areas:



*Exhibit 4.3-1: Summary of Projected Global Warming Impact, 2070-2099 (As Compared With 1961-1990)*



Source: (Urban Crossroads, 2022d, Exhibit 2-A)

**1. Public Health**

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Our Changing Climate: Assessing the Risks to California report indicates that large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.



## 2. *Water Resources*

A vast network of artificial reservoirs and aqueducts captures and transports water throughout the State from northern California rivers and the Colorado River. The current distribution system from northern California relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, and result in a drier Colorado River, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within several areas including Orange County and the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

## 3. *Agriculture*

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts.

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging



gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

#### 4. *Effects on Species*

GCC has the potential to alter natural ecosystems and biological diversity. As the existing climate throughout California changes, the ranges of various plant and wildlife species could shift or shrink, as rainfall and temperature changes occur. This could result in impacts to the viability of certain species in various habitats throughout the state and of certain threatened and endangered species.

#### 5. *Rising Sea Levels*

Although not relevant to the Project area, rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the State's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches.

### 4.8.2 NOTICE OF PREPARATION/SCOPING COMMENTS

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made on during the EIR Scoping Meeting that pertain to greenhouse gas emissions.

Two comments related to GHG emissions from South Coast AQMD and the Center of Biological Diversity were received on October 1 and 6, 2020, respectively. South Coast AQMD requested that the air quality analysis for the Project use the guidance and methods of the South Coast AQMD's CEQA Air Quality Handbook and website and to provide mitigation measures that the Lead Agency should consider in reducing potential impacts to air quality. The Center of Biological Diversity requested that the EIR thoroughly disclose, analyze, and mitigate to the extent feasible the Project's anticipated GHG emissions.

### 4.8.3 REGULATORY FRAMEWORK

The following is a brief description of the international, federal, State, and regional environmental laws and related regulations related to GHG emissions. For more information, refer to Section 2.7 of *Technical Appendix G* of this EIR and the reference sources cited therein.

#### A. International

##### 1. *Intergovernmental Panel on Climate Change*

In 1988, the United Nations (U.N.) and the World Meteorological Organization established the Intergovernmental Panel on Climate Change (IPCC) to assess the scientific, technical, and



socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

2. *United Nation’s Framework Convention on Climate Change (Convention)*

On March 21, 1994, the U.S. joined a number of countries around the world in signing the Convention. Under the Convention, governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

3. *International Climate Change Treaties*

The Kyoto Protocol is an international agreement linked to the Convention. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions at an average of 5% against 1990 levels over the five-year period 2008–2012. The Convention (as discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of “common but differentiated responsibilities.”

In 2001, President George W. Bush indicated that he would not submit the treaty to the U.S. Senate for ratification, which effectively ended American involvement in the Kyoto Protocol. In December 2009, international leaders met in Copenhagen to address the future of international climate change commitments post-Kyoto. No binding agreement was reached in Copenhagen; however, the Committee identified the long-term goal of limiting the maximum global average temperature increase to no more than 2 degrees Celsius (°C) above pre-industrial levels, subject to a review in 2015. The UN Climate Change Committee held additional meetings in Durban, South Africa in November 2011; Doha, Qatar in November 2012; and Warsaw, Poland in November 2013. The meetings are gradually gaining consensus among participants on individual climate change issues.

On September 23, 2014 more than 100 Heads of State and Government and leaders from the private sector and civil society met at the Climate Summit in New York hosted by the U.N. At the Summit, heads of government, business and civil society announced actions in areas that would have the greatest impact on reducing emissions, including climate finance, energy, transport, industry, agriculture, cities, forests, and building resilience.

Parties to the U.N. Framework Convention on Climate Change (UNFCCC) reached a landmark agreement on December 12, 2015 in Paris, charting a fundamentally new course in the two-decade-old global climate effort. Culminating a four-year negotiating round, the new treaty ends the strict differentiation between developed and developing countries that characterized earlier efforts, replacing it with a common framework that commits all countries to put forward their best efforts and to strengthen them in the years ahead. This includes, for the first time, requirements that all parties report regularly on their emissions and implementation efforts and undergo international review.



The agreement and a companion decision by parties were the key outcomes of the conference, known as the 21<sup>st</sup> session of the UNFCCC Conference of the Parties (COP). Together, the Paris Agreement and the accompanying COP decision:

- Reaffirm the goal of limiting global temperature increase well below 2°C, while urging efforts to limit the increase to 1.5°C;
- Establish binding commitments by all parties to make “nationally determined contributions” (NDCs), and to pursue domestic measures aimed at achieving them;
- Commit all countries to report regularly on their emissions and “progress made in implementing and achieving” their NDCs, and to undergo international review;
- Commit all countries to submit new NDCs every five years, with the clear expectation that they will “represent a progression” beyond previous ones;
- Reaffirm the binding obligations of developed countries under the UNFCCC to support the efforts of developing countries, while for the first time encouraging voluntary contributions by developing countries too;
- Extend the current goal of mobilizing \$100 billion a year in support by 2020 through 2025, with a new, higher goal to be set for the period after 2025;
- Extend a mechanism to address “loss and damage” resulting from climate change, which explicitly will not “involve or provide a basis for any liability or compensation;”
- Require parties engaging in international emissions trading to avoid “double counting;” and
- Call for a new mechanism, similar to the Clean Development Mechanism under the Kyoto Protocol, enabling emission reductions in one country to be counted toward another country’s NDC (C2ES 2015a) (Center for Climate and Energy Solutions (C2ES), 2015).

On November 4, 2019, the Trump administration formally notified the U.N. that the U.S. would withdraw from the Paris Agreement. It should be noted that withdrawal will be effective one year after notification in 2020. On February 19, 2021, The U.S. officially rejoined the Paris Agreement.

***B. Federal***

***1. Federal Regulation and the Clean Air Act***

Prior to the last decade, there have been no concrete federal regulations of GHGs or major planning for climate change adaptation. The following are actions regarding direct and indirect regulations by the federal government concerning GHGs and fuel efficiency.



In *Massachusetts v. Environmental Protection Agency* 549 U.S. 497 (2007), decided on April 2, 2007, the United States Supreme Court (U.S. Court) found that four GHGs, including CO<sub>2</sub>, are air pollutants subject to regulation under Section 202(a)(1) of the Clean Air Act (CAA). The Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in section 2.7.1 “Clean Vehicles” in *Technical Appendix G* of this EIR.

## 2. *Mandatory Reporting of GHGs*

The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of GHGs Rule, which became effective January 1, 2010. The rule requires reporting of GHG emissions from large sources and suppliers in the U.S. and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons per year (MT/yr) or more of GHG emissions are required to submit annual reports to the EPA.

### C. State

#### 1. *Executive Order S-3-05*

Then California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

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

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an



executive order, the goals are not legally enforceable for local governments or the private sector, and do not apply to this Project.

2. *Executive Order S-13-08*

Executive Order S-13-08 states that “climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California’s economy, to the health and welfare of its population and to its natural resources.” Pursuant to the requirements in the Order, the 2009 California Climate Adaptation Strategy (CNRA 2009) was adopted, which is the “...first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States.” Objectives include analyzing risks of climate change in California, identifying, and exploring strategies to adapt to climate change, and specifying a direction for future research. This is provided for informational purposes only and does not apply to the Project.

3. *Executive Order B-30-15*

The GHG reduction target of 40% below 1990 levels by 2030 in this 2015 Executive Order issued by Governor Edmund G. Brown Jr. was subsequently codified in SB 32. It directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMTCO<sub>2e</sub>. The Order also requires the State’s climate adaptation plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this Order is not legally enforceable for local governments and the private sector, and does not apply to this Project.

4. *Executive Order S-01-07 – Low Carbon Fuel Standard*

The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California’s transportation fuels by at least 10% by 2020. In particular, the Executive Order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the CEC, CARB, the University of California, and other agencies to develop and propose protocols for measuring the “life-cycle carbon intensity” of transportation fuels. This analysis supporting development of the protocols was included in the State Implementation Plan for alternative fuels (State Alternative Fuels Plan adopted by CEC on December 24, 2007) and was submitted to CARB for consideration as an “early action” item under AB 32. CARB adopted the LCFS on April 23, 2009.

CARB approved the LCFS regulation in 2009 and began implementation on January 1, 2011. CARB approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California’s 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission



vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

*5. Executive Order B-55-18 and SB 100*

SB 100 and Executive Order B-55-18 were signed by Governor Brown in 2018. Before then, 25% of retail energy sales were required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raised California's RPS requirement to 50% renewable resources target by December 31, 2026 and established a 60% target by December 31, 2030. SB 100 also required that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 established a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directed the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal which does not apply to local governments and the private sector, and does not apply to this Project.

*6. California Assembly Bill 32 (AB 32)*

In 2006, the California State Legislature enacted AB 32, the Global Warming Solutions Act, which requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. "GHGs" as defined under AB 32 include CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride (NF<sub>3</sub>), has also been added to the list of GHGs. The Act required CARB to determine the 1990 statewide GHG emissions level and approve a statewide GHG emissions limit to be achieved by 2020 by adopting regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. CARB is the state agency charged with monitoring and regulating sources of GHGs.

CARB approved the 1990 GHG emissions level of 427 MMTCO<sub>2</sub>e on December 6, 2007. Therefore, emissions generated in California in 2020 were required to be equal to or less than 427 MMTCO<sub>2</sub>e. Emissions in 2020 in a "business as usual" (BAU) scenario were estimated to be 596 MMTCO<sub>2</sub>e, which do not account for reductions from AB 32 regulations. At that level, a 28.4% reduction was required to achieve the 427 MMTCO<sub>2</sub>e 1990 inventory. In October 2010, CARB prepared an updated BAU 2020 forecast to account for the recession and slower forecasted growth. The forecasted inventory without the benefits of adopted regulation was then estimated at 545 MMTCO<sub>2</sub>e. Therefore, under the updated forecast, a 21.7% reduction from BAU was required to achieve 1990 levels on a statewide basis.



7. *California Air Resources Board (CARB) Scoping Plans*

The first Scoping Plan was adopted by CARB on December 11, 2008. The 2008 Scoping Plan contained measures designed to reduce the State's emissions to 1990 levels by the year 2020 to comply with AB 32. The First Scoping Plan Update adopted May 22, 2014, highlights California's progress toward meeting the near-term 2020 GHG reduction goals defined in the 2008 Scoping Plan. As part of the update, CARB recalculated the 1990 GHG emission levels with the updated AR4 GWPs; and the 427 MMTCO<sub>2e</sub> 1990 emissions level and 2020 GHG emission limit, established in response to AB 32, are slightly higher at 431 MMTCO<sub>2e</sub>.

In November 2017, CARB released the 2017 Scoping Plan Update, which implements the 2030 target of a 40% reduction below 1990 levels codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation (discussed below), the LCFS, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH<sub>4</sub> emissions from agricultural and other wastes.

The 2017 Scoping Plan Update establishes a new emissions limit of 260 MMTCO<sub>2e</sub> for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030.

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH<sub>4</sub>, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities, jobs-housing balance and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZEV buses and trucks.
- LCFS, with an increased stringency (18% by 2030).
- Implementing SB 350, which expands the RPS to 50% RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of zero-emission vehicles (ZEV) trucks.



- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing CH<sub>4</sub> and hydrofluorocarbon emissions by 40% and anthropogenic black carbon emissions by 50% by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20% reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California’s land base as a net carbon sink.

The 2017 Scoping Plan acknowledges that:

*[a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.*

In addition to the statewide strategies listed above, the 2017 Scoping Plan Update also identifies local governments as essential partners in achieving the State’s long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO<sub>2</sub>e (MTCO<sub>2</sub>e) or less per capita by 2030 and 2 MTCO<sub>2</sub>e or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidenced-based bright-line numeric thresholds—consistent with the Scoping Plan and the State’s long-term GHG goals—and projects with emissions over that amount may be required to incorporate on-site design features and mitigation measures that avoid or minimize project emissions to the degree feasible. Alternatively, lead agencies may utilize a performance-based metric using a CAP or other plan to reduce GHG emissions.

According to research conducted by the Lawrence Berkeley National Laboratory (LBNL) in 2015 and supported by CARB, California, was expected to (and subsequently did) meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32. The research utilized a new, validated model known as the California LBNL GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance to existing and anticipated future GHG-reducing policies. The CALGAPS model showed that, as of 2017, GHG emissions through 2020 could range from 317 to 415 MTCO<sub>2</sub>e per year (MTCO<sub>2</sub>e/yr), “indicating that existing state policies will likely allow California to meet its target [of 2020 levels under AB 32].” CALGAPS also showed that by 2030, emissions could range from 211 to 428 MTCO<sub>2</sub>e/yr, indicating that “even if all modeled policies are not implemented, reductions could be



sufficient to reduce emissions 40% below the 1990 level [of SB 32].” CALGAPS analyzed emissions through 2050 even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the State’s 80% reduction goal by 2050, various combinations of policies could allow California’s cumulative emissions to remain very low through 2050.

The State has made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The progress is shown in updated emission inventories prepared by CARB for 2000 through 2019. The State has achieved the Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels. As shown below, the 2010 emission inventory achieved this target.

- 1990: 427 MMTCO<sub>2</sub>e (AB 32 2020 target)
- 2000: 468 MMTCO<sub>2</sub>e
- 2010: 447.9 MMTCO<sub>2</sub>e
- 2019: 418.2 MMTCO<sub>2</sub>e (2020 target of 431 MMTCO<sub>2</sub>e has been met)

#### 8. *The Sustainable Communities and Climate Protection Act of 2008 (SB 375)*

Senate Bill (SB) 375 was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40% of the total GHG emissions in California. SB 375 states, “Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.” SB 375: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

SB 375 also requires Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

1. Is in an area with an approved sustainable communities’ strategy or an alternative planning strategy that the CARB accepts as achieving the GHG emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).



3. Incorporates the mitigation measures required by an applicable prior environmental document.

9. *AB 1943*

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011.

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules will clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid EVs (EV) and hydrogen fuel cell cars. The package will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

10. *SB 350*

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for EV charging stations. Provisions for a 50% reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.



**11. SB 32/AB 197**

On September 8, 2016, Governor Jerry Brown signed the SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. SB 32 builds upon the AB 32 goal and provides an intermediate goal to achieving Executive Order S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

**12. Cap-and-Trade Program**

The Scoping Plan identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program will help put California on the path to meet its goal of achieving a 40% reduction in GHG emissions from 1990 levels by 2030. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap will be able to trade permits to emit GHGs within the overall limit.

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed “covered entities”) by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32’s emission-reduction mandate of returning to 1990 levels of emissions by 2020. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the program’s duration. Land use projects such as the proposed Project are not directly subject to the Cap-and-Trade program, however sectors associated with land use development such as energy and fuel usage are deemed covered entities that would indirectly be subject to Cap-and-Trade.

Covered entities that emit more than 25,000 MTCO<sub>2e</sub>/yr must comply with the Cap-and-Trade Program. Triggering of the 25,000 MTCO<sub>2e</sub>/yr “inclusion threshold” is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of GHG Emissions (Mandatory Reporting Rule or “MRR”).

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender “compliance instruments” for each MTCO<sub>2e</sub> of GHG they emit. There also are requirements to surrender compliance instruments covering 30% of the prior year’s compliance obligation by November of each year.

An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. The Cap-and-Trade Program works with other direct



regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program helped California meet its 2020 GHG emissions reduction mandate.

As of January 1, 2015, the Cap-and-Trade Program covered approximately 85% of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program.

The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period. While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, they did not have a compliance obligation (i.e., they were not fully regulated) until 2015. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported. The point of regulation for transportation fuels is when they are "supplied" (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with VMT are covered by the Cap-and-Trade Program. In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. "Capped" strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the Program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. "Uncapped" strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.

### 13. *AB 1279*

AB 1279 was approved on September 16, 2022. AB 1279, referred to as the California Climate Crisis Act, declares that the state achieve a net zero greenhouse gas emissions no later than 2045, and achieve and maintain a net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide greenhouse gas emissions are reduced to at least 85% below 1990 levels.

### 14. *Title 20 Standards*

California Code of Regulations (CCR), Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. 23 categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California,



except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

15. *Title 24 Standards*

CCR Title 24 Part 6: California's Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. The most recent update to the California Energy Code was a on August 11, 2021. Buildings whose permit applications are submitted after January 1, 2023 must comply with the 2022 Energy Code.

The 2022 California Energy Code includes the following updates relevant to the Project:

- In warehouse aisles and open spaces, occupant sensing lighting that dims to at least 50% when areas are unoccupied (4.130.1.C).
- Space conditioning systems for office spaces in warehouses must utilize a heat pump for all climate zones (5.140.4.A).

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2011, and is administered by the California Building Standards Commission.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that will be effective on January 1, 2023. The Title 24 standards will result in less energy use, thereby reducing GHG emissions associated with energy consumption in the South Coast Air Basin (SCAB) and across the State of California. The CEC anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons statewide. The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made. These are further discussed in subsection 2.7.3.3, Title 24 CCR, of the *Technical Appendix G* of this EIR.

16. *CARB Refrigerant Management Program*

CARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, CCR. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 lbs of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.



17. *Tractor-Trailer GHG Regulation*

The tractors and trailers subject to this regulation must either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies as discussed in 2.7.1, SmartWay Program, of the *Technical Appendix G* of this EIR. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the HD tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. There are also requirements for trailers to have low rolling resistance tires and aerodynamic devices.

18. *Phase 1 and 2 Heavy-Duty Vehicle GHG Standards*

In 2013, CARB has adopted a new regulation for GHG emissions from HDTs and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the EPA rule for new trucks and engines nationally. Existing heavy-duty vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy-Duty Tractor-Trailer Greenhouse Gas Regulation), and in-use fleet retrofit requirements such as the Truck and Bus Regulation. In 2011, the EPA adopted their new rule for HDTs and engines. The EPA rule has compliance requirements for new compression and spark ignition engines, as well as trucks from Class 2b through Class 8. Compliance requirements begin with model year (MY) 2014 with stringency levels increasing through MY 2018. The rule organizes truck compliance into three groupings, which include a) HD pickups and vans; b) vocational vehicles; and c) combination tractors. The EPA rule does not regulate trailers.

CARB staff has worked jointly with the EPA and the NHTSA on the next phase of federal GHG emission standards for medium-duty trucks (MDT) and HDT vehicles, called federal Phase 2. The federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later model year HDT vehicles, including trailers.

In February 2019, the OAL approved the Phase 2 Heavy-Duty Vehicle GHG Standards and became effective April 1, 2019. The Phase 2 GHG standards are needed to offset projected VMT growth and keep heavy-duty truck CO<sub>2</sub> emissions declining. The federal Phase 2 standards establish for the first time, federal emissions requirements for trailers hauled by heavy-duty tractors. The federal Phase 2 standards are more technology-forcing than the federal Phase 1 standards, requiring manufacturers to improve existing technologies or develop new technologies to meet the standards. The federal Phase 2 standards for tractors, vocational vehicles, and heavy-duty pick-up trucks and vans (PUVs) will be phased-in from 2021-2027; additionally for trailers, the standards are phased-in from 2018 (2020 in California) through 2027.



19. *SB 97 and the CEQA Guidelines Update*

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states “(a) On or before July 1, 2009, the Office of Planning and Research (OPR) shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the OPR pursuant to subdivision (a).” Section 21097 was also added to the Public Resources Code. It provided CEQA protection until January 1, 2010 for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, in stating that the failure to analyze adequately the effects of GHGs would not violate CEQA.

On December 28, 2018, the CEQA Guidelines were amended to reference climate change and provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. CEQA Guidelines section 15064.4 affords lead agencies the discretion to determine for each project whether to quantify greenhouse gas emissions and/or rely on a qualitative analysis or performance based standards; in determining the significance of a project’s greenhouse gas emissions, the lead agency should consider factors, among others, including (1) the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting, (2) the extent to which the project complies with regulations or requirements adopted to implement a regional or local plan for the reduction or mitigation of greenhouse gas emissions.

**D. Regional**

1. *South Coast Air Quality Management District*

The South Coast Air Quality Management District (South Coast AQMD) is the agency responsible for air quality planning and regulation in the SCAB. South Coast AQMD addresses the impacts to climate change of projects subject to South Coast AQMD permits as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The South Coast AQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, South Coast AQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the South Coast AQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, that could be applied by lead agencies. However, the document was never finalized. The working group has not provided additional guidance since release of the interim guidance in 2008. The South Coast AQMD Board has not approved the thresholds which remain interim. The interim thresholds consist of a tiered approach. Tier 2 consists of determining



whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions. Tiers 1 through 5 are further discussed in subsection 2.7.4, South Coast AQMD, of the *Technical Appendix G* of this EIR.

#### *Warehouse Indirect Source Rule 2305*

On May 8, 2021, South Coast AQMD adopted Warehouse Indirect Source Rule 2305, which includes the Warehouse Actions and Investments to Reduce Emissions Program (WAIRE), and Rule 316. Rule 2305 establishes for the first time in this jurisdiction a regulatory program designed to reduce air pollution (and indirect GHG emissions) caused by warehouse-related activities and is focused on emissions from vehicles that service large warehouses. Rule 316 is the companion rule to Rule 2305 and establishes the administrative fees that Rule 2305 warehouse owners and operators must pay to support South Coast AQMD compliance activities. Rules 2305 and 316 apply to operators and owners of existing and new warehouses with floor space greater than or equal to 100,000 square feet within a single building (i.e., large warehouses). Rules 2305 and 316 require such operators and owners to annually take actions with respect to their warehouses that either reduce emissions regionally and locally or facilitate emission reductions. Specifically, owners and operators must “earn” a specific number of WAIRE Points. However, warehouse owners are only required to earn WAIRE Points if they are also a warehouse operator. If a warehouse owner is not an operator, they are not required to earn WAIRE Points even if the operator in their warehouse does not earn the required number of WAIRE Points. Warehouse owners are only required to submit a Warehouse Operations Notification to the South Coast AQMD.

The number of WAIRE Points required for a specific operator is based on the intensity of operations (i.e., number of truck trips and type of trucks) at each of their warehouses every year. The required points are known as the WAIRE Points Compliance Obligation (WPCO). The WPCO is calculated based on a 12-month survey of truck trips entering or exiting the site, the truck data is weighted based on the types of trucks, and activity is projected for the next year. Thus, the WAIRE Points pay for the prior year’s emissions based on points earned in subsequent years.

WAIRE Points are earned by implementing a menu of items including purchasing/renting/leasing near-zero (NZE) and zero emission (ZE) yard equipment, installing on-site ZE fueling stations, and proving on-site solar PV systems that are intended to offset or reduce warehouse emissions. Owners and operators may also implement custom WAIRE plans for individual facilities, subject to South Coast AQMD approval; or pay mitigation fees to have the South Coast AQMD implement measures within the SCAB. Owners and operators that over-comply may transfer excess WAIRE Points earned in one year to a subsequent year or may transfer WAIRE points to another site within their control. WAIRE Points cannot be transferred to other operators and expire after 3 years. Rule 2305 also requires reporting information about facility operations and recordkeeping. Rule 316 is the companion rule to Rule 2305 and establishes the administrative fees that Rule 2305 warehouse owners and operators must pay to support South Coast AQMD compliance activities.



While the Project proponent may be defined as a warehouse owner and would submit a Warehouse Operation Notice(s), as required, the Project proponent does not intend to be the warehouse operator and has no knowledge of the future operations. Thus, the specific information required by Rule 2305 for calculating the WPCO is unavailable, and the necessary number of points is unknown. Finally, the WAIRE points expire after 3 years and are based on actions of future operators and are thus temporary and could not be calculated. Therefore, even though the WAIRE program will reduce emissions for warehouse activities in the region, no emission reductions from the WAIRE Program are accounted for in this analysis.

## 2. *County of Riverside Climate Action Plan*

The County of Riverside Climate Action Plan (CAP) adopted on December 8, 2015 was developed to comply with CEQA Guidelines Sections 15064.4 and 15064.7 to address cumulative GHG emissions, produce reduction targets that reduce cumulative GHG impacts to less than significant within the County. It includes reduction measures that achieve the reduction targets, and a plan to implement the reduction measures. It provides guidance as to how to address GHG emissions in CEQA analysis and determine the significance of project related GHG emissions based on Riverside County emissions targets and providing GHG reductions locally. It addresses GHG emissions reductions in connection with AB 32 and SB 32 and regulations developed based on those statutes to address climate change. The CAP determined a baseline GHG emissions inventory, and calculated percentage reductions needed to meet 2020, 2030, and 2050 reduction goals. The CAP focused on and quantified source emissions categories of: (1) on road transportation, (2) agriculture, (3) electricity, (4) natural gas, (5) solid waste, (6) water and waste water, (7) aviation, (8) off-road sources. After identifying the sources of emissions, the CAP details reduction strategies to meet the reduction targets. For new development, a series of mitigation measures were generated and placed into screening tables which assigned points, specific design and construction measures, and operations strategies to be incorporated into development projects to reduce GHG emissions.

Conducting a project analysis under the CAP and satisfying its requirements thus complies with the Supreme Court's decision in *Center for Biological Diversity v. CDFW* (2015) 62 Cal.4th 204 and CEQA Guidelines section 15183.5. The CAP was prepared to address emissions associated with sources under Riverside County's jurisdiction, based on the premise that Riverside County's emission reduction efforts can best be accomplished locally by coordinating with and implementing the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner.

In 2016, Petitioners the Sierra Club, Center for Biological Diversity, and San Bernardino Audubon Society challenged particular aspects of the 2015 CAP related to commitments to solar, electric vehicles (EV), energy efficient traffic signals, and future updates of the CAP. In 2017, the County and the Petitioners entered into a Settlement Agreement with commitments to solar, EV chargers, LED traffic signals, and periodic updates that enhance the CAP goals and maintain the County's Land Use authority. In accordance with the Settlement Agreement, the County amended the 2015 CAP in July



2018 to include provisions for on-site renewable energy in the reduction measures and updated CAP Appendix F screening tables.

The County of Riverside CAP Update, November 2019 (CAP Update) establishes GHG emission reduction programs and regulations to implement the SB 32 reduction goals for 2030 and that correlate with and support evolving State GHG emissions reduction goals and strategies beyond that year. The CAP Update includes reduction targets for year 2030 and anticipated targets for year 2050. These reduction targets require the County to reduce emissions by at least 525,511 MT CO<sub>2</sub>e below the Adjusted Business as Usual (ABAU) scenario by 2030 and at least 2,982,948 MT CO<sub>2</sub>e below the ABAU scenario by 2050.

To evaluate consistency with the CAP Update, the County has implemented CAP Update Screening Tables (Screening Tables) to assess whether the project will reduce GHG emissions attributable to certain design and construction measures incorporated in development projects to less than significant. To this end, the Screening Tables establish categories of GHG Implementation Measures. Under each Implementation Measure category, mitigation, or project design features (collectively “features”) are assigned point values that correspond to the minimum GHG emissions reduction that would result from each feature. By calculating the total emissions reduction needed and the emissions reduction obtained through the measures identified in the point system, the CAP determined that each point is the equivalent of 0.0322 MT CO<sub>2</sub>e in reductions per 1,000 square feet of gross commercial/industrial building area. Projects that yield at least 100 points are considered to be consistent with the GHG emissions reduction quantities anticipated in the County’s GHG Technical Report and support the GHG emissions reduction targets established under the CAP Update. The potential for such projects to generate direct or indirect GHG emissions that would result in a significant impact on the environment; or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs would be considered less than significant.

Additionally, as part of the CAP, prior to issuance of each building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of CAP measure R2-CE1, which includes on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new buildings totaling more than 100,000 gross square feet (sf) of commercial, office, industrial, or manufacturing development. Renewable energy production shall be on-site generation of at least 20% of energy demand for commercial, office, industrial or manufacturing development, meet or exceed 20% of energy demand for multi-family residential development, and meet or exceed 30% of energy demand for single-family residential development.

The CAP Update also specifies that if a Project yields 100 points on the screening tables, it has met emissions reductions equal to or greater than the GHG efficiency identified in the CAP (25% from a 2020 scenario), and the Project is determined to be consistent with the reduction quantities anticipated in the County’s GHG Technical Report. Using this approach, a project also would be consistent with



the CAP Update and is considered to have a less than significant individual and cumulative impact on GHG emissions.

**3. *County of Riverside General Plan***

The County of Riverside General Plan was adopted on December 8, 2015 and covers the entire unincorporated portion of the County of Riverside. The General Plan sets the direction for Riverside County's land use and development in strategic locations, as well as the development of its economic base, the framework of its transportation system, and contains policies relevant to lessening GHG emissions within the County.

**4. *SCAG Regional Transportation Plan/Sustainable Communities Strategy***

SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is Southern California's regional transportation plan to achieve the passenger vehicle emissions reductions identified under SB 375. The 2020-2045 RTP/SCS retains the same purpose as the previous RTP/SCS plans in focusing and providing an integrated approach for accommodating project population growth, household and employment growth, and transportation needs in the SCAG region by year 2045. Similar to the previous RTP/SCS plans, the projected regional development pattern under the 2020-2045 RTP/SCS would reduce per capita vehicular-travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region. VMT associated with heavy duty trucks involved in goods movement is outside the purview of the 2020-2045 RTP/SCS, which primarily focuses on VMT associated with passenger vehicles. Under the 2020-2045 RTP/SCS, the focus remains on improving freight mobility in the region and transitioning to near-zero and zero-emissions technology.

**5. *City of Beaumont's General Plan***

The General Plan identifies citywide goals related to GHG Emissions in the Conservation + Open Space Element. The City's GHG goals and policies from the Conservation + Open Space Element include the following:

*Goal 8.3: A City that reduces citywide greenhouse gas emissions.*

Policy 8.3.1: Establish greenhouse gas emission reduction targets in line with State requirements that call for reducing greenhouse gas emissions as follows:

- *1990 levels by 2020*
- *40% below 1990 levels by 2030*
- *60% below 1990 levels by 2040*

Policy 8.3.2: Implement greenhouse gas reduction measures to achieve greenhouse gas reduction targets by updating the Climate Action Plan or similar.



Policy 8.3.3: Monitor and report greenhouse gas emissions so that reductions can be tracked in a transparent, consistent, and accurate manner.

Policy 8.3.4: Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.

These goals and policies are citywide goals and not directly applicable to the Project. However, other goals and policies related to such topics as promoting energy efficiency and water conservation would have the co-benefit of reducing GHG emissions (see General Plan Goal 8.1 and Policy 8.1.7). The Project's consistency with these General Plan goals and policies are discussed below.

#### 6. *Sustainable Beaumont (Climate Action Plan)*

In 2015, the City of Beaumont developed and approved Sustainable Beaumont, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of greenhouse gas emissions. By promoting the use of energy more efficiently, the City also aimed to stimulate local economic development, job creation, and an improved quality of life. The City's General Plan incorporates the principles of sustainability and environmental responsibility, ensuring compliance with the goals and policies of Sustainable Beaumont.

#### 4.8.4 METHODOLOGY

##### A. *Project Consistency with Applicable Plans and Policies*

The Project's GHG emission impacts are evaluated by assessing the Project's consistency with County of Riverside 2019 CAP, and also assesses consistency with applicable GHG reduction strategies and local actions approved or adopted by SCAG, the County, and the City for the purpose of reducing and/or mitigating GHG emissions. Therefore, a consistency analysis is provided and describes the Project's compliance with County of Riverside CAP, SCAG's 2020–2045 RTP/SCS (Connect So Cal), the City's CAP (Sustainable Beaumont), and applicable County and City General Plan policies.

##### B. *Quantification of Emissions*

In May 2021, the South Coast AQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) Version 2020.4.0, which incorporates mobile-source emission factors from EMFAC2017. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine GHG emissions. Output from the model runs for construction and operational activity are provided in Appendices 3.1 through 3.5 of *Technical Appendix G* of this EIR. CalEEMod includes GHG emissions from the following source categories: construction, area sources, energy, mobile, waste, water.



A full life-cycle analysis (LCA) for construction and operational activity is not included in this analysis due to the lack of consensus guidance on LCA methodology at this time. Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the Project development, infrastructure, and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. At this time, an LCA would be extremely speculative and thus has not been prepared.

The South Coast AQMD recommends analyzing direct and indirect Project-related GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood or documented, and would be challenging to mitigate. Additionally, the science to calculate life cycle emissions is not yet established or well defined; therefore, South Coast AQMD has not recommended, and is not requiring, life-cycle emissions analysis.

#### 1. *Project Construction Emissions*

Construction is expected to commence in May 2022 and will last through January 2027. The construction schedule utilized in the analysis, shown in Table 3-4, *Construction Schedule*, in Section 3.0, *Project Description*, of this EIR, represents a conservative, “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines.

##### *Construction Equipment*

A detailed summary of construction equipment assumptions by phase is provided at Table 3-3, *Construction Equipment Fleet*, in Section 3.0, *Project Description*, of this EIR. Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 3-3 will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the code.

#### 2. *Project Operational Emissions*

Operational activities associated with the Project will result in emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from the following primary sources: Area Source Emissions; Energy Source Emissions; Mobile Source Emissions; On-site Cargo Handling Equipment Emissions; Transportation Refrigeration Units (TRU) Emissions; Water Supply, Treatment, and Distribution; and Solid Waste.

##### *Area Source Emissions*

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions



provided in CalEEMod. Detailed information regarding how emissions generated from landscape maintenance equipment can be found in Appendix A: Calculation Details for CalEEMod.

#### *Energy Source Emissions*

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO<sub>2</sub> and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. It should be noted that for the industrial components of the proposed Project, CalEEMod default parameters were used. Detailed information regarding how combustion emissions associated with natural gas and electricity can be found in Appendix A: Calculation Details for CalEEMod.

#### *Mobile Source Emissions*

The Project-related operational GHG impacts are derived primarily from vehicle trips generated by the Project and assuming a 17.54-mile trip length derived from the regional travel demand model (RIVTAM) for all commute-based trip lengths. The 17.54-mile trip length is more conservative than the CalEEMod default trip length of 16.6-miles. For all commercial uses, the CalEEMod defaults for fleet mix and for all non-work-based trip lengths were utilized.

For the proposed industrial uses, it is important to note that although the Traffic Assessment does not breakdown passenger cars by type, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1<sup>1</sup> & LDT2<sup>2</sup>), Medium-Duty-Vehicles (MDV), Motorcycles (MCY) vehicle types, which is based on the CalEEMod default fleet mix for the operational year and a ratio of the LDA, LDT1, LDT2, MDV, and MCY vehicle classes. The passenger cars the fleet mix was determined and presented in Table 3-5 of the *Technical Appendix G* of this EIR.

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the South Coast AQMD recommended truck trip length of 40 miles<sup>3</sup> and an assumption of 100% primary trips for the proposed industrial land uses. In order to be consistent with the Traffic Analysis (*Technical Appendix K1* of this EIR), trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided in the Traffic Analysis (*Technical Appendix K1* of this EIR). Heavy trucks are broken down by truck type (or axle type) and

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<sup>1</sup> Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

<sup>2</sup> Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

<sup>3</sup> The average trip length for heavy trucks were based on the South Coast AQMD documents for the implementation of the Facility-Based Mobile Source Measures (FBMSMs) adopted in the 2016 AQMP. South Coast AQMD's "Preliminary Warehouse Emission Calculations" cites 39.9-mile trip length for heavy-heavy trucks. As a conservative measure, a trip length of 40 miles has been utilized for all trucks for the purpose of this analysis.



are categorized as either Light-Heavy-Duty Trucks (LHDT1<sup>4</sup> & LHDT2<sup>5</sup>)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle, by operational year.

#### *On-site Equipment Emissions*

It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. Based on South Coast AQMD survey data, 3.6 pieces of cargo handling equipment were required for every 1 million square feet of space. As such, for purposes of analysis, it is assumed that Phase 1 would require up to five (5) pieces of CHE, Phase 2 would require up to eighteen (18) pieces of CHE, and Phase 3 would require up to eighteen (18) pieces of CHE for a total of forty-one (41) pieces of CHE operating at Project buildout. For analytical purposes, it is assumed that each CHE would include an engine with approximately 200 horsepower (hp), be powered by compressed natural gas or gasoline and operate approximately 4 hours a day<sup>6</sup> for 365 days of the year.

#### *TRU Emissions*

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. Therefore, for modeling purposes, 74 two-way truck trips have been estimated to include TRUs (e.g., all truck trips that would be associated with up to 100,000 sf of High-Cube Cold Storage use, as summarized in the Beaumont Pointe Trip Generation Assessment. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on the 2017 Off-road Emissions model, version 1.0.1 (Orion), developed by the CARB. Orion does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operation.

#### *Water Supply, Treatment, and Distribution*

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. For purposes of analysis, Project water

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<sup>4</sup> Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.

<sup>5</sup> Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.

<sup>6</sup> Based on Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo Handling Equipment document, a single piece of equipment could operate up to 2 hours per day (Total Average Annual Activity divided by Total Number Pieces of Equipment). As such, the analysis conservatively assumes that the tractor/loader/backhoe would operate up to 4 hours per day.



usage was calculated based on the Water Supply Assessment for Beaumont Pointe (*Technical Appendix L* of this EIR). Wastewater usage was calculated based on CalEEMod defaults, see Appendix A: Calculation Details for CalEEMod.

#### *Solid Waste*

Industrial land uses will result in the generation and disposal of solid waste. A percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the Project were calculated by CalEEMod using default parameters. Detailed information regarding how emissions generated from solid waste can be found in Appendix A: Calculation Details for CalEEMod.

#### **4.8.5 BASIS FOR DETERMINING SIGNIFICANCE**

The criteria used to determine the significance of potential Project-related GHG impacts are taken from The City has not established local CEQA significance thresholds for GHG as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from the Initial Study Checklist in Appendix G of the State *CEQA Guidelines* (14 CCR of Regulations Sections 15000, et seq.). Based on these significance criteria, a project would result in a significant impact related to GHG if it would:

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a “threshold of significance.” For establishing significance thresholds, the Office of Planning and Research’s amendments to the CEQA Guidelines Section 15064.7(c) state “[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

However, CEQA Guidelines Section 15064.4(a) further states, “. . . A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . .; or (2) Rely on a qualitative analysis or performance-based standards.”

CEQA Guidelines Section 15064.4 provides that a lead agency should consider the following factors, among others, in assessing the significance of impacts from greenhouse gas emissions:



- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration #3:** The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how these goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

Section 15064.4 thus provides options for determining whether GHG emissions are significant. It does not establish a threshold of significance or require that a numeric threshold of significance be used. If lead agencies require quantification, they have the discretion to establish significance thresholds for their respective jurisdictions, and, in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130(f)).

The analysis calculates the amount of GHG emissions that would be attributable to the Project using recommended modeling as previously described. The primary purpose of quantifying the Project's GHG emissions is to satisfy State CEQA Guidelines 15064.4(a), which calls for a good-faith effort to describe and calculate emissions and to show under CEQA Guidelines 15064.4(h)(3) that compliance with applicable plans and regulations ensures that the Project's incremental contribution to the cumulative effect is not cumulatively considerable.

Based on the foregoing, the City of Beaumont has elected to rely on compliance with a local air district threshold in the determination of significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 MTCO<sub>2e</sub> per year threshold based on the research and analysis underlying the recommendation by South Coast AQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The 3,000 MTCO<sub>2e</sub> per year threshold is based on a 90% emission "capture" rate methodology. Prior to its use by the South Coast AQMD, the 90% emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in their *CEQA & Climate Change* white paper. A 90% emission capture rate means that unmitigated GHG emissions



from the top 90% of all GHG-producing projects within a geographic area – the SCAB in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10% of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90% emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State’s GHG reduction targets, are allowed to proceed. Further, a 90% emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximately 1% of projected statewide GHG emissions in the Year 2050.

In setting the threshold at 3,000 MTCO<sub>2e</sub> per year, South Coast AQMD researched a database of projects kept by the Governor’s Office of Planning and Research (OPR). That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The South Coast AQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. It should be noted that the sample of projects included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these projects were calculated by South Coast AQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the South Coast AQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 MTCO<sub>2e</sub> per year. The South Coast AQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MTCO<sub>2e</sub> per year) to define small projects that are considered less than significant and do not need to provide further analysis.

The City understands that the 3,000 MTCO<sub>2e</sub> per year threshold for residential/commercial uses was proposed by South Coast AQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO<sub>2e</sub> per year threshold was developed and recommended by South Coast AQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). South Coast AQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the South Coast AQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all South Coast AQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by South Coast AQMD, this threshold “uses the Executive Order S-3-05 goal [80% below 1990 levels by 2050] as the basis for deriving the screening level” and, thus, remains valid for use in 2022.



Thus, for purposes of analysis in this analysis, if Project-related GHG emissions do not exceed the 3,000 MTCO<sub>2e</sub> per year threshold, then Project-related GHG emissions would clearly have a less-than-significant impact. On the other hand, if Project-related GHG emissions exceed 3,000 MTCO<sub>2e</sub> per year, the Project would be considered to have cumulatively significant GHG emissions.

**4.8.6 REGULATORY REQUIREMENTS AND PROJECT DESIGN FEATURES**

The Project includes the following Project Design Features (PDFs) that serve to reduce the Project’s impacts. The PDFs will be included in the Project’s Mitigation Monitoring and Reporting Program to ensure implementation of the PDFs.

**PDF 8-1** Office space within the warehouses shall be insulated with a minimum R-13 value in the walls and R-30 in the attic, all windows will have a minimum 0.57 U-factor and 0.32 SHGC or greater.

**PDF 8-2** All roofs within the Project shall be rated at 0.15 aged solar reflectance and 0.75 thermal emittance or greater.

**PDF 8-3** Occupant sensing lighting that dims to at least 50% when unoccupied shall be within the interior areas of warehouses. All interior lighting shall be LED lighting with 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, and 60 lumens/watt for all fixtures exceeding 40 watts.

**PDF 8-4** Office space heating within warehouses must utilize heat pumps with ducting insulation of R-4.2 or greater.

**PDF 8-5** Tenant lease agreements for the Project shall include contractual language restricting trucks and support equipment from nonessential idling longer than 5 minutes while on site in compliance with the City of Beaumont Idling Ordinance.

**4.8.7 IMPACT ANALYSIS**

***Threshold a:*** *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**A. Construction**

For construction phase Project emissions, GHGs are quantified and amortized over 30 years, the economic life of a development project. To amortize the emissions over the life of the Project, the South Coast AQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 4.8-3, *Amortized Annual Construction Emissions*.



Table 4.8-3 Amortized Annual Construction Emissions

Year	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e <sup>7</sup>
2022	3,305.10	0.79	0.07	3,345.17
2023	7,752.21	1.29	0.28	7,867.53
2024	8,606.26	1.55	0.33	9,391.26
2025	10,980.38	1.33	0.50	11,161.34
2026	3,991.36	0.44	0.18	4,057.00
2027	193.33	0.03	0.01	195.99
Total Annual Construction Emissions	34,828.64	5.42	1.36	36,018.28
<b>Amortized Construction Emissions (MTCO<sub>2</sub>e)</b>	<b>1,160.95</b>	<b>0.18</b>	<b>0.05</b>	<b>1,200.61</b>

Source: (Urban Crossroads, 2022d, Table 3-4)

**B. Operation**

The annual GHG emissions associated with the operations of the Project would result in direct and indirect emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O and would not generate other GHGs of sufficient quantity to affect the analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct Project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Project-related GHG emissions were quantified with CalEEMod, which relies upon vehicle trip rates and Project-specific land use data to calculate emissions.

Operational emissions generated by the proposed Project at full buildout (i.e., 2027) are used to indicate the total amount of GHG emissions for on-going operational emissions. Emissions will be generated when Phase 1 and Phase 2 of the Project become operational. Phase 1 GHG emissions will commence in 2023 when Phase 1 becomes operational and are estimated to be 17,296.43 MT CO<sub>2</sub>e per year. Phase 1 and Phase 2 combined emissions are estimated to be 58,708.70 MT CO<sub>2</sub>e per year beginning in 2025 when Phase 2 is completed and becomes operational. The emissions sources from Phase 1 and Phase 2 are the same as for full buildout at Phase 3. The same project design features and individual mitigation measures will be implemented for Phase 1 and Phase 2 operations as each is built and occupied as shown for Phase 3. Because total emissions are lower in Phase 1 and Phase 2 than in total buildout in Phase 3 which becomes operational in 2027, reporting emissions from the Project at full buildout is more conservative since the Project at full buildout would result in more total emissions than either Phase 1 or Phase 2 alone or combined. As such, the analysis conservatively reports emissions totals associated with the Project.

<sup>7</sup> CalEEMod reports the most common GHGs emitted which include CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. These GHGs are then converted into the CO<sub>2</sub>e by multiplying the individual GHG by the GWP.



Annual GHG emissions were calculated for operation of the Project under Project Buildout scenario (Year 2027) and are shown in Table 4.8-4, *2027 Project Buildout GHG Emissions*. As shown, the Project will result in a total of approximately 63,911.07 MTCO<sub>2e</sub> per year. The Project operational phase emissions are from operation of the proposed land use, off-road equipment used for daily operations, and from Project-related vehicle trips. The primary source of Project-related emissions would be from mobile-source emissions generated from the Project-related mobile source (79%). The next largest sources of emissions would be from energy usage (12%) followed by waste (5%). Project Buildout GHG emissions would exceed the 3,000 MTCO<sub>2e</sub> per year threshold; therefore, the Project generates greenhouse gas emissions that may have a significant impact on the environment. Impacts related to GHG emissions are considered significant.

**Table 4.8-4 2027 Project Buildout GHG Emissions**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2e</sub>
Annual construction-related emissions amortized over 30 years	1,160.95	0.18	0.05	1,200.61
Area Source	0.42	0.00	0.00	0.45
Energy Source	7,645.45	0.42	0.10	7,685.89
Mobile Source	48,944.03	1.29	5.53	50,624.69
TRUs				236.63
On-Site Equipment	915.18	0.30	0.00	922.58
Waste	1,231.61	72.79	0.00	3,051.27
Water Usage	150.32	1.20	0.03	188.96
<b>Total CO<sub>2e</sub> (All Sources)</b>	<b>63,911.07</b>			

Source: (Urban Crossroads, 2022d, Table 3-7)



***Threshold b: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

**A. Impact Analysis**

As previously stated, pursuant to 15064.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards such as complying with an applicable plan to determine the significance of impacts from GHG emissions. Applicable plans adopted for the purpose of reducing GHG emissions are the City’s CAP (Sustainable Beaumont), County of Riverside CAP, SCAG’s Connect SoCal, and City and County General Plan policies related to GHG emissions. A consistency analysis with the City’s and County of Riverside CAP along with the SCAG’s Connect SoCal, City and County General Plan is also presented below.

**1. *City of Beaumont CAP Consistency***

The City approved Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions in 2015, which serves as a long-term plan to achieve sustainability in the City by reducing GHG emissions from existing and future development. As shown in Table 4.8-5, *Applicability of Sustainable Beaumont Goals*, the Project would not conflict with the applicable goals. Accordingly, the Project would have a less than significant impact.

**Table 4.8-5 Applicability of Sustainable Beaumont Goals**

<b>Sustainable Beaumont Goal</b>	<b>Applicability</b>
Goal 1: Increase energy efficiency in existing residential units.	<b>Not Applicable.</b> The Project does not include existing residential land uses therefore this goal does not apply.
Goal 2: Increase energy efficiency in new residential development.	<b>Not Applicable.</b> The Project does not propose new residential land uses therefore this goal does not apply.
Goal 3: Increase energy efficiency in existing commercial units.	<b>Not Applicable.</b> The Project does not include any existing commercial development; therefore, this goal does not apply.
Goal 4: Increase energy efficiency in new commercial development.	<b>No Conflict.</b> The Project would comply with applicable provisions of the California Building Energy Efficiency Standards and applicable mitigation measures that would improve energy efficiency.



Sustainable Beaumont Goal	Applicability
Goal 5: Increase energy efficiency through water efficiency.	<b>No Conflict.</b> The Project will incorporate low flow water fixtures and implement water reducing features (see Tables 3-2 and 4.8-6 of this EIR).
Goal 6: Decrease energy demand through reducing urban heat island effect.	<b>No Conflict.</b> The Project will incorporate light-colored building materials that would reduce heat reflection in accordance with the Section 140.3(a) of the California Building Code.
Goal 7: Decrease GHG emissions through reducing vehicle miles traveled.	<b>No Conflict.</b> The Project will incorporate a TDM program to reduce vehicle miles traveled, as required by Mitigation Measure MM 4.3-6.
Goal 8: Decrease GHG emissions through reducing solid waste generation.	<b>No Conflict.</b> The Project will comply with AB 939 which requires diversion of a minimum of 50% of solid waste from landfills.
Goal 9: Decrease GHG emissions through increasing clean energy use.	<b>No Conflict.</b> The Project will incorporate solar photovoltaic solar panels (see Table 4.8-6 of this EIR).
Goal 10: Decrease GHG emissions from new development through performance standards.	<b>No Conflict.</b> Although the City has not implemented a GHG screening table, the Project is consistent with and implements GHG screening tables that have been adopted by the County of Riverside.

Source: (Urban Crossroads, 2022d, Table 4-3)

**2. County of Riverside CAP Consistency**

The Project includes annexation into the City of Beaumont from the County of Riverside. Under the County of Riverside Climate Action Plan (CAP), projects that generate more than 3,000 MT CO<sub>2</sub>e, can be determined to be consistent with the County’s CAP if the projects implement a minimum of 100 points based on the County’s CAP Screening Tables. The Screening Tables establishes a points system that assigns values for each GHG emissions mitigation design element or operational program feature incorporated into a given development project. For informational purposes, the Project is also shown to be consistent with the Riverside County CAP. As shown in Table 4.8-6, *CAP Screening Table for GHG Implementation Measures*, the Project would achieve a minimum of 581 points, which is significantly more than the required minimum of 100 points to determine consistency with the County’s CAP. As such, the project would be consistent with the goals and objectives of the County’s CAP which aims to reduce GHG emissions through design and operational controls.



**Table 4.8-6 CAP Screening Table for GHG Implementation Measures**

<b>Feature</b>	<b>Description</b>	<b>Points</b>
EE10.A.1 Insulation	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	11
EE10.A.2 Windows	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)	7
EE10-A.3 Cool Roofs	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	7
EE10.B.1 Heating/Cooling Distribution System	Distribution loss reduction with inspection (HERS Verified Duct Leakage or Equivalent)	8
EE10.B.2 Space Heating/Cooling Equipment	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4
EE10B.4 Water Heaters	Improved Efficiency Water Heater (0.675 Energy Factor)	8
EE10.B.6 Artificial Lighting	Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40 watt)	5
EE10.B.7 Appliances	Energy Star Commercial Refrigerator and Commercial Dishwasher	4
E1B.1 Photovoltaic	Solar Photovoltaic panels or wind installed on buildings or in collective arrangements such that the total power provided augments: 20% of the power needs of the Project. e.g., 30% = 8 points, 40% = 12 points, 50% = 16 points, 60% = 19 points	19
W2.D.1 Water Efficient Landscaping	Only low water using plants	3
W2.D.2 Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water)	3
W2.E.1 Toilets	Water Efficient Showerheads (2.0 gpm)	2
W2.E.2 Toilets	Water Efficient Toilets/Urinals (1.5 gpm)	3
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2
W2.E.4 Faucets	Water Efficient dishwasher (20% water savings)	2
W2.F.1 Recycled Water	Graywater (purple pipe) irrigation system on site	5
	Car/vanpool program with preferred parking	2
T3.A.3 Employee Bicycle/Pedestrian Programs	Bike lockers and secure racks Showers and changing facilities	3
T1.F.1 Parking	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.	1
T4.B.1 Electric Vehicle (EV) Recharging	Install EV charging stations in garages/parking areas	480 <sup>a</sup>



<b>Feature</b>	<b>Description</b>	<b>Points</b>
S1.B.1 Recycling	Provide separated recycling bins within each building/floor and provide large external recycling collection bins at central location for collection trash pick-up.	2
<b>Total Points</b>		<b>581</b>
<b>Minimum Target</b>		<b>100</b>

Source: (Urban Crossroads, 2022d, Table 4-1)

<sup>a</sup> The Project is anticipated to include 60 EV charging stations. Per the Screening Tables, each station is 8 points.

**3. SCAG’s 2020–2045 RTC/SCS (Connect SoCal)**

The 2020-2045 RTP/SCS, developed with input from local governments, including the City of Beaumont, establishes GHG emissions goals for automobiles and light-duty trucks for 2035, 2045 and establishes an overall GHG target for the region consistent with both the statewide GHG-reduction targets for the post-2020 statewide GHG reduction goals. The 2020-2045 RTP/SCS is a long-range visioning plan to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people. Future investments seek to reduce traffic bottlenecks, improve the efficiency of the region’s network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and use resources more efficiently.

Table 4.8-7, *SCAG Connect SoCal Applicability Analysis*, provides an evaluation of the of the Project consistency with the 2020-2045 RTP/SCS goals. Additionally, while VMT associated with heavy duty trucks involved in goods movement is generally outside the realm of the RTP/SCS, which primarily focuses on VMT associated with passenger vehicles, the 2020-2045 RTP/SCS includes the following goods-movement strategies that could benefit the Project from a regional and macro-scale level:

- **Clean Freight Corridor System/East-West Freight Corridor.** Establishing a freight corridor system to connect the San Pedro Ports and industrial cluster areas in Los Angeles and the Inland Empire.
- **Truck Bottleneck Relief Strategy.** Working to relieve the top 57 truck bottlenecks. Examples of bottleneck relief strategies include ramp metering, extension of merging lanes, ramp and interchange improvements, capacity improvements and auxiliary lane additions.
- **Truck Climbing Lanes.** Installing dedicated truck climbing lanes along key corridors, such as Interstate 10 (I-10), I-15, State Route 60 (SR-60), to enable other vehicles to move at a faster pace, thereby reducing congestion.



- **Goods Movement Environmental Strategy and Technology Advancement Plan.** Reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and advancing technologies to implement a zero- and near zero-emission freight system.

**Table 4.8-7 SCAG Connect SoCal Applicability Analysis**

Connect SoCal Goal Number	Goal Statement	Applicability
1	Encourage regional economic prosperity and global competitiveness.	<p><b>No Conflict.</b> This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The City of Beaumont is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. The Project Applicant proposes to develop the Project site with industrial and commercial buildings that are designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users and are economically competitive with similar industrial buildings in the local area and region. The Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. New job opportunities generated by the Project would improve the jobs to housing balance within the City (see Section 4.14, <i>Population and Housing</i>, of this EIR). Accordingly, the Project would not impede the economic development in the City of Beaumont or the region.</p>
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	<p><b>No Conflict.</b> The Project site is located approximately 12.4 miles east of March Air Reserve Base/Inland Port (MARB/IP). As such, development of the site with the Project would efficiently facilitate the movement of goods.</p> <p>Additionally, the Project is located at the western edge of the City of Beaumont and is situated astride the regional transportation network which connects the Ports of Long Beach and Los Angeles, both major gateways for international trade, to the Inland Empire and the Western United States. The Project is along the south side of the SR-60 and access to the regional transportation system is provided from Potrero Boulevard and 4th Street.</p> <p>SR-60 also provides access to Interstate 10 (I-10), which is located approximately 2.0 miles north of the Project site, and I-215, which is located approximately 14.6 miles west of the Project site. Due to the Project site’s proximity to SR-60, trucks accessing the Project site would efficiently reach the State highway system to facilitate the movement of goods throughout the region.</p>
3	Enhance the preservation, security, and resilience of the	<p><b>No Conflict.</b> This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system.</p>



Connect SoCal Goal Number	Goal Statement	Applicability
	regional transportation system.	Additionally, this policy provides guidance to City staff to monitor the transportation network and to continue to coordinate with other agencies as appropriate. The implementation of the Project would have no adverse effect on such planning or maintenance efforts.
4	Increase person and goods movement and travel choices within the transportation system.	<b>No Conflict.</b> The Project involves the development of a contemporary industrial park that abuts a developing industrial area along a regional transportation network (SR-60, I-10 and I-79). The Project would generate approximately 5,456 permanent jobs. By providing job opportunities in a housing-rich area and industrial uses in close proximity to the regional transportation network; the Project increases person, goods movement, and travel choices within the transportation system.
5	Reduce greenhouse gas emissions and improve air quality.	<p><b>No Conflict.</b> An analysis of the Project’s environmental impacts is provided throughout this EIR and mitigation measures are specified where warranted. Air quality impacts are addressed in Section 4.3, <i>Air Quality</i>. Impacts would be reduced to the maximum extent feasible through the implementation of Mitigation Measures and Project Design Features, which limit truck idling, provide incentives for using clean engines and equipment, require installation of conduit for EV truck charging stations, electric indoor material handling equipment and off-road equipment, preferential parking for fuel-efficient and carpool/van vehicles, EV charging stations.</p> <p>Additionally, as discussed herein, the Project would incorporate measures related to building design, landscaping, and energy systems to promote the efficient use of energy. The Project would be consistent with the CAP’s requirement to achieve at least 100 points and would have less than significant individual and cumulatively considerable impact on GHG emissions.</p> <p>Moreover, the City of Beaumont is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced, thereby reducing greenhouse gas emissions and improving air quality.</p>
7	Adapt to changing climate and support an integrated regional development pattern and transportation network.	<b>No Conflict.</b> Connect SoCal indicates that since the adoption of the 2016 RTP/SCS, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands and shifts in trade policies. E-commerce continues to be one of the most influential factors shaping goods movement. As previously identified, the Project involves the development of a Project site, historically vacant and



Connect SoCal Goal Number	Goal Statement	Applicability
		undeveloped, with industrial and commercial buildings that would diversify the City’s economy and bring employment opportunities closer to the local workforce. Co-locating jobs near housing improves the jobs to housing balance within the City and reduces greenhouse gas emissions caused by long commutes and contributes to integrated development patterns. Further, the Project site is located adjacent to an area surrounded by industrial development in the City, which is in close proximity to key freeway infrastructure (e.g., I-215, SR-60, I-10, etc.), thereby reducing travel distances. Development of the Project in western Riverside County, also would shorten the distance that goods need to travel between a logistics facility to their final destinations (“last mile” transit times).
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>No Conflict.</b> Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Project would meet contemporary industry standards and operational characteristics relative to transportation technologies and data-driven solutions.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>No Conflict.</b> The implementation of the Project would result in the development of the Project site with industrial, commercial, and open space/conservation uses. Implementation of the Project would not interfere with the City’s ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.
10	Promote conservation of natural and agricultural lands and restoration of habitats.	<b>No Conflict.</b> The Project site is in a rural, yet developing area of the City of Beaumont. The Project site contains natural lands and contains suitable habitat for native wildlife or plant species. In general, the Project site’s natural lands are in the northwestern and southeastern portions, while development would occur in the northeast portion of the site. The Project Applicant proposes to designate 263.5 acres as Open Space and Open Space-Conservation (PAs 9 and 10), including the Project’s northwestern and southeastern portions. These areas would remain undeveloped. Additionally, the Project site does not support agricultural uses. Therefore, implementation of the



Connect SoCal Goal Number	Goal Statement	Applicability
		Project would not interfere with the City’s ability to promote the conservation of natural and agricultural lands and the restoration of habitats.

Implementing SCAG’s RTP/SCS will reduce the regional GHG emissions from transportation, helping to achieve statewide emission reduction targets. As shown, the Project would be consistent with and would not conflict with the stated goals of the RTP/SCS; therefore, the proposed Project would not interfere with SCAG’s ability to achieve the region’s year post-2020 mobile source GHG reduction targets outlined in the RTP/SCS, and it can be assumed that regional mobile emissions will decrease in line with the goals of the RTP/SCS.

**4. County of Riverside General Plan**

The Riverside County General Plan has many policies that help reduce GHG emissions. Policies that indirectly contribute to reducing GHG emissions include Land Use strategies for improving air quality by emphasizing alternative transportation options for communities, energy conservation, reduce automobile use, and more. GHG reduction programs and measures listed in the CAP also support and help most of these General Plan policies. Table 4.8-8, *County of Riverside General Plan Applicability Analysis*, provides an analysis of the Project’s consistency with County of Riverside General Plan goals and policies related to reducing GHG emissions. As shown in Table 4.8-8, the Project would not result in any inconsistency with the applicable General Plan goals and policies. Accordingly, the Project would have a less than significant impact.

**Table 4.8-8 County of Riverside General Plan Applicability Analysis**

General Plan Policy	Applicability
<b>Land Use</b>	
<p>LU 2.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following:</p> <ul style="list-style-type: none"> <li>a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.</li> <li>b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.</li> <li>c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial,</li> </ul>	<p><b>No Conflict.</b> The Project would require a General Plan Amendment and therefore the Project would not be consistent with the County’s General Plan Land Use Plan and Area Plan Land Use Maps. However, the Project would provide a broad range of land uses and accommodate land use development in accordance with policies (a–g).</p> <p>Specifically, the Project would provide a broad range of land uses on the Project site. The Project would allow for the development on the Project site of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses.</p>



<b>General Plan Policy</b>	<b>Applicability</b>
<p>business, industry, open space, recreation, and public facilities uses.</p> <p>d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.</p> <p>e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.</p> <p>f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.</p> <p>g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.</p>	<p>The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation.</p> <p>The Project would concentrate employment growth near entertainment in a housing-rich community adjacent to SR-60 and the City of Beaumont’s Interstate Employment Subarea. This subarea will be developed with industrial and commercial land uses. Therefore, the Project would not conflict with General Plan Policy LU 2.1.</p>
<p>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:</p> <p>e. Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR).</p> <p>f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.</p> <p>j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.</p> <p>p. Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.</p> <p>r. Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.</p>	<p><b>No Conflict.</b> The Beaumont Pointe Specific Plan provides an industrial/commercial business park that capitalizes on the property’s location south of SR-60. The Project would complement the existing and planned land uses in this portion the City of Beaumont. The Project site is within the northwestern portion of the City’s SOI and is bordered to the east by land designated for industrial and commercial uses.</p> <p>The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration.</p> <p>As disused in Section 4.19, <i>Utilities and Service Systems</i>, the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street.</p> <p>The Project also includes a detailed circulation plan, which is organized to ensure efficient access to individual tenant areas, as well as to public places.</p>



<b>General Plan Policy</b>	<b>Applicability</b>
	Therefore, the Project would not conflict with General Plan Policy LU 4.1.
LU 8.12 Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the county.	<b>No Conflict.</b> The Project would generate a substantial number of jobs that would be filled by residents of the City and surrounding communities in the County. The Project would provide opportunities for positive economic benefit to the City and County. The Project would create new job opportunities within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances. Refer also to Section 4.14, <i>Population and Housing</i> , of this EIR. Therefore, the Project would not conflict with General Plan Policy LU 8.12.
LU 11.1 Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.	<b>No Conflict.</b> As discussed previously, the Project would allow for the development on the Project site of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses, which would create a substantial number of jobs that would be filled by residents of the City and surrounding communities in the County. The Project would accommodate a wide variety of users, and would be economically competitive with similar industrial buildings in the local area and region. Therefore, the Project would not conflict with General Plan Policy LU 11.1.
LU 11.3 Accommodate the development of community centers and concentrations of development to reduce reliance on the automobile and help improve air quality.	<b>No Conflict.</b> The Project site is in proximity to SR-60 and the City of Beaumont’s Interstate Employment Subarea, which will be developed with industrial and commercial land uses. Due to the Project site’s proximity to SR-60, trucks accessing the Project site would efficiently reach the State highway system to facilitate the movement of goods throughout the region. Therefore, the Project would not conflict with General Plan Policy LU 11.3.
LU 11.4 Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	<b>No Conflict.</b> The Project includes installation of sidewalks along the Project site’s frontage with Jack Rabbit Trail and 4th Street and along Industrial Way, a proposed private road located along the north side of the proposed industrial buildings. The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would include



General Plan Policy	Applicability
	the installation of bicycle racks and lockers at each of the proposed light industrial buildings. Therefore, the Project would not conflict with General Plan Policy LU 11.4.
LU 11.5 Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.	<b>No Conflict.</b> As discussed in Table 4.8-6, the Project would be consistent with the County’s CAP requirement to achieve at least 100 points and thus the Project is considered to have a less than significant individual and cumulatively considerable impact on GHG emissions. Therefore, the Project would not conflict with General Plan Policy LU 11.5.
<b>Circulation</b>	
C 5.2 Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.	<b>No Conflict.</b> As shown on Figure 3-14, <i>Master Landscape Plan</i> , the Project provides a plant palette for three categories: Entrance Planting, Native California Planting, and Industrial Screen Planting; and selected to complement and enhance the setting of the site, while ensuring the conservation of the site’s natural vegetation and habitats. Alternative plant species may be used provided that they are drought-tolerant and complement the Project’s design theme. As disused in Section 4.19, <i>Utilities and Service Systems</i> , the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. Therefore, the Project would not conflict with General Plan Policy C 5.2.
<b>Multipurpose Open Space</b>	
OS 1.4 Promote the use of recycled water for landscape irrigation.	<b>No Conflict.</b> As disused in Section 4.19, <i>Utilities and Service Systems</i> , the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. Therefore, the Project would not conflict with General Plan Policy OS 1.4.
OS 16.1 Continue to implement Title 24 of the California Code of Regulations (the “California Building Standards Code”) particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish	<b>No Conflict.</b> Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building



<b>General Plan Policy</b>	<b>Applicability</b>
mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24.	codes (e.g., Title 24, California Green Building Standards Code). The Project would comply with Title 24 of the California Code of Regulations and proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration. Therefore, the Project would not conflict with General Plan Policy OS 16.1.
OS 16.2 Specify energy efficient materials and systems, including shade design technologies, for county buildings	<b>No Conflict.</b> As discussed in Table 4.8-6, the Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and energy efficient heating/cooling equipment. Additionally, as shown on Figure 3-14, <i>Master Landscape Plan</i> , streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers. Therefore, the Project would not conflict with General Plan Policy OS 16.2.
OS 16.8 Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use.	<b>No Conflict.</b> The Project includes installation of sidewalks along the Project site’s frontage with Jack Rabbit Trail and 4th Street and along Industrial Way, a proposed private road located along the north side of the proposed industrial buildings. The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would include the installation of bicycle racks and lockers at each of the proposed light industrial buildings. Therefore, the Project would not conflict with General Plan Policy OS 16.8.
OS 16.9 Encourage increased use of passive, solar design and day-lighting in existing and new structures.	<b>No Conflict.</b> As discussed in Table 4.8-6, the Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and energy efficient heating/cooling equipment. Additionally, 20% of the Project’s energy consumption would be from solar consistent with the CAP requirement. Furthermore, the Project’s architecture would include skylights and clerestory windows to allow for increased use of passive solar design and day-lighted in new



General Plan Policy	Applicability
	structures. Therefore, the Project would not conflict with General Plan Policy OS 16.9.
<b>Air Quality</b>	
AQ 4.1 Require the use of all feasible building materials/methods which reduce emissions.	<b>No Conflict.</b> During the Project’s construction phase, water would be sprayed throughout the site to abate dust particulate emissions. Air quality impacts are address in Section 4.3, <i>Air Quality</i> . Impacts would be reduced to the maximum extent feasible through the implementation of Mitigation Measures 4.3-2 through 4.3-9, which limit truck idling, provide incentives for using clean engines and equipment, require installation of conduit for EV truck charging stations, electric indoor material handling equipment and off-road equipment, preferential parking for fuel-efficient and carpool/van vehicles, EV charging stations. Additionally, the Project is consistent with the CAP requirement that 20% of the Project’s energy consumption would be from solar. As such, the Project would not conflict with General Plan Policy AQ 4.1.
AQ 4.2 Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.	<b>No Conflict.</b> As discussed in Table 4.8-6, the Project would include the use of energy efficient heating/cooling equipment, water heaters, and appliances. As such, the Project would not conflict with General Plan Policy AQ 4.2.
AQ 4.6 Require stationary air pollution sources to comply with applicable air district rules and control measures.	<b>No Conflict.</b> As discussed in Section 4.3, <i>Air Quality</i> , the Project would comply with applicable air district rules and control measures to reduce operational air quality emissions. All feasible mitigation measure has been incorporated to reduce air quality impacts to the extent feasible. Therefore, the Project would not conflict with General Plan Policy AQ 4.6.
AQ 5.1 Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	<b>No Conflict.</b> The Project would be required to coordinate with Waste Management, Inc. to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 341, Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991. Therefore, the Project would not conflict with General Plan Policy AQ 5.1.
AQ 5.4 Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	<b>No Conflict.</b> As discussed in Table 4.8-6, the Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and energy



General Plan Policy	Applicability
	efficient heating/cooling equipment. Additionally, as shown on Figure 3-14, <i>Master Landscape Plan</i> , streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers. Therefore, the Project would not conflict with General Plan Policy AQ 5.4.
AQ 8.6 Encourage employment centers in close proximity to residential uses.	<b>No Conflict.</b> The Project would generate a substantial number of jobs that would be filled by residents of the City and surrounding communities in the County. The land to the north of the Project site, on the opposite side of SR-60 is designated for residential uses. The Project would create new job opportunities within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances. Therefore, the Project would not conflict with General Plan Policy AQ 8.6.
AQ 8.8 Promote land use patterns which reduce the number and length of motor vehicle trips.	<b>No Conflict.</b> The Project site is situated in close proximity to the regional transportation network which connects the site to the Ports of Long Beach and Los Angeles, both major gateways for international trade, the Inland Empire and the Western United States. Located along the south side of the SR-60 Freeway, access to the regional transportation system from the site is provided via 4th Street, and access to the SR-60 Freeway from 4th Street is provided at the Potrero Boulevard interchange, approximately 1.25 miles to the east. Due to the Project site's proximity to SR-60, trucks accessing the Project site would efficiently reach the State highway system to facilitate the movement of goods throughout the region. Therefore, the Project would not conflict with General Plan Policy AQ 8.8.
AQ 8.9 Promote land use patterns that promote alternative modes of travel.	<b>No Conflict.</b> The Project includes installation of sidewalks along the Project site's frontage with Jack Rabbit Trail and 4th Street and along Industrial Way, a proposed private road located along the north side of the proposed industrial buildings. The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would include the installation of bicycle racks and lockers at each of the proposed light industrial buildings. Therefore, the Project would not conflict with General Plan Policy AQ 8.9.



General Plan Policy	Applicability
<p>AQ 20.3 Reduce VMT and GHG emissions by improving circulation network efficiency.</p>	<p><b>No Conflict.</b> As discussed in Section 4.17, <i>Transportation</i>, Transportation demand management (TDM) strategies have been evaluated for reducing VMT impacts. The Project also includes a detailed circulation plan, which is organized to ensure efficient access to individual tenant areas, as well as to public places. The Project would locate industrial uses adjacent to SR-60, a regional transportation network which connects the Ports of Long Beach and Los Angeles, both major gateways for international trade, to the Inland Empire and the Western United States; thereby improving goods movement circulation efficiency.</p> <p>As demonstrated herein, impacts related to GHG emissions are less than significant. Therefore, the Project would not conflict with General Plan Policy AQ 20.3.</p>
<p>AQ 20.6 Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.</p>	<p><b>No Conflict.</b> As shown in Table 4.8-6, the Project would provide a total of 15 electric vehicle charging stations and electric conduit for truck charging. Therefore, the Project would not conflict with General Plan Policy AQ 20.6.</p>
<p>AQ 20.7 Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities.</p>	<p><b>No Conflict.</b> The Project would provide employment opportunities within close proximity to residential uses. The Project would create new job opportunities within the City of Beaumont which improves the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances. Therefore, the Project would not conflict with General Plan Policy AQ 20.7.</p>
<p>AQ 20.10 Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.</p>	<p><b>No Conflict.</b> As discussed in Table 4.8-6, the Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs to reduce energy consumption. Additionally, 20% of the Project’s energy consumption would be from solar consistent with the CAP requirement. Additionally, as shown on Figure 3-14, <i>Master Landscape Plan</i>, streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers to provide adequate shading. Therefore, the Project would not conflict with General Plan Policy AQ 20.10.</p>
<p>AQ 20.11 Increase energy efficiency of the new developments through efficient use of utilities (water,</p>	<p><b>No Conflict.</b> As discussed in Table 4.8-6, the Project shall implement the County of Riverside’s 2019 Climate</p>



General Plan Policy	Applicability
electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.	Action Plan (CAP) Screening Table Measures which include energy efficient heating/cooling system, water heaters, appliances, water efficient irrigation systems, and recycle water. Therefore, the Project would not conflict with General Plan Policy AQ 20.11.
AQ 20.13 Reduce water use and wastewater generation in both new and existing housing, commercial and industrial uses. Encourage increased efficiency of water use for agricultural activities.	<b>No Conflict.</b> As disused in Section 4.19, <i>Utilities and Service Systems</i> , the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. Therefore, the Project would not conflict with General Plan Policy AQ 20.13.
AQ 20.14 Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance 859 and increase use of non-potable water.	<b>No Conflict.</b> As shown in Table 4.8-6, the Project would include water efficient landscaping. Additionally, as disused in Section 4.19, <i>Utilities and Service Systems</i> , the Project would construct an on-site recycled water system. Therefore, the Project would not conflict with General Plan Policy AQ 20.14.
AQ 20.17 Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires.	<b>No Conflict.</b> As discussed in Section 4.20, <i>Wildfire</i> , the Project would implement on-site defensible space (FMA and fuel maintenance zone), which would consist of asphalt roadways, parking stalls, loading zones, irrigated landscaping, and irrigated slope protecting landscaping to preclude wildfire impacts. Therefore, the Project would not conflict with General Plan Policy AQ 20.17.

**5. City of Beaumont General Plan**

Table 4.8-9, *City of Beaumont General Plan Applicability Analysis*, provides an analysis of the Project’s consistency with the City’s General Plan goals and policies related to reducing GHG emissions. As shown in Table 4.8-9, the Project would not result in any inconsistency with the applicable General Plan goals and policies. Impacts regarding the Project’s consistency with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG emissions and generation of GHG emissions were determined to be less than significant. However, despite plan consistency, the Project’s long-term operational GHG emissions would exceed the City’s significance threshold of 3,000 MTCO<sub>2e</sub> per year, even after implementation of all feasible mitigation measures. As such, the Project’s GHG emission impacts would be significant.



**Table 4.8-9 City of Beaumont General Plan Applicability Analysis**

General Plan Policy	Applicability
<b>Land Use and Community Design (Chapter 3)</b>	
<i>Goal 3.1: A City structure that enhances the quality of life of residents, meets the community’s vision for the future, and connects new growth areas together with established Beaumont neighborhoods.</i>	
<p>Policy 3.1.12: Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.</p>	<p><b>No Conflict.</b> The Project site is bordered to the west and to the south by open space and conservation land uses. The Specific Plan designates PA 9 for Open Space, which accommodates landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan’s developed areas and the Open Space – Conservation in PA 10. These areas would not be developed with the Project’s proposed structures. Some disturbance would occur within the areas designated as Open Space; however, the disturbance would be limited to grading and landscaping. Therefore, the Project would establish a buffer between open space areas and urban development and would not conflict with General Plan Policy 3.1.12.</p>
<i>Goal 3.7: A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety</i>	
<p>Policy 3.7.2: Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.</p>	<p><b>No Conflict.</b> Passive recreational opportunities are provided to employees and visitors of Project site through curb-adjacent sidewalks and pedestrian paths. These amenities encourage and enhance pedestrian activity throughout the Project. Provisions for sidewalks and pedestrian walkways, bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are set forth in Chapter 4, Design Guidelines, of the Specific Plan.</p> <p>The Project includes installation of sidewalks along the Project site’s frontage with Jack Rabbit Trail and 4th Street and along Industrial Way. The Project provides a plant palette for three categories: Entrance Planting, Native California Planting, and Industrial Screen Planting. Landscaping is selected to complement and enhance the setting of the site, while ensuring the conservation of the site’s natural vegetation and habitats. Therefore, the Project would create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalks, and high-quality building frontages. As such, the Project would not conflict with General Plan Policy 3.7.2.</p>



General Plan Policy	Applicability
<p><i>Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.</i></p>	
<p>Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.</p>	<p><b>No Conflict.</b> The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. In addition, all driveways and intersections to and from the Project site would be stop-controlled to ensure safety for all transportation users. Based on the Project’s roadway improvements, the Project would not conflict with General Plan Policy 3.8.3.</p>
<p><b>Mobility (Chapter 4)</b></p>	
<p><i>Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.</i></p>	
<p>Policy 4.1.5: Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.</p>	<p><b>No Conflict.</b> The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities to the east along 4th Street. Therefore, the Project would not conflict with General Plan Policy 4.1.5.</p>
<p><i>Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.</i></p>	
<p>Policy 4.3.5: Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.</p>	<p><b>No Conflict.</b> The Project involves a mixed development of 232.6 acres of light industrial use, 30.2 acres of commercial use (i.e., hotel, restaurants, recreation-based retail uses), 124.7 acres of open space, and 152.4 acres of open space - conservation use. The Project also includes a detailed circulation plan, which is organized to ensure efficient access to individual tenant areas, as well as to public places. Because the Project would integrate land use and transportation infrastructure to support a balanced mix of land uses, the Project would not conflict with Policy 4.3.5.</p>
<p><i>Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.</i></p>	
<p>Policy 4.4.3: Improve safety for all active transportation users.</p>	<p><b>No Conflict.</b> The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. In addition, all driveways and intersections to and from the Project site would be stop-controlled to ensure safety for all transportation users.</p>



General Plan Policy	Applicability
	Based on the Project’s roadway improvements, the Project would not conflict with General Plan Policy 4.4.3.
<b>Health and Environmental Justice (Chapter 6)</b>	
Policy 6.7.2: Continue to work with State, federal, regional, and local agencies to eliminate and reduce concentrations of regulated legacy pollutants.	<b>No Conflict.</b> There are no existing pollutants on site as the Project site is vacant and undeveloped. The Project would comply with State and federal Community-Right-to-Know laws, which allow the public to access information regarding the information about the amounts and types of chemicals that may be used by businesses on the Project site. Therefore, the Project would not conflict with General Plan Policy 6.7.2.
Policy 6.7.5: Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.	<b>No Conflict.</b> During the Project’s construction phase, water would be sprayed throughout the site to abate dust particulate emissions. Additionally, Mitigation Measure MM 4.3-2 shall ensure that all 50-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines, except where the project applicant establishes to the satisfaction of the City of Beaumont that Tier 4 Final equipment is not available. Therefore, the Project would not conflict with General Plan Policy 6.7.5.
<b>Community Facilities and Infrastructure (Chapter 7)</b>	
<i>Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.</i>	
Policy 7.3.6: Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.	<b>No Conflict.</b> As disused in Section 4.19, <i>Utilities and Service Systems</i> , and Section 4.8, <i>Greenhouse Gas Emissions</i> , the Project would commit to using graywater (purple pipe) irrigation. Recycled water will be utilized and used for construction dewatering, irrigation of manufactured and replanted slopes within PA 9, as well as for irrigation of parkway landscaping and irrigation of landscaping within the General Commercial and Industrial land uses (PAs 1-8). The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street (350 feet east of the Project site in the existing right of way). As such, the Project would not conflict with General Plan Policy 7.3.6.
<i>Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.</i>	



General Plan Policy	Applicability
<p>Policy 7.6.1: Encourage new construction and additions to avoid “Red List” materials and chemicals.<sup>8</sup></p>	<p><b>No Conflict.</b> Refer to General Plan Policy 6.7.1. As concluded in Section 4.9, <i>Hazards and Hazardous Materials</i>, of this EIR, construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA and DTSC. With mandatory compliance of applicable hazardous materials regulations, the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. The Project Applicant proposes to develop the Project site with industrial and commercial uses. Based on the facilities and uses that would be allowed at the Project site, hazardous materials (e.g., diesel fuel, lubricants, solvents, corrosives, toxic substances hazardous materials, etc.) could be used during the course of daily operations at the Project site. As concluded in Section 4.9, <i>Hazards and Hazardous Materials</i>, of this EIR, with mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Therefore, the Project would not conflict with General Plan Policy 7.6.1.</p>
<p><i>Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.</i></p>	
<p>Policy 7.7.3: Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.</p>	<p><b>No Conflict.</b> The Project would be required to coordinate with Waste Management, Inc. to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 341, <i>Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991</i>. Therefore, the Project would not conflict with General Plan Policy 7.7.3.</p>
<p><b>Conservation and Open Space (Chapter 8)</b></p>	
<p><i>Goal 8.1: A City with green buildings and developments that promote energy efficiency.</i></p>	

<sup>8</sup> The “Red List” includes the worst types of materials and chemicals used in the building industry that are harmful to humans and the environment. For a list of material included on the “Red List,” see: <https://living-future.org/declare/declare-about/red-list/>



General Plan Policy	Applicability
<p>Policy 8.1.5: Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:</p> <ul style="list-style-type: none"> <li>• Maximizing interior daylighting</li> <li>• Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain</li> <li>• Planting shade trees on south- and west-facing sides of new buildings to reduce energy load</li> <li>• Installing water efficient vegetative cover and planting, substantial tree canopy coverage</li> </ul>	<p><b>No Conflict.</b> As discussed in Section 3.0, <i>Project Description</i>, of this EIR, the Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include 20% project energy generated from solar, cool roofs and water efficient landscaping. The Project would achieve a minimum of 201 Screening Table Points. Additionally, the Project would include skylights and clearstory windows to maximize day lighting. Therefore, the Project would not conflict with General Plan Policy 8.1.5.</p>
<p>Policy 8.1.7: Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.</p>	<p><b>No Conflict.</b> Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code). The Project proposes conventional industrial and commercial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would comply with current Title 24 energy efficiency standards and due to the continued upgrades to Title 24 standards new construction would be comparable to, or less than, other industrial projects of similar scale and configuration in terms of energy use. Compliance with the Riverside County CAP provides additional energy efficiencies that exceed Title 24. Therefore, the Project would not conflict with General Plan Policy 8.1.7.</p>
<p><b>Safety (Chapter 9)</b></p>	
<p><i>Goal 9.10: A City that is prepared for the potential impacts of climate change.</i></p>	
<p>Policy 9.10.2: Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:</p>	<p><b>No Conflict.</b> As discussed in Section 3.0, <i>Project Description</i>, of this EIR, the Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and energy efficient heating/cooling equipment, and on-site solar to provide 20% of the Project’s energy requirements.</p>



General Plan Policy	Applicability
<ul style="list-style-type: none"> <li>• Design buildings to use less mechanical heating and cooling through use of passive solar techniques.</li> <li>• Support and incentivize, as feasible, energy efficiency and weatherization programs.</li> <li>• Protect and expand the City’s urban tree canopy to provide shade, increase carbon sequestration, and purify the air.</li> <li>• Provide shade structures in public parks, outdoor playgrounds, and bus shelters.</li> </ul>	<p>Additionally, as shown on Figure 3-14, <i>Master Landscape Plan</i>, streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers. Therefore, the Project would not conflict with General Plan Policy 9.10.2.</p>
<p>Policy 9.10.3: Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:</p> <ul style="list-style-type: none"> <li>• Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).</li> <li>• Use of water conservation measures in new development beyond current requirements.</li> <li>• Installation of recycled water use and graywater systems.</li> </ul>	<p><b>No Conflict.</b> As disused in Section 4.19, <i>Utilities and Service Systems</i>, the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. The Project will comply with CAP points for increased efficient use of water both inside the building and for landscaping irrigation. Additionally, the Project would be required to comply with Chapter 17.06 of the Municipal Code. Therefore, the Project would not conflict with General Plan Policy 9.10.3.</p>
<p><b>Land Use (Chapter 11)</b></p>	
<p><i>Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.</i></p>	
<p>Policy 11.12.1: Promote the use of energy and water conservation technologies and practices.</p> <p>Policy 11.12.3: Consider sustainable development practices that reduce energy and water demand.</p>	<p><b>No Conflict.</b> The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code). The Project would comply with Title 24 of the California Code of Regulations and proposes conventional industrial uses reflecting contemporary</p>



General Plan Policy	Applicability
	<p>energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration.</p> <p>As disused in Section 4.19, Utilities and Service Systems, the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. Therefore, the Project would not conflict with General Plan Policies 1.12.1 and 11.12.3.</p>
<p>Policy 11.12.4: Ensure that new development does not result in wind and solar access impacts.</p>	<p><b>No Conflict.</b> As shown in Table 4.8-6, 20% of the Project’s energy consumption would be from solar consistent with the CAP requirement. Furthermore, the Project’s architecture would include skylights and clerestory windows to allow for increased use of passive solar design and day-lighted in new structures. Therefore, the Project would not conflict with General Plan Policy 11.12.4.</p>
<p>Policy 11.12.6: Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.</p>	<p><b>No Conflict.</b> The Project includes installation of sidewalks along the Project site’s frontage with Jack Rabbit Trail and 4th Street and along Industrial Way, a proposed private road located along the north side of the proposed industrial buildings. The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would include the installation of bicycle racks and lockers at each of the proposed light industrial buildings. Therefore, the Project would not conflict with General Plan Policy 11.12.6.</p>

**4.8.8 CUMULATIVE IMPACT ANALYSIS**

Implementation of a development project could contribute to global climate change through direct emissions of GHGs from on-site area sources and vehicle trips generated by the project, and indirectly through off-site energy production required for on-site activities, water use, and waste disposal. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis consistent with the requirements outlined in CEQA Guidelines Section 15064(h)(3). As discussed, incorporation of mitigation would contribute in minimizing emissions. However, implementation of the Project would still result in net annual emissions that exceed the GHG emissions significance threshold of 3,000 MTCO<sub>2</sub>e/yr. Therefore, Project-related GHG emissions and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would be significant.



#### 4.8.9 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a Significant Impact. Project GHG emissions would exceed the 3,000 MTCO<sub>2e</sub> per year threshold. Therefore, impacts are significant.

Threshold b: Significant Impact. The Project would not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHG emissions. However, despite plan consistency, the Project's long-term operational GHG emissions would exceed the City's significance threshold of 3,000 MTCO<sub>2e</sub> per year, as such, a significant impact would occur as a result of the proposed Project.

#### 4.8.10 MITIGATION

Mitigation Measures MM 4.3-3 through MM 4.3-12, in Section 4.3, *Air Quality*, of this EIR, would apply.

MM 4.8-1 Prior to issuance of building permits, the Project shall provide documentation to the City as part of the plan check process, demonstrating that the Project will implement the measures identified in Table 4.8-6, which were obtained from the Riverside County Greenhouse Gas Emissions Screening Tables. The Project may also achieve equivalent emission reductions from other measures approved by the City. Implementing these mitigation measures shall be verified by the City prior to the issuance of final Certificate of Occupancy.

Mitigation Measures MM 4.3-3 through 4.3-12 and MM 4.8-1 are designed to reduce emissions attributable to the proposed project. However, most of the measures cannot be quantified due to some uncertainty of the exact level of use or details needed to provide substantial evidence of reductions. As an example, the CalEEMod model does not provide reductions for the 60 EV charging systems and the TDM Program does not have enough detail to quantify at this time. In addition, the requirement for non-diesel outdoor cargo handling equipment is too vague to provide insight into potential GHG reductions. Therefore, the Project GHG emissions with mitigation shown below is a conservative forecast of GHG emissions and the Project is likely to be less than the total shown in Table 4.8-10, below.

#### 4.8.11 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a and b: Significant and Unavoidable Direct and Cumulatively-Considerable Impact: As shown in Table 4.8-10, *2027 Project Buildout GHG Emissions with Mitigation*, the annual GHG emissions associated with the Project under Project Buildout scenario (Year 2027) with the implementation of mitigation measures are estimated to be approximately 60,638.09 MT CO<sub>2e</sub> per year, which exceeds the 3,000 MT CO<sub>2e</sub> per year threshold.



**Table 4.8-10 2027 Project Buildout GHG Emissions with Mitigation**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	1,160.95	0.18	0.05	1,200.61
Area Source <sup>a</sup>	0.23	0.00	0.00	0.24
Energy Source <sup>b</sup>	5,155.53	0.22	0.07	5,183.39
Mobile Source <sup>c</sup>	48,209.87	1.27	5.45	49,865.32
TRU Source	-			236.63
On-Site Equipment Source	915.18	0.06	0.00	922.58
Waste Source	1,231.61	72.79	0.00	3,051.27
Water Usage Source <sup>d</sup>	138.82	1.19	0.03	178.05
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>60,638.09</b>			

<sup>a</sup> Mitigation Measure MM 4.3-10 requires electric landscaping equipment, which would reduce area source emissions.

<sup>b</sup> Mitigation Measure MM 4.8-1 includes a requirement to offset 60% of energy demand via photovoltaic solar, which would reduce energy source emissions.

<sup>c</sup> Mitigation Measure MM 4.3-6 requires implementation of a TDM program, which would reduce mobile source emissions.

<sup>d</sup> Mitigation Measure MM 4.8-1 includes several requirements to reduce water usage, which would reduce water usage source emissions.

Source: (Urban Crossroads, 2022d, Table 4-2)

No additional feasible mitigation measures are available that can reduce impacts to less than significant. The Project incorporates all feasible mitigation measures that could be implemented to further reduce the Project’s GHG emissions below the 3,000 MTCO<sub>2</sub>e threshold. There are no additional measures available that would further reduce emissions because the majority of the Project’s emissions come from mobile sources which are regulated by the State and not the City of Beaumont.

The reliance on carbon offsets to reduce either the Project’s mobile or non-mobile emissions is also not feasible, there is no local program available at this time that would meet CEQA’s criteria for this to be a valid mitigation measure. To reduce emissions, purchased offset credits must be genuine, quantifiable, additional, and verifiable. Even offset credits purchased from CARB-approved offset project registries have been determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions or cannot guarantee that such reductions are additional to any reduction that would occur under business-as-usual operations and reductions required by law. Such offsets have been determined to not comply with CEQA’s definition of a valid mitigation measure. See *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467.



The City of Beaumont, as Lead Agency and the entity responsible for enforcing any mitigation measures incorporated into the Project and relied upon to reduce impacts to a less than significant level, has no enforcement authority over offset credits that fund carbon reduction projects outside of the City. Many offset credits “sell” reductions in emissions generated outside of California, which may not be verifiable. International offsets may also be difficult to verify and guarantee. Notably, CARB does not have enforcement authority over such reductions, let alone the City of Beaumont. Thus, the purchase of offset credits is not a feasible mitigation measure to reduce the emissions impact of the proposed Project and impacts would remain significant and unavoidable.



#### 4.9 HAZARDS AND HAZARDOUS MATERIALS

Information presented in this section is primarily based on the technical reports listed below, which are included in their entirety in *Technical Appendices H, M1 and M2*, of this EIR. The ESA addresses the entire Project site in addition to approximately 83 acres off site (McAlister GeoScience, 2019). Refer to Section 7.0, *References*, for a complete list of reference sources used in this analysis.

- McAlister GeoScience. 2019. *Phase I Environmental Site Assessment Report* (“ESA”). November 12, 2019
- Dudek. 2022. *Fire Protection Plan Beaumont Pointe Specific Plan County of Riverside*. November 15, 2022.
- CRA Mobility, 2022. *Beaumont Pointe Project Fire Evacuation Analysis – Technical Memorandum*. July 27, 2022.

For purposes of this EIR, the term “hazardous material” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness. Hazardous materials include chemical, biological, flammable, explosive, and radioactive substances.

Hazardous waste is defined in the California Code of Regulations, Title 22, Section 66261.3. The defining characteristics of hazardous waste are: ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when exposed to air or water), and toxicity (materials listed by the United States Environmental Protection Agency [USEPA] as capable of inducing systemic damage to humans or animals). Certain wastes are called “Listed Wastes” and are found in the California Code of Regulations, Title 22, Sections 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

The Phase I ESA assessed the potential for Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs) and Historical Recognized Environmental Conditions (HRECs) in connection with the Project site. RECs, CRECs and HRECs are defined as follows:

- RECs are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not RECs.



- CRECs are defined as a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidence by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).
- HRECs are defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

#### 4.9.1 EXISTING CONDITIONS

The approximately 539.9-acre Project site includes 11 irregularly shaped parcels, including APNs: 422-060-002, 422-060-005, 422-060-009, 422-060-010, 422-060-016, 422-060-017, 422-060-018, 422-060-021, 422-060-022, 422-170-005, 422-170-008. The Project does not currently contain any buildings and is currently undeveloped, except for the eastern portion of the site that contains the paved portion of Jack Rabbit Trail. The Project site contains several unmarked trails that are located throughout the site. The Project site is characterized by steep slopes, overgrown vegetation, and complex drainage patterns.

#### **A. Historical Review, Regulatory Records Review, and Field Reconnaissance**

Based on a review of historical uses and regulatory records and field reconnaissance, there is no evidence of any RECs, CRECs, or HRECS on the Project site. Details on the review and reconnaissance are provided below.

##### *1. Historical Review*

In order to determine the historical use of the Project site, various documents were reviewed, including historical aerial photographs, historical topographic maps, Environmental Data Resources (EDR) collection of regulatory database records, city directories, historical site occupants, and historical site ownership records. Refer to *Technical Appendix H* of this EIR for a more detailed description of McAlister GeoScience's research results.

The historical review of the Project site and surrounding properties revealed the area was either undeveloped or agricultural land in the early 1900s. By 1953, aerial photographs show a residential home near the Project site on the east side of Jack Rabbit Trail. By 1967, topographic maps show one well located south and a second located east of the Project site. No significant changes were observed in the area in the 1970s, 1980s, and 1990s. The 2012 and 2016 aerial photographs showed the northern adjacent land, across SR-60, to be under construction for residential neighborhoods. No environmental



concerns were identified during the historical review of the surrounding properties that would cause environmental impacts on the Project site (McAlister GeoScience, 2019).

## 2. *Regulatory Records Review*

A review of federal, State, and local environmental records databases was conducted to identify properties near the Project site with reported environmental issues. A summary of the research results is provided below; a detailed description of the environmental record review results is included in *Technical Appendix H* of this EIR.

The Project site is not listed on any federal, state, or local regulatory agency databases. There are no Federal National Priorities List (NPL), Federal Delisted NPL, Federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), Federal Superfund Enterprise Management System Archive (SEMS-ARCHIVE), Federal Resource Conservation and Recovery Act (RCRA) Corrective Action (CORRACTS), Federal RCRA non-CORRACTS Treatment, Storage, and Disposal (TSD), Federal RCRA Large Quantity Generator (LQG), Federal RCRA Small Quantity Generator (SQG), Federal RCRA Conditionally Exempt Small Quantity Generator (CESQG), and Federal Institutional Controls/ Engineering Controls (IC/EC) sites listed on the Project site. There are also no State and Tribal Equivalent to NPL or CERCLIS sites; State and Tribal Landfill; State and Tribal Solid Waste Disposal; State and Tribal Leaking Underground Storage Tank (LUST); State or Tribal Spills, Leak Investigation and Cleanups (SLIC); State and Tribal Voluntary Cleanup Program (VCO); and State and Tribal Brownfield sites within Project site. The Project site is not located within the South Coast Air Quality Management District's Facility Information Detail (FIND) database. (McAlister GeoScience, 2019).

The online Department of Toxic Substances Control (DTSC) database, EnviroStor, and the online Regional Water Quality Control Board (RWQCB) database, GeoTracker, were reviewed to identify nearby sites that have the potential to impact the Project site. The databases identified five properties within a two-mile radius, including:

- Lockheed Martin Beaumont Site 2 listed under the FINDS database. Additional details on this site are provided below.
- The Upper Oak Lift Station is located approximate 1.4 miles east/northeast of the center of the Project site and listed under the FINDS, CERS HAZ WASTE, CERS TANKS AND CERS databases. Several violations associated were noted, however, all were returned to compliance. Based on the distance to the Project site, this site is not of concern.
- The East Valley Golf Club is located 7,530 feet north/northeast of the center of the Project site and listed under the FINDS database. Based on the distance, this site is not of concern.
- The Morongo Golf Club listed under the FINDS and ECHO databases. It is located 7,530 feet east/northeast. This site was not identified with any violations. Based on the distance, this site is not of concern.



- LUST site known as “Oak Valley Parkway,” was identified 3,366 feet northwest and up-gradient of the Project site. The potential impact is associated with diesel, gasoline, and other petroleum hydrocarbons into the groundwater used for municipal and domestic supply, agriculture, and industrial service and processes supply. Although the site currently has a regulatory status of “Open-Site Assessment” as of April 23, 2019, the distance from the Project site reduces any concern associated with the LUST as an environmental risk to the Project site.

The Lockheed Martin Beaumont Site 2 is located approximately 1 mile east/southeast from the center of the Project site and was used as an Aerospace Rocket Testing/Launch Area from 1958 to 1974. Between 1974 and 1986, portions of the overall site were used for sheep ranching and training of heavy equipment operators. This site is currently listed with the regulatory status of, “Open-Assessment & Interim Remedial Action” as of July 11, 2016. Potential contaminants of concern associated with the site include: 1,4-Dioxane, Explosives, Perchlorate, Polychlorinated Biphenyls, and Tetrachloroethylene leaching into groundwater, sediments, soil, and surface water. However, levels of contaminants at the site are very low and do not present any health concern. Based on the low levels of contaminants, areas of plume, distance and cross-gradient location from the Project site, the Lockheed Martin Beaumont Site 2 is considered a de minimis condition (McAlister GeoScience, 2019).

The online mapping system (Well Finder) maintained by the State of California Department of Oil, Gas, and Geothermal Resources for the immediate vicinity of the Project site was also reviewed. There is a Gas & Oil well located approximately 8,900 feet southwest of the Project site. However, due to its distance from the Project site, no environmental concerns were identified. Two plugged wells are also located northwest of the Project site. One is located adjacent, beyond State Route 60 (SR-60) and the other is located approximately 3,600 feet northeast. Both wells are plugged and identified as a “Dry Hole” and therefore they are not of environmental concern. Additionally, a Freedom of Information Act requests could not be sent to local agencies because no addresses associated with the Project site (McAlister GeoScience, 2019).

### *3. Field Reconnaissance*

McAlister GeoScience conducted a reconnaissance of the Project site on November 6, 2019, and observed the property to be undeveloped with no buildings or portions of buildings observed within the boundaries of the Project site. No potentially hazardous chemicals, aboveground or underground storage tanks, unusual or noxious odors, pools of liquid, pits, ponds, or lagoons, stained soil or pavement, transformers or polychlorinated biphenyl-suspect hydraulic systems, stained soil or pavement, stressed vegetation, leach fields, septic tanks, or cesspools, fill or dump sites, or sumps, pits, or floor drains were observed at the Project site. No evidence of drains, ditches, or streams or wells was observed at the Project site. No other pertinent information was observed during the site reconnaissance, except for one drum and three paint containers, which appeared empty, were observed across Jack Rabbit Trail. No environmental concerns were identified during the field reconnaissance (McAlister GeoScience, 2019).



**B. Airport Hazards**

The nearest airport to the Project site is Banning Municipal Airport, located approximately 10 miles to the east. The Project site is not located within the Airport Influence Area Boundary (RCALUC, 2004).

**C. Wildland Fire Hazards**

The Project site is in the SOI for the City of Beaumont and within the San Timoteo Badlands, which are considered wildlands. As shown on Figure 4.9-1, *Fire Hazard Severity Zones*, the Riverside County Information Technology (RCIT) and California Department of Forestry and Fire Protection (Cal Fire) designates the Project site as located within a State Responsibility Area (SRA) for “High” and “Very High” fire hazard severity (Cal Fire, 2007; RCIT, 2021).

**4.9.2 NOTICE OF PREPARATION/SCOPING COMMENTS**

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made on the NOP or during the EIR Scoping Meeting that pertain to hazards and hazardous materials.

**4.9.3 REGULATORY FRAMEWORK**

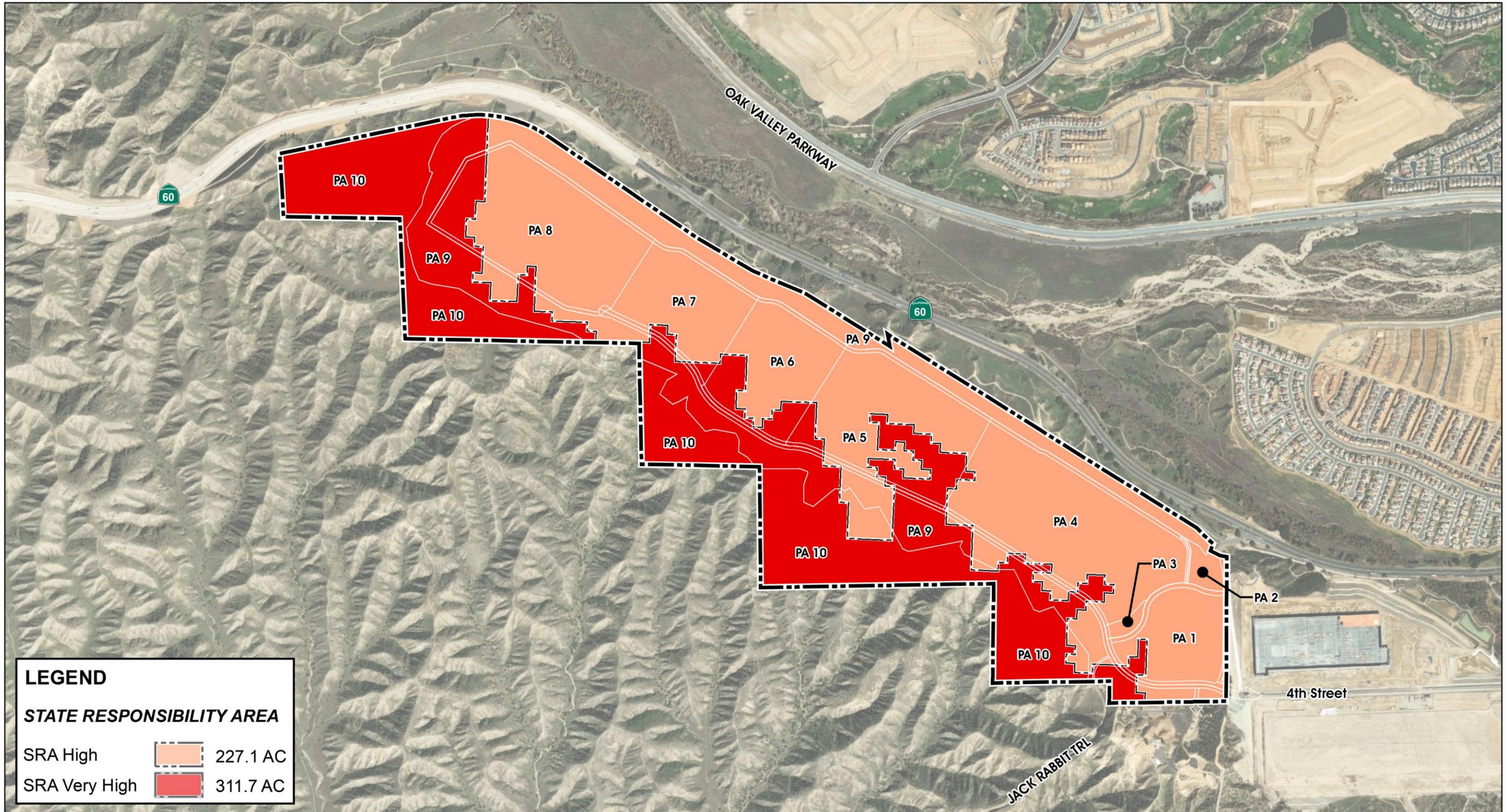
Hazardous materials and hazardous wastes are regulated by various federal, State, and local regulations to protect public health and the environment. This section summarizes the overall regulatory framework governing hazardous materials management that is applicable to the Project.

**A. Federal**

**1. *Comprehensive Environmental Response, Compensation, and Liability Act and Superfund Amendments and Reauthorization Act***

The Comprehensive Environmental Response, Compensation, and Liability Act (“CERCLA” or “Superfund”), provides a Federal “Superfund” to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the Environmental Protection Agency (EPA) was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. EPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, EPA obtains private party cleanup through orders, consent decrees, and other small party settlements. EPA also recovers costs from financially viable individuals and companies once a response action has been completed (EPA, 2019a).

EPA is authorized to implement the Act in all 50 states and U.S. territories. Superfund site identification, monitoring, and response activities in states are coordinated through the state environmental protection or waste management agencies (EPA, 2019a).



Source(s): ESRI, RCLMA (2021), CAL Fire (2021)

Figure 4.9-1



Fire Hazard Severity Zones



The Superfund Amendments and Reauthorization Act (SARA) of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, definitions clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. Also, Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA) as the national legislation on community safety. This law is designed to help local communities protect public health, safety, and the environment from chemical hazards. (EPA, 2019a).

### *2. Resource Conservation and Recovery Act*

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances (EPA, 2019b).

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program (EPA, 2019b).

### *3. Hazardous Materials Transportation Act*

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property" (OSHA, n.d.).

Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 CFR Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177 (OSHA, n.d.)

The HMTA is enforced by use of compliance orders [49 U.S.C. 1808(a)], civil penalties [49 U.S.C. 1809(b)], and injunctive relief (49 U.S.C. 1810). The HMTA (Section 112, 40 U.S.C. 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the HMTA requirement (OSHA, n.d.).



**4. *Hazardous Materials Transportation Uniform Safety Act of 1990***

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting state, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property (OSHA, n.d.).

The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials (OSHA, n.d.).

**5. *Occupational Safety and Health Act***

Congress initially passed the Occupational and Safety Health Act (OSH) in 1970 to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions (EPA, 2019c).

In order to set and enforce workplace safety and health standards and to establish standards for workplace health and safety, the Act also created the Occupational Safety and Health Administration (OSHA) and National Institute for Occupational Safety and Health (NIOSH) as the research institution for OSHA. OSHA is a division of the U.S. Department of Labor that oversees the administration of the Act and enforces standards in all 50 states (EPA, 2019c).

**6. *Toxic Substances Control Act***

The Toxic Substances Control Act (TSCA) of 1976 provides EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint (EPA, 2019d).

Various sections of TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for “new chemical substances” before manufacture
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a “significant new use” that could result in exposures to, or releases of, a substance of concern.



- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.
- Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform EPA, except where EPA has been adequately informed of such information. EPA screens all TSCA b§8(e) submissions as well as voluntary “For Your Information” (FYI) submissions. The latter are not required by law, but are submitted by industry and public interest groups for a variety of reasons (EPA, 2019d).

**B. State**

**1. *Cal/OSHA and the California State Plan***

Under an agreement with OSHA, since 1973, California has operated an occupational safety and health program in accordance with Section 18 of the federal OSH. The State of California’s Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California’s Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State safety and health standards, and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace (OSHA, 2017).

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the State, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the State authorized to adopt, amend, or repeal occupational safety and health standards or orders. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries or illnesses (OSHA, 2017).

**2. *California Hazardous Waste Control Law***

The Hazardous Waste Control Law (HWCL) (Cal. Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a “cradle-to-grave” waste management system in the State. It specifies



that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law (California Legislative Information, 1972).

**3. *California Code of Regulations, Titles 5, 17, 22 and 26***

A variety of California Code of Regulation (CCR) titles address regulations and requirements related to hazardous materials and hazardous waste. CCR Title 17, Division 1, Chapter 8, defines and regulates handling and disposal of lead-based paint. Any detectable amount of lead is regulated. CCR Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully-authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of State and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, CCR Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24 and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as “Title 22” (DTSC, 2020b; DTSC, 2020a).

**4. *California Government Code Section 51178***

This section specifies that the Director of CalFire, in cooperation with local fire authorities, shall identify areas that are Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRAs), based on consistent statewide criteria, and the expected severity of fire hazard. Per California Government Code (CGC) Section 51178, a local agency may, at its discretion, exclude from the requirements of Section 51182 an area within its jurisdiction that has been identified as a VHFHSZ, if it provides substantial evidence in the record that the requirements of Section 51182 are not necessary for effective fire protection within the area. Alternatively, local agencies may include areas not identified as VHFHSZ by CalFire, following a finding supported by substantial evidence in the record that the requirements of Section 51182 are necessary for effective fire protection within the new area. According to Section 51182, such changes made by a local agency shall be final, and shall not be rebuttable by CalFire.

**C. Local**

**1. *Local Permitting Requirements***

The aforementioned federal and State hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain a hazardous materials permit and submit a business plan to its local Certified Unified Program Agency



(CUPA). The CUPA also ensures local compliance with all applicable hazardous materials regulations. The CUPA associated with the Project site is the Riverside County Department of Environmental Health (RCDEH). The Department is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, the Department maintains an emergency response team that responds to hazardous materials and other environmental health emergencies 24 hours a day, 7 days a week (RCDEH, 2020)

The CUPA also oversees the two Participating Agencies (Corona Fire and Riverside Fire) that implement hazardous materials programs within the County (RCDEH, 2020).

**2. City of Beaumont General Plan**

The General Plan identifies goals related to hazards and hazardous materials in the Safety Element. These goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*, of this Draft EIR.

**3. City of Beaumont Local Hazard Mitigation Plan**

The City of Beaumont's Local Hazard Mitigation Plan (LHMP) is a plan that the City reviews, monitors, and updates approximately every five years to reflect changing conditions and new information regarding hazards faced by the City of Beaumont. The most current version is dated June 2012 (City of Beaumont, 2012). The LHMP addresses hazards associated with wildfire, flooding, earthquakes, extreme weather, insect infestation, hazardous materials incidents, blackout, transportation incidents, pipeline incidents, toxic pollution, nuclear incidents, civil unrest, and terrorism within the City of Beaumont. The LHMP identifies vulnerabilities, provides recommendations for prioritized mitigation actions, evaluates resources, and identifies mitigation shortcomings, provides future mitigation planning and maintenance of the existing LHMP. The LHMP mitigation measures include: a vulnerability assessment of City facilities, incorporation of LHMP policies and goals into the City of Beaumont General Plan, dissemination of information pertaining to the City's Emergency Response Procedures, and public awareness training (City of Beaumont, 2012).

**4.9.4 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section XI of Appendix G to the CEQA Guidelines, the Project would result in a significant impact to hazards and hazardous materials if the Project or any Project-related component would:

- a. *Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;*



- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;*
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;*
- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment;*
- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;*
- f. Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan; or*
- g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.*

As the City has not adopted its own thresholds with respect to hazards and hazardous materials, the above-listed thresholds are derived directly from Appendix G of the CEQA Guidelines and address the typical, adverse effects related to hazards and hazardous materials that could result from implementation of the Project.

#### **4.9.5 IMPACT ANALYSIS**

***Threshold a:*** *Would the Project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?*

***Threshold b:*** *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Implementation of the Project would result in the construction and long-term operation of industrial and commercial uses within the Project site. The Project would have the potential to expose workers on site, the public, and/or the environment to a substantial hazard if there are any hazards or hazardous materials on the Project site or if hazardous materials are used/stored, manufactured/shipped on the Project site during construction or long-term operation. The analysis below evaluates the potential for the Project to result in a substantial hazard to people or the environment during any stage of the Project.

#### **A. On-Site Conditions**

As discussed in Section 4.9.1, there are no RECS, CRECS, or HRECS associated with the Project site. Therefore, the existing site condition is considered to be free from any environmental concern associated with hazards or hazardous materials. Grading and hauling of on-site soils would have no hazardous risk to the public or the environment through the routine transport, use or disposal of



hazardous materials; and there would be no risk of upset or accident conditions involving the release of hazardous materials into the environment.

***B. Temporary Construction-Related Activities***

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. These materials would not be in such quantities or stored in such a manner as to pose a significant safety hazard to on-site construction workers or the general public. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA and DTSC. With mandatory compliance of applicable hazardous materials regulations, the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase.

Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Thus, impacts due to construction activities would not cause a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, and impacts would be less than significant impact. Therefore, temporary construction-related impacts would be less than significant.

***C. Impact Analysis for Long-Term Operation***

The Project site would include industrial and commercial land uses. The future occupants of the proposed buildings are not yet known. However, the building occupants within the industrial land use will include warehousing, manufacturing, fulfillment, parcel hub and/or similar uses. Manufacturing uses may include manufacturing on site and shipment of goods and/or shipment/transport of goods to the Project site for manufacturing on site. Building occupants within the commercial land uses will include restaurants, recreation, and entertainment (e.g., athletic fields, batting cages, miniature golf courses, health clubs, etc.). The full list of permitted, conditionally permitted, and ancillary uses allowed within the Project site are listed on Table 3-1 of the Beaumont Pointe Specific Plan. Based on the facilities and uses that would be allowed at the Project site, hazardous materials (e.g., diesel fuel, lubricants, solvents, corrosives, hazardous materials, etc.) could be used during the course of daily operations at the Project site. It is possible that other hazardous materials also could be used during the course of daily operations at the Project site. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would only be stored and transported to and from the Project site. General cleaning activities on site



that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such cleaning products.

Exposure of people or the environment to hazardous materials during operation of the Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. As previously discussed, the U.S. Department of Transportation prescribes strict regulations for hazardous materials transport, as described in Title 49 of the Code of Federal Regulations (i.e., the Hazardous Materials Transportation Act); these are implemented by Title 13 of the California Code of Regulations. It is possible that vendors may transport hazardous materials to and from the Project; and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site are subject to requirements associated with accumulation time limits, amounts, and proper storage locations and containers, and proper labeling. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by businesses on the Project site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies through preparation of a Hazardous Materials Inventory and a Hazardous Materials Business Plan. Any businesses that occupy the buildings on the Project site and that handles/stores substantial quantities of hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the RCDEH in order to register the business as a hazardous materials handler. Such businesses also are required to prepare and comply with Hazardous Materials Inventory and a Hazardous Materials Business Plan, which requires immediate reporting to the RCDEH and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

The RCDEH implements the Hazardous Materials Business Plan for the County. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on development sites. The plan also contains an emergency response plan, which describes the procedures for mitigating a hazardous release, procedures, and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of emergency-response personnel, such as the local fire agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts.



If businesses that use or store hazardous materials occupy the future buildings on the Project site, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper transport, use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Based on the foregoing information, potential hazardous materials impacts associated with long-term operation of the Project are regarded as less than significant and no mitigation is required.

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

The Project's eastern boundary is located approximately three (3) miles west of Three Rings Ranch Elementary School at 1040 Calumet Avenue in Beaumont, California (Google Earth Pro, 2021). There are no proposed schools in closer proximity to the Project site. Accordingly, the Project does not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. Impacts related to on-site construction and operational uses are considered less than significant.

The vast majority of passenger car and truck travel to/from the Project site will be from 4th Street to Potrero Avenue to access SR-60. There are no existing or proposed schools within one-quarter mile of these roadways or the Potrero Avenue/SR-60 interchange. Additionally, and as described above under the analysis for Thresholds "a" and "b," the use of and transport of hazardous substances or materials to-and-from the Project site during construction and long-term operational activities would be required to comply with applicable federal, State, and local regulations that are designed to preclude substantial public safety hazards. Accordingly, there would be no significant potential for existing or proposed schools to be exposed to substantial safety hazards associated with emission, handling of, or the routine transport of hazardous substances or materials to-and-from the Project site. Impacts related to off-site construction and operational uses are considered less than significant.

Finally, refer to EIR Section 4.3, *Air Quality*, for analysis pertaining to human health risks associated with air pollutant emissions associated with the Project, including risks to sensitive receptors such as school children.

***Threshold d: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?***

As discussed in Section 4.9.1A.2 above, based on a site search on November 6, 2019, the Project site is not listed on any federal, state, or local regulatory agency databases or any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There are no Federal National Priorities



List (NPL), Federal Delisted NPL, Federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), Federal Superfund Enterprise Management System Archive (SEMS-ARCHIVE), Federal Resource Conservation and Recovery Act (RCRA) Corrective Action (CORRACTS), Federal RCRA non-CORRACTS Treatment, Storage, and Disposal (TSD), Federal RCRA Large Quantity Generator (LQG), Federal RCRA Small Quantity Generator (SQG), Federal RCRA Conditionally Exempt Small Quantity Generator (CESQG), and Federal Institutional Controls/ Engineering Controls (IC/EC) sites listed on the Project site. There are also no State and Tribal Equivalent to NPL or CERCLIS sites; State and Tribal Landfill; State and Tribal Solid Waste Disposal; State and Tribal Leaking Underground Storage Tank (LUST); State or Tribal Spills, Leak Investigation and Cleanups (SLIC); State and Tribal Voluntary Cleanup Program (VCO); and State and Tribal Brownfield sites within Project site. The Project site is not located within the South Coast Air Quality Management District's Facility Information Detail (FIND) database (McAlister GeoScience, 2019). Accordingly, no impact would occur.

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

The Project site is not located within the Airport Influence Area for the nearest airport to the Project site, Banning Municipal Airport, located approximately 10 miles to the east of the Project site (RCALUC, 2004). Therefore, implementation of the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. No impact would occur.

***Threshold f:*** *Would the Project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During an emergency in the City, operations are coordinated from the City's Emergency Operations Center (EOC) in accordance with the City's EOP. The primary EOC location is at the Chatigny Recreation Center (CRC) located on the northeast corner of Oak Valley Parkway and Cherry Avenue. The alternate EOC location is the Beaumont City Hall Facility located at 550 E 6th Street. Additionally, according to the City's General Plan Safety Element, The City has major evacuation routes which include I-10 and SR-60 as well as several major roadways. The following existing major roadways are emergency evacuation routes: Brookside Avenue, Oak Valley Parkway, Highland Spring Avenue, and Beaumont Avenue. It should be noted that an interchange at Potrero Boulevard and SR-60 is under construction and an extension of Potrero eastward to connect to Highland Springs Avenue is planned. Following the completion of the extension, Potrero Boulevard will be designated by the City as an evacuation route. Additionally, the SR-60, immediately north of the Project site, serves as an evacuation route for the City (City of Beaumont, 2020).

During Project construction, travel lanes along Frontage Road would be maintained, and construction materials and equipment would be staged on site. The Project is not anticipated to result in a substantial



alteration to the design or capacity of an existing road that would impair or interfere with an adopted emergency response or evacuation plan. No impacts would occur.

Under operational conditions, the Project would be required, by Riverside County Ordinance No. 348, Section 21.32a, *Emergency Access*, to maintain adequate emergency access for emergency vehicles on site. The Project provides for two avenues of egress in the event of an emergency, with primary access provided at 4th Street and emergency access provided via the Jack Rabbit Trail interchange with the SR-60 Freeway. The Project does not include any features that would physically impair or otherwise conflict with an emergency response plan or evacuation plan. Additionally, as part of the City's discretionary review process, the City of Beaumont reviewed the Project's application materials to ensure that the design of the Project would meet City requirements, appropriate emergency ingress and egress would be available to-and-from the Project site and that the Project would not substantially impede emergency response times in the local area (see Section 4.15, *Public Services*, of this EIR). According to the Project's Fire Protection Plan, and as further analyzed in Section 4.15, *Public Services*, of this EIR, Station 66 would respond within approximately 7 minutes to the Project's entrance and Station 20 would respond within approximately 9 minutes (Dudek, 2022, p. 35).

The Project's proposed industrial/commercial development is anticipated to increase the call volume at a rate of up to 191 calls per year (4 calls per week or 16 calls per month). Fire Stations 66 and 20 combined emergency responses in 2017 totaled 4,943 calls per year or 5.43 and 8.11 calls per day per station, respectively. The level of service demand for the Project would increase overall call volume; however, the increase is not anticipated to impact the existing fire stations to a point that they cannot meet the demand. (Dudek, 2022, p. 37) Furthermore, it should be noted that the Project would be required by City of Beaumont Chapter 3.36, *Emergency Preparedness Facilities Fees*, to contribute costs to improve Emergency Preparedness Centers.

The Project will maintain a conservative approach to fire safety, including maintaining the landscape and structural components according to the standards described above and embracing a "Ready, Set, Go!" stance on evacuation.

The time to evacuate under multiple scenarios was calculated via traffic simulations. Table 4.9-1, *Evacuation Time Summary*, displays the calculated evacuation roadway capacity and the time it would take to evacuate for the Project and surrounding land uses for 17 different scenarios.

As shown in Table 4.9-1, Scenarios 1 – 9 show the total evacuation times for the Project only under the full Project, Weekday, and Weekend conditions using three different evacuation conditions: 1) all evacuation routes available (SR-60 and West 4th Street), 2) SR-60 only, and 3) West 4th Street only. Scenarios 10 – 12 show the evacuation time for Hidden Canyon Industrial Park without Project under the same three evacuation scenarios. Scenario 16 shows the evacuation time for Hidden Canyon Industrial Park and Olive Wood without Project with all evacuation routes available. Scenarios 13 – 17 show the total evacuation time for the Project with surrounding land uses, including Hidden Canyon Industrial Park under all three evacuation scenarios, as well as, Hidden Canyon Industrial Park and Olive Wood with all evacuation routes available.



**Table 4.9-1 Evacuation Time Summary**

Scenario No.	Scenario	Total Evacuation Vehicles <sup>1</sup>	Project Only Evacuation Time <sup>2</sup>	Surrounding Land Uses <sup>3</sup>
1	Project with all Evacuation Routes	4,866	1 hour 50 minutes	-
2	Project with SR-60 Only		2 hours 7 minutes	-
3	Project with West 4th Street Only		2 hours 37 minutes	-
4	ITE Weekday Parking Generation Rates with all	3,022	1 hour 1 minute	-
5	ITE Weekday Parking Generation Rates with SR-60 Only		1 hour 25 minutes	-
6	ITE Weekday Parking Generation Rates with West 4th Street Only		1 hour 46 minutes	-
7	Weekend with all Evacuation Routes	2,474	55 minutes	-
8	Weekend with SR-60 Only		1 hour 33 minutes	-
9	Weekend with West 4th Street Only		1 hour 39 minutes	-
10	Hidden Canyon Industrial Park with all Evacuation Routes Available	808	-	27 minutes
11	Hidden Canyon Industrial Park with SR-60 Only		-	33 minutes
12	Hidden Canyon Industrial Park with West 4th Street Only		-	31 minutes
13	Project with Hidden Canyon Industrial Park with all Evacuation Routes Available	5,674	2 hours 1 minute	43 minutes
14	Project with Hidden Canyon Industrial Park with SR-60 Only		3 hours 36 minutes	59 minutes
15	Project with Hidden Canyon Industrial Park with West 4th Street Only		3 hours 32 minutes	43 minutes
16	Hidden Canyon Industrial Park and Olive Wood with all Evacuation Routes Available	2,680	-	35 minutes
17	Project with Hidden Canyon Industrial Park and Olive Wood with all Evacuation Routes Available	7,546	2 hours 4 minutes	51 minutes

Source: CRA Mobility, 2022 (*Technical Appendix M2* of this EIR)

1 Total Evacuation Vehicles provides number of vehicles that would be evacuating based on the Scenario e.g., under Scenario 1–3, 4,866 total vehicles would evacuate under Project conditions.

2 Column represents time of evacuation for the Project only; where no evacuation time is listed, the Project was not included in the Scenario.

3 Column represents time of evacuation for Surrounding uses only; where no evacuation time is listed, the surrounding land uses were not included in the evacuation modeling.

During a Project evacuation, law enforcement would shut down traffic along the SR-60 Freeway to prevent people from entering an active wildfire area, diverting traffic away from the evacuation area, as well as to keep it open to evacuees who may be in harm's way during mass evacuation scenarios. Evacuees from the Project would need to travel along both or one of the adjacent evacuation routes, SR-60 or West 4th Street, to reach more urban landscapes and the travel way is hardened (low fuel loading, converted landscapes, developed ignition resistant buildings and hardscape on both sides) and exposure during an evacuation would be limited. Currently, there is no population relying on the



emergency egress points at Jack Rabbit Trail and the SR-60 Freeway or 4th Street. However, future development (Hidden Canyon Industrial Park) would use these routes for evacuation during some wildfire scenarios. In the scenario where Hidden Canyon evacuates simultaneously with the Project, evacuation of the Project site and Hidden Canyon is possible in all modeled scenarios; therefore, the Project would not substantially impair an emergency evacuation plan. (CRA Mobility, 2022) Details of each scenario are found in the Project's evacuation analysis (*Technical Appendix M2* of this EIR).

According to the Project's evacuation analysis, the Project site can be safely evacuated under the worst-case scenarios:

- 1) When the Project site and Hidden Canyon are fully occupied (all parking spaces occupied) and need to be evacuated concurrently, within 3 hours and 36 minutes using SR-60 only, 3 hours and 32 minutes using 4th Street only, or 2 hours and 1 minute when all evacuation routes are available (Scenarios 13–15).
- 2) When the Project site, Hidden Canyon Industrial Park, and Olive Wood are fully occupied (all parking spaces occupied) and need to be evacuated concurrently, within 2 hours 4 minutes when all evacuation routes are available (Scenario 17).

These scenarios will require additional emergency management pre-planning and "in the field" determinations of when evacuations are needed and how they are phased to maximize efficiency. However, as shown above, the current evacuation time for the surrounding communities ranges from 27 minutes to 35 minutes (Scenarios 10 and 16), adding the maximum number of vehicles from the Project's site increases the evacuation time between 16 minutes and 26 minutes.<sup>1</sup>

In the event that the time to evacuate is considered too long to evacuate safely by police and fire personnel, in the field at the time of the evacuation event, then Project site employees and visitors can be ordered not to evacuate and to shelter-in-place in the specific locations that were constructed to allow for safe sheltering in place. In accordance with the Fire Protection Plan (*Technical Appendix M1*), a shelter-in-place plan will be prepared and provided to all on-site personnel outlining the actions to take if a shelter-in-place notification is provided by emergency management sources. The project buildings will be constructed of concrete which is non-combustible and highly resistant to heat. Because of the concrete/ignition resistant construction, fuel modification zone setbacks and the type of lower fire intensity vegetative fuels in the vicinity of the site, sheltering in place is considered to be a safe option if a fast-moving wildfire precludes complete evacuation of the Project site. The City of Beaumont has adopted the Emergency Operations Plan and Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Emergency responders will

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<sup>1</sup> Increase in evacuation time determined by comparing no project scenarios (Scenarios 10–12 and 16) to with project and surrounding land use scenarios (Scenarios 13–15 and 17). For example, Scenario 13 (43 minutes) – Scenario 10 (27 minutes) = 16 minutes; and Scenario 14 (59 minutes) – Scenario 11 (33 minutes) = 26 minutes.



utilize this plan to determine whether the Project's visitors and employees should shelter-in-place or evacuate under an emergency scenario.

Evacuations are fluid events and evacuation timeframes may vary widely, depending on a variety of factors including the number of vehicles evacuating, the road capacity to move those vehicles, employee or patrons' awareness and preparedness, evacuation messaging and direction, and on-site law enforcement control. Because there are no standards for determining whether an evacuation timeframe is appropriate, deferring to actual evacuation results and similar project analysis is a typical approach. In the case of historical wildfire evacuations in Riverside County, there are several notable examples that indicate the extremely high success rate for evacuating large numbers of people and doing so in a managed and strategic way through the available technological innovations available to emergency managers. While large-scale evacuations may take several hours or more and require moving people long distances to designated areas, the success rate in Riverside County is nearly 100% safe evacuations. Comparing similar project analysis indicates that it is common to increase evacuation times when new communities are built and the increase in time can be 45 minutes or more based on lack of road capacity to absorb and facilitate movement of the additional vehicles. However, as indicated above, the Project can be safely evacuated under the worst-case scenarios and would not interfere or impede with an emergency evacuation route.

Additionally, although the Project is not to be considered a shelter-in-place development, because the Project site would be highly ignition resistant in terms of its buildings and landscape/hardscape, it is anticipated that an additional option available to emergency managers in some wildfire and other emergency scenarios will be directing people to temporarily remain on site and seek refuge within the ignition resistant buildings or other safe areas on the site. When an evacuation is ordered, it will occur according to pre-established evacuation decision points or as soon as notice to evacuate is received, which may vary depending on many environmental and other factors.

Based on the foregoing analysis, the Project is not anticipated to interfere or impede an adopted emergency response plan or emergency evacuation route during construction or operation. As such, impacts would be less than significant.

***Threshold g: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

As shown in Figure 4.9-1, the Project site is designated within a “High” and “Very High” Fire Hazard Severity Zone within an SRA by the Riverside County General Plan and CalFire (RCIT, 2021; CalFire, 2021). The Beaumont Pointe Specific Plan includes project design features to protect people and structures from wildfires. Currently, the Project site is undeveloped, disturbed, vacant and has hills in the south. The Project site’s hills would remain undeveloped and would contain existing native and non-native vegetation that would be susceptible to wildfire. Defensible space is defined as managed and maintained areas adjacent to structures that enable fire suppression activities through the removal of flammable fuels and maintenance of landscapes that would not readily transmit wildfire. As further discussed in Section 4.20, *Wildfire*, the Project would incorporate defensible space in the form of



modified fuel areas in two managed zones, a fuel maintenance zone and a fuel modification area (FMA). The Project would provide a fuel maintenance zone with 20 feet of irrigated vegetation around the perimeter of the Project site and a 100-foot FMA of paved surface and/or irrigated landscape. The implementation of the on-site defensible space (FMA and fuel maintenance zone) would reduce the risk of wildfire at the Project site and would improve the ability of firefighters to fight fires and protect the Project site and neighboring resources, irrespective of the cause or location of ignition. Additionally, all Project related plans will be reviewed and approved by the City of Beaumont and Riverside County Fire Department to ensure the safety of future Project occupants and structures. Accordingly, impacts due to wildland fires would be less than significant. Refer also to Section 4.20, *Wildfire*, of this Draft EIR for an analysis of the Project's potential to exacerbate wildfire impacts.

#### **4.9.6 CUMULATIVE IMPACT ANALYSIS**

As discussed above under the responses to Thresholds "a" and "b," the Project's construction and operation would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to additional review and permitting requirements by the RCDEH. Similarly, any other developments in the area proposing the construction of uses with the potential for use, storage, or transport of hazardous materials also would be required to comply with applicable federal, State, and local regulations, and such uses would be subject to additional review and permits from their local oversight agency. Therefore, the potential for release of hazardous materials into the environment, either through accidents or due to routine transport, use, or disposal of such materials would be mitigated for each development and would not result in a cumulatively considerable impact.

The Project site is not located within one-quarter mile of an existing or planned school. The nearest school, Three Rings Ranch Elementary School, is located approximately three (3) miles east of the Project site. Accordingly, the Project was determined to not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes due to routine transport, use, or disposal of such materials within one-quarter mile of an existing or proposed school. Therefore, implementation of the Project would not contribute to a cumulatively-considerable impact associated with emissions within one-quarter mile of an existing or planned school.

The Project site is not located on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; therefore, the Project has no potential to contribute to substantial, cumulative effects related to the development or re-development of contaminated property.

As discussed above under the response to Threshold "e," the Project would not be adversely affected by operations at the Banning Municipal Airport, as the Project site is located outside of the Airport Influence Area (RCALUC, 2004). Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and would not contribute to a cumulatively considerable impact associated with airport hazards.



The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route and the Project provides adequate ingress and egress as determined by the City of Beaumont and the Riverside County Fire Department;

As described above, adding the maximum number of vehicles from the Project's site would increase evacuation times for surrounding development between 16 minutes and 26 minutes. However, these scenarios are highly conservative as they assume that all parking spaces are fully occupied at both the proposed Project site and the Hidden Canyon Industrial Park site. Additionally, under all scenarios, the increase in evacuation time is associated with the proposed Project, and not the surrounding land uses, as the proposed Project is located on the furthest end of the study area, and vehicles from the surrounding land uses would reach the transportation network before vehicles from the proposed Project. The Project and surrounding development can be safely evacuated under the worst-case scenario (Scenario 14: Project with Hidden Canyon Industrial Park with SR-60 Only) and would not interfere or impede with an emergency evacuation route. Additionally, although the Project is not to be considered a shelter-in-place development, because the Project site would be highly ignition resistant in terms of its buildings and landscape/hardscape, it is anticipated that an additional option available to emergency managers in some wildfire and other emergency scenarios will be directing people to temporarily remain on site and seek refuge within the ignition resistant buildings or other safe areas on the site. When an evacuation is ordered, it will occur according to pre-established evacuation decision points or as soon as notice to evacuate is received, which may vary depending on many environmental and other factor.

The Project and cumulative development can be safely evacuated under the worst-case scenario and would not interfere or impede with an emergency evacuation route. Thus, there is no potential for the Project to contribute to any cumulative impacts associated with an adopted emergency response plan or emergency evacuation plan.

As discussed above under Threshold “g,” the Project site is located within an area identified by Cal Fire and Riverside County as a “High” and “Very High” fire hazard severity zone (Riverside County, 2015; Cal Fire, 2007). However, all development within high fire hazard severity zones is required to comply with the City of Beaumont Weed Abatement Program and the Riverside County Fire Department requirements, in order to minimize any potential fire risk. Additionally, all development in the area would require review and approval by the City of Beaumont and Riverside County Fire Department to ensure the safety of future Project occupants and structures. Therefore, cumulative impacts associated with wildfire would be less than significant.

#### **4.9.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION**

Threshold a and b: Less than Significant Impact. During Project construction and operation, mandatory compliance to federal, State, and local regulations would ensure that the proposed Project would not create a significant hazard to the environment due to routine transport, use, disposal, or upset of hazardous materials and to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.



Threshold c: Less than Significant Impact. The Project site is not located within one-quarter mile of an existing or planned school; therefore, implementation of the Project would not result in an impact associated with hazardous emissions or the handling of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Threshold d: No Impact. The Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Threshold e: No Impact. The Project site is located outside the Airport Influence Area Boundary for the nearest airport, which is Banning Municipal Airport located 10 miles east of the Project site.

Threshold f: Less than Significant Impact. The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, adequate emergency vehicle access is required to be provided. Additionally, the Project can be safely evacuated under the worst-case scenario, and would not interfere or impede with an emergency evacuation route. Accordingly, implementation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.

Threshold g: Less than Significant Impact. The Project site is located within a “High” and “Very High” fire hazard severity zone; however, compliance with existing local regulations would ensure that impacts related to wildfire would be minimized.

#### **4.9.8 MITIGATION**

Impacts would be less than significant; therefore, mitigation is not required.

#### **4.9.9 SIGNIFICANCE OF IMPACTS AFTER MITIGATION**

Impacts would be less than significant without mitigation.



## 4.10 HYDROLOGY AND WATER QUALITY

This section identifies and evaluates the Project’s potential to have adverse hydrology and water quality effects. Information presented in this section is primarily based on the following technical reports, which are included in their entirety in *Technical Appendix I1, I2, F1, L1, and L2*, respectively, of this EIR.

- Proactive Engineering Consultants West, Inc. (PECW). 2022a. *Preliminary Hydrology and Hydraulic Study for Beaumont Pointe Specific Plan, City of Beaumont, California*. April 2022.
- Proactive Engineering Consultants West, Inc. (PECW). 2022b. *Project Specific Water Quality Management Plan for Beaumont Pointe*. April 11, 2022.
- Kling Consulting Group, Inc (KCG). 2021. *Revised Preliminary Geotechnical Feasibility Investigation, Beaumont Pointe Specific Plan, 539.9 Acre Industrial/Commercial Development, Jack Rabbit Trail, Beaumont Area, Riverside County, California*. March 19, 2021. This technical report is referred to herein as “Geotechnical Report.”
- Charles Marr Consulting and Pacific Advanced Civil Engineering (CMC & PACE). 2021. *Project Specific Water Supply Assessment*. April 13, 2021.
- Pacific Advanced Civil Engineering (PACE). 2022. *Amendment #1 Water Supply Assessment*. April 8, 2022.

### 4.10.1 EXISTING CONDITIONS

#### A. Regional Setting

The northern portion of the Project site is within the Santa Ana River Watershed and the southern portion of the Project site is within the San Jacinto Valley Watershed, both of which are under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB) (RCIT, 2021). According to the SARWQCB, the Santa Ana River Watershed covers a land area of 2,840 square miles between Los Angeles and San Diego. The Santa Ana River headwaters originate in the southern San Bernardino Mountains and runs southwesterly across San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach. The total length of the Santa Ana River and its major tributaries is approximately 700 miles. (SAWPA, 2018) Water from the Project site flows through the San Timoteo Creek and then into the Santa Ana River, and ultimately discharges into the Pacific Ocean.

#### B. Existing Setting

The Project site has a varying topography consisting of hillsides, ridges, canyons, and valleys. Stormwater originating from the site drains to the northeast towards SR-60 to 16 existing Caltrans maintained culverts (1-16) via their respective tributary areas (drainage areas 100 thru 1600). Tributaries for these culverts extend to the ridgelines of the Badlands foothills along the southern and



northern borders; the development on the eastern border provides a ridgeline for the eastern edge of the Project site. The northwestern most culvert is an existing 54-inch corrugated metal pipe (CMP) and the southeastern most culvert is a double 48-inch CMP adjacent to the SR-60 off-ramp for Jack Rabbit Trail. The tributaries feature steep, eroded hillside grades and natural depressed grasslands at the entrances of the culverts. These depressed areas provide natural detention areas for the culverts before the runoff confluences with San Timoteo Creek on the northern side of SR-60.

As shown in Figure 4.10-1, *Existing Hydrology Map*, the Project site is divided into 16 drainage management areas (DMAs). Table 4.10-1, *Existing 100-Year Peak Flow Rates*, identifies the peak flow rates discharging from each DMA under existing conditions for the 100-year storm event.

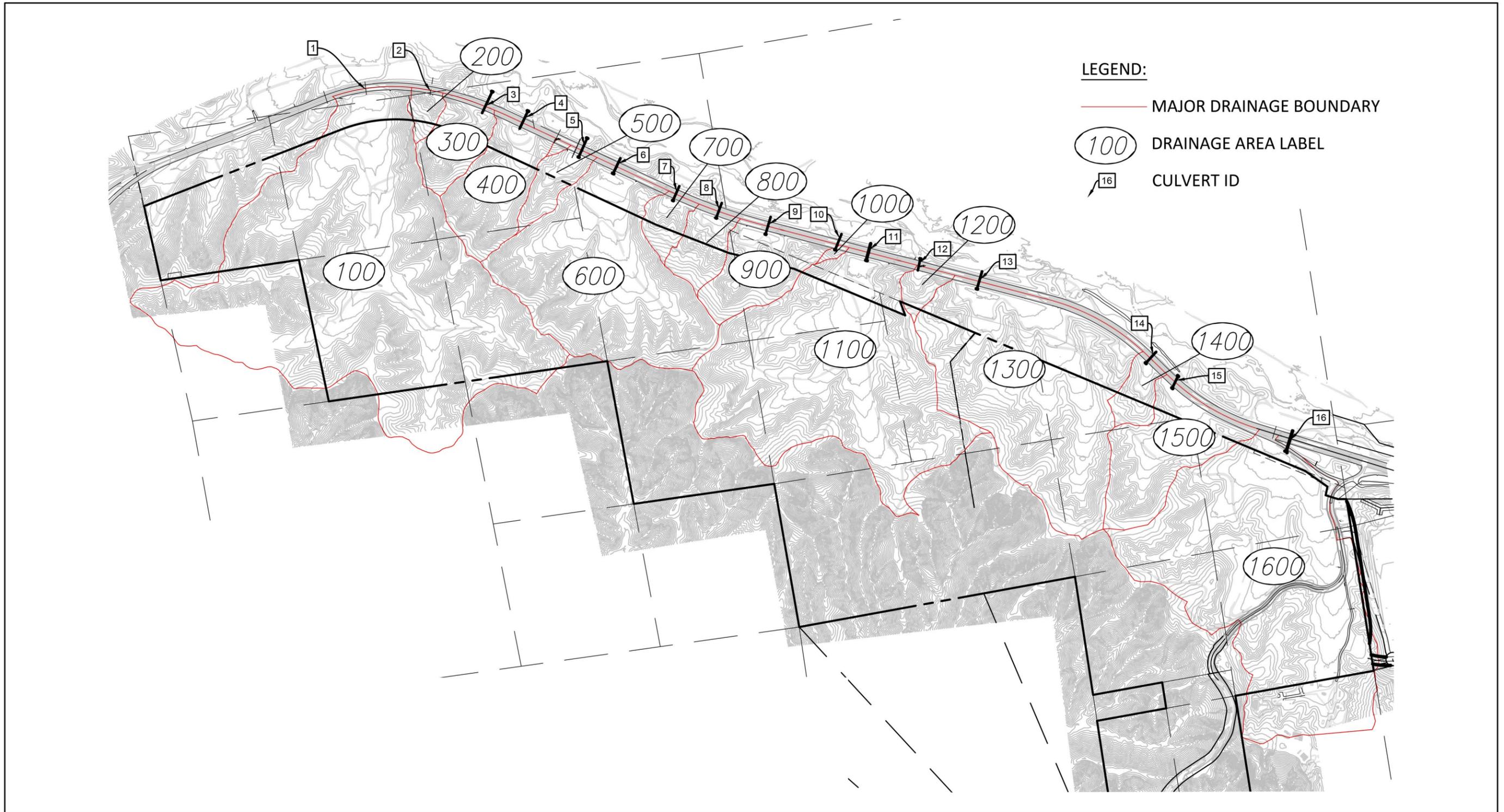
**Table 4.10-1 Existing 100-Year Peak Flow Rates**

Area ID	Acreage	Peak Runoff (cfs)	Culvert Size (in)	Culvert Capacity (cfs)
100	140.0	376.7	54 CMP*	483.44**
200	2.6	9.0	30 CMP*	
300	9.3	28.4	30CMP	96.0
400	16.9	54.5	36 CMP	154.1
450	0.4	1.8	Not Applicable	Not Applicable
500	5.4	16.4	30 CMP	71.8
600	53.9	160.5	42 CMP	132.0
700	4.4	14.3	24 CMP	59.5
800	7.0	22.6	24 CMP	51.5
900	14.1	49.7	24 CMP	38.7
1000	0.5	2.2	24 CMP	77.8
1100	79.1	212.6	48 CMP	79.2
1200	3.0	10.5	24 CMP	54.1
1300	65.7	191.2	36 CMP	138.8
1400	4.7	8.7	36 CMP	118.6
1500	25.8	88.4	36 CMP	119.6
1600	90.5	234.7	2 – 48 CMP	476.9
<b>Total</b>	<b>523.4</b>	<b>1,482.4</b>		

Source: (PECW, 2022a)

\* Existing culverts with no available data to use to calculate the estimated capacity. Existing culverts to be replaced by a 20’x20’ RCB per Caltrans 60 Freeway widening project. Culvert capacity calculations based on Caltrans drainage plans (slope & pipe size). See selected Caltrans Drainage plan sheets in Appendix E of *Technical Appendix I2* of this EIR).

\*\* Proposed 20’x20’ RCB culvert capacity calculated with a conservative assumed depth of 2 ft which is 10% of the total inside height of the culvert. The actual physical capacity of the culvert far exceeds the assumption and is a function of the depth of flow. However, it is unlikely that the depth of flow will exceed 25% of the total inside height.



Source(s): Proactive Engineering Consultants (07-29-2021)

Figure 4.10-1



Existing Hydrology Map



It should be noted that, at the time this EIR was drafted, Caltrans was conducting a project to widen the SR-60. The Caltrans project included the replacement of two culverts (Area ID 100 and 200) and the extension of several other culverts. The widening project will only affect the first five western culverts. Where runoff exceeds the calculated culvert capacity, the excess runoff ponds within the natural detention areas adjacent to the culvert invert. For Area 1100 and culvert 11, the approximate natural detention area is 18.4 ac-ft. For Area 1300 and culvert 13, the approximate natural detention area is 15.8 ac-ft. Areas 600 and 900 have an estimated natural detention capacity of 10.18 ac-ft and 12.06 ac-ft, respectively.

According to Figure 9.8, Flood Hazards Map, of the City's General Plan, the Project site is not within a flood hazard area (City of Beaumont, 2020a). Additionally, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Map No. 06065C0795H, the Project site is within Flood Zone X, which is an area of minimal flood hazard (FEMA, 2014).

As described in more detail below, each high and medium priority basin, as identified by the California Department of Water Resources (DWR), is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP) (DWR, 2020a). The Project site is within the Upper Santa Ana Valley – San Timoteo Groundwater Basin. The Upper Santa Ana Valley – San Timoteo Groundwater Basin is a very low priority basin and management action is voluntary based on the Sustainable Groundwater Management Act regulations (DWR, 2021). According to the Project-specific Geotechnical Report, groundwater was encountered on site at approximately 40 feet below the ground surface (bgs) in Boring KB-5 and 49 feet bgs in Boring KB-7. It should be noted that variations in groundwater may result from fluctuations in the ground surface topography, subsurface stratification, rainfall, irrigation, and other factors (KCG, 2021).

#### 4.10.2 NOTICE OF PREPARATION/SCOPING COMMENTS

A Notice of Preparation for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to hydrology and water quality

#### 4.10.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations related to hydrology and water quality.

##### A. Federal

##### 1. *Clean Water Act*

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name



with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

**B. State**

**1. *Porter-Cologne Water Control Act***

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code Section 13000 et seq.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation. (SWRCB, 2014)

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of the nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management. (SWRCB, 2014)

The Porter-Cologne Act establishes waste discharge requirements, water quality control planning and monitoring, enforcement of discharge requirements, and ground and surface water quality objectives. It also prevents waste and unreasonable use of water, and it adjudicates water rights. It directs each RWQCB to develop a Water Quality Control Plan (basin plan) for all areas within its region. The basin plan serves as the basis for each RWQCB's regulatory programs. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these



uses. The basin plans also contain implementation, surveillance, and monitoring plans. The Project site is located within the purview of the SARWQCB (Region 8), and must comply with applicable elements of the region's Santa Ana River Basin Plan (discussed below), the Porter-Cologne Water Quality Control Act, and the CWA.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions (SWRCB, 2014).

## *2. California Water Code*

The California Water Code is the principal State law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the Health and Safety Code for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish and Game Code (Sections 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW.

## *3. Sustainable Groundwater Management Act (SGMA)*

The 2014 Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The DWR categorizes the priority of groundwater basins. For critically over-drafted basins, must comply by 2040. For the remaining high and medium priority basins, 2042 is the deadline. The SGMA also requires local public agencies and Groundwater Sustainability Agencies (GSAs) in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. (DWR, 2019). As noted above, the Upper Santa Ana Valley – San Timoteo Groundwater Basin in which the Project site is located is



a very low priority basin and management action is voluntary based on the Sustainable Groundwater Management Act regulations. (DWR, 2021)

#### 4. *National Pollutant Discharge Elimination System Construction General Permit*

Pursuant to Section 402(p) of the CWA, which requires regulations for permitting of certain stormwater discharges, the State Water Resources Control Board (SWRCB) has issued a statewide general NPDES Permit for stormwater discharges from construction sites ([NPDES No. CAS000002] Water Quality Order 2009-0009-DWQ<sup>1</sup>). Under this Construction General Permit, stormwater discharges from construction sites with a disturbed area of one acre or more are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by determining the risk level of the construction site and by preparing a Stormwater Pollution Prevention Plan (SWPPP) that includes a site evaluation and assessment, BMPs to be implemented at the construction site, and an inspection program. The SWPPP should also outline the monitoring and sampling program to verify compliance with discharge Numeric Action Levels (NALs) according to the Risk Level for the site, as set by the Construction General Permit. The primary objective of the SWPPP is to ensure that the responsible party properly construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. Permit Registration Documents (SWPPP, Notice of Intent, and other documents), as well as annual reports, Notice of Terminations, and NAL exceedance reports, must be electronically submitted to the SWRCB and the permit fee mailed to the SWRCB for Construction General Permit coverage.

#### C. *Regional*

##### 1. *Water Quality Control Plan for the Santa Ana River Basin*

The SARWQCB Water Quality Control Plan for the Santa Ana River Basin Plan (Basin Plan) was originally adopted in 1995 and has been subsequently amended through June 2019 (SARWQCB, 2019). The Basin Plan is designed to preserve and enhance water quality and to protect the beneficial uses of all regional waters. Specifically, the Basin Plan: 1) designates beneficial uses for surface and subsurface waters (groundwater); 2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and to conform to the State's anti-degradation policy; 3) describes the implementation plan to achieve water quality objectives and to protect the beneficial uses of all waters in the region; 4) describes the comprehensive monitoring and assessment program used to evaluate the effectiveness of the Basin Plan; and 5) provides an overview of water resource management studies and projects which are in progress in the region. Additionally, the Basin Plan incorporates by reference all applicable State and Regional Board plans and policies.

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<sup>1</sup> NPDES No. CAS000002, Water Quality Order 2009 0009 DWQ, SWRCB NPDES General Permit for Stormwater Discharges Associated with Construction Activity (adopted by the SWRCB on September 2, 2009, and effective on July 1, 2010). This order was amended by 2010-0014-DWQ, which became effective on February 14, 2011, and 2012-0006-DWQ, which became effective on July 17, 2012. In accordance with the language set forth in Order No. 2009-0009-DWQ, this permit has been administratively extended indefinitely.



The Basin Plan establishes or designates beneficial uses and water quality objectives for all the ground and surface waters in the region. Beneficial uses are the uses of water necessary for the survival and well-being of humans, plants, and wildlife. These uses serve to promote the tangible and intangible economic, social, and environmental goals. Water quality objectives are the levels of water quality constituents or characteristics that must be met to protect beneficial uses. The Basin Plan for the Santa Ana River Basin also establishes an implementation program that describes the actions that the SARWQCB and others must achieve and maintain for the designated beneficial uses and water quality objectives of the region's waters.

Water bodies that do not meet water quality standards are deemed "impaired" and, under Section 303(d) of the CWA, are placed on a list of impaired waters for which a Total Maximum Daily Load (TMDL) must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (with a "factor of safety" included). Once established, the TMDL is allocated among current and future pollutant sources to the water body. TMDLs must consider and include allocations to both point sources and non-point sources of listed pollutants. Table 4.10-2, *Receiving Waters Tributary to the Project Site*, indicates that the Basin Plan's beneficial use designations for the receiving waters that the Project is tributary to (in order of upstream to downstream) as well as the 303(d) listed impairment (if any). The definitions of the beneficial uses of receiving waters identified for the Project site are as follows:

- **Municipal and Domestic Supply (MUN):** Uses of water for community, military, municipal, or individual water supply systems including, but not limited to, drinking water supply.
- **Agricultural Supply (AGR):** Uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
- **Groundwater Recharge (GWR):** Uses of water for natural or artificial recharge of groundwater for purposes including, but not limited to, future extraction, maintaining water quality, or halting of saltwater intrusion into freshwater aquifers.
- **Water Contact Recreation (REC1):** Uses of water for recreational activities involving bodily contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, or use of natural hot springs.
- **Non-Contact Water Recreation (REC2):** Uses of water for recreational activities involving proximity to water, but not normally involving bodily contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- **Spawning, Reproduction and Development (SPWN):** Uses of water that support high quality aquatic habitats necessary for reproduction and early development of fish and wildlife.



- **Rare, Threatened or Endangered Species (RARE):** Uses of water that support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened or endangered.
- **Warm Freshwater Habitat (WARM):** Uses of water that support warm water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation habitats, and fish and wildlife habitats (including invertebrates).
- **Wildlife Habitat (WILD):** Uses of water that support wildlife habitat including, but not limited to, preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife water.

(SARWQCB, 2019)

**Table 4.10-2 Receiving Waters Tributary to the Project Site**

Receiving Waters	EPA Approved 303(d) List of Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Uses (miles)
On-site Storm Drain System	N/A	N/A	9
San Timoteo Creek – Reach 3	None	N/A	9
San Timoteo Creek – Reach 2	None	AGR, GWR, WARM, WILD, MUN, RARE, REC1, REC2	2
San Timoteo Creek – Reach 1	None	N/A	2
Santa Ana River – Reach 5	None	SPWN, AGR	6
Santa Ana River – Reach 4	Pathogens	N/A	1
Santa Ana River – Reach 3	Copper, Lead, Pathogens, Nitrates	WILD, WARM, REC2, REC1, MUN, GWR	1
Prado Basin	Nutrients	AGR, GWR, REC1, REC2, WARM, WILD, RARE, SPWN	1
Santa Ana River – Reach 2	Metals, Indicator Bacteria	AGR, GWR, WARM, WILD, MUN, RARE, REC1, REC2	1
Santa Ana River – Reach 1	None	WARM, WILD, MUN, RARE, REC1, REC2	1

Source: (PECW, 2022b, Table A.1)

AGR = Agricultural Supply; GWR = Groundwater Recharge; REC1 = Primary Contact Recreation; REC2 = Secondary Contact Recreation; WARM = Warm Freshwater Habitat; WILD = Wildlife Habitat; MUN = Municipal and Domestic Supply; RARE = Rare, Threatened, or Endangered Species; SPWN = Spawning, Reproduction and Development.



2. *National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit*

On January 29, 2010, the SARWQCB issued the NPDES Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District (RCFC&WCD), the County of Riverside, and the Incorporated Cities of Riverside County Within the Santa Ana Region (Order No. R8-2010-0033 and NPDES No. CAS 618033). Order No. R8-2010-0033, which remains in effect until the effective date of a new permit, regulates the way the Permittees manage urban runoff in the Santa Ana Region. This order renews Order No. R8-2002-001 and regulates discharges of urban runoff from the MS4s in the Riverside County portion of the Santa Ana Region. As part of the permit application, the Permittees submitted a revised Drainage Area Management Plan that contained programs, policies, and Best Management Practices (BMPs) to achieve the water quality standards in receiving waters. The City of Beaumont, as a co-permittee is responsible for implementing MS4 permits in Region 8.

3. *Riverside County Drainage Area Management Plan – Santa Ana Region*

In compliance with the requirements of the Santa Ana Region MS4 Permit, the Riverside County Drainage Area Management Plan – Santa Ana Region (DAMP) (last updated in June 2017) was developed by the RCFC&WCD to provide guidance to Permittees (RCFC&WCD, County of Riverside, and incorporated cities) on the development and implementation of Local Implementation Plans (LIPs) (RCFCWCD, 2017) The Riverside County DAMP, which is applicable to the Santa Ana Watershed region of Riverside County, describes the program elements needed to comply with the MS4 Permit. It addresses the development of local stormwater ordinances, grading/erosion ordinances, and litter/trash control ordinances, including illicit connections and illegal discharges. The requirements for post-construction urban runoff from new development and significant redevelopment projects through a WQMP, operation and maintenance of the MS4, and commercial and industrial facility inspection programs are also addressed. In June 2017, the DAMP was updated to include the approval of the Watershed Action Plan and its supporting documents.

4. *Riverside County Water Quality Management Plan*

The MS4 Permit and DAMP require new development and significant redevelopment projects to prepare WQMPs for managing the quality of stormwater or urban runoff that flows from a project site after construction is completed and after the facilities or structures are occupied and/or operational. A WQMP is required to reduce or eliminate water pollution in urban runoff that flows from stormwater drainage systems into receiving waters. A WQMP must describe the site design, source-control, and treatment-control BMPs that will be implemented and maintained throughout the life of a project. The WQMP must include a statement that the project would implement appropriately sized treatment-control BMPs targeted to address the pollutants of concern and to achieve the required level of treatment either singly or in combination. On October 22, 2012, the Executive Officer of the SARWQCB approved the Water Quality Management Plan Guidance and Template for the Santa Ana Region of Riverside County; the guidance was updated in June 2016. The Riverside County WQMP addresses post construction urban runoff from new development and redevelopment projects in the Santa Ana River Watershed. It requires that Low Impact Development (LID) retention BMPs (e.g.,



infiltration, harvest and use, evapotranspiration, and/or bio-treatment) to be used unless it can be shown that these BMPs are infeasible.

**D. Local**

1. *City of Beaumont General Plan*

The General Plan identifies goals related to water quality throughout its elements. These goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*.

2. *City of Beaumont Municipal Code*

The City of Beaumont Municipal Code identifies policies related to stormwater runoff management. The specific Municipal Code policy that is relevant to the Project is as follows:

**Chapter 13.24 – Stormwater/Urban Runoff Management and Discharge Controls.** The purpose of this chapter is to protect the health, safety, and welfare of the public by: 1) reducing pollutants in stormwater discharges to the maximum extent practicable; 2) regulating illicit connections and discharges to the storm drain system; and 3) regulating non-stormwater discharges to the storm drain system. The intent of this chapter is to protect and enhance the water quality of watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the federal CWA, the State Porter-Cologne Water Quality Control Act, and the conditions of any NPDES permit applicable to the City.

**4.10.4 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. Section IX of Appendix G to the CEQA Guidelines addresses typical adverse effects to hydrology and water quality, and includes the following threshold questions to evaluate the Project's impacts on hydrology and water quality:

- a. *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;*
- b. *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;*
- c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
  - i. *Result in substantial erosion or siltation on- or off-site;*



- ii. *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;*
  - iii. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
  - iv. *Impede or redirect flood flows.*
- d. *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.*
- e. *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

#### 4.10.5 REGULATORY REQUIREMENTS

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to further ensure the implementation of the mandated RRs.

**RR 10-1** Prior to grading plan approval and the issuance of a grading permit for the Beaumont Pointe Specific Plan developments, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) Construction General Permit for discharge of stormwater associated with construction activities.

**RR 10-2** Prior to grading plan approval and the first issuance of a grading permit by the City for the Beaumont Pointe Specific Plan development, the Project proponent shall submit to the City of Beaumont a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following:
  - Perimeter protection to prevent sediment discharges through silt fences, fiber rolls, gravel bag berms, sand bag barriers, and compost socks;
  - Sediment capture and drainage control through sediment traps, storm drain inlet protection, and sediment basins;



- Velocity reduction through check dams, sediment basins, and outlet protection/velocity dissipation devices;
- Reduction in off-site sediment tracking through stabilized construction entrance/exit, construction road stabilization, and entrance/exit tire wash;
- Slope interruption at permit-prescribed intervals (fiber rolls, gravel bag berms, sand bag berms, compost socks, biofilter bags).
- The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.
- No materials of any kind shall be placed in drainage ways.
- Materials that could contribute nonvisible pollutants to stormwater must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounding by silt fences.
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.
- The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Beaumont can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

**RR 10-3**

Prior to the issuance of each grading permit by the City of Beaumont for each phase of the Project, the Project proponent shall provide evidence to the City that the following provisions have been added to the construction contracts for the proposed work:

- The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and



have the log on site to be reviewed by the City of Beaumont and the representatives of the Regional Water Quality Control Board.

**RR 10-4** Prior to issuance of each grading permit by the City of Beaumont for each phase of the Project, the Project proponent shall receive approval from the City of Beaumont of a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on site to control predictable pollutant runoff to reduce impacts to water quality to the maximum extent practicable after construction is completed and after the facilities or structures are occupied and/or operational. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table 4.10-3. Treatment-control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and utilized if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Beaumont can make a determination that other BMPs shall provide equivalent or superior treatment either on or off site.

**RR 10-5** Prior to the issuance of each building permit for the Project, the Project proponent shall provide evidence to the City that the Project complies with the requirements of the RWQCB Municipal Permit General MS4 Permit. The MS4 Permit requirements for new development calls for compliance with water quality regulatory requirements applicable to stormwater runoff and waste discharge. Specifically, the MS4 permit would require Project proponent to develop and implement a comprehensive Stormwater Management Program (SWMP) that must include pollution prevention measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate measures to control the quality of stormwater discharged to the storm drains.

#### 4.10.6 IMPACT ANALYSIS

***Threshold a:*** *Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

**A. Construction-Related Water Quality Impacts**

The Project would result in the development of a maximum of 246,000 sf of general commercial uses, a 125-room hotel (90,000 sf), 4,995,000 sf of industrial uses, 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area; and 152.4 acres of open space – conservation.

Construction-related activities have the potential to result in impacts to water quality. The grading and construction phases would require the disturbance of surface soils and removal of the existing,



vegetation cover. During the construction period, grading activities would result in exposure of soil to storm runoff, potentially causing erosion and sedimentation in runoff. Sediments also transport substances such as nutrients, hydrocarbons, and trace metals, which would be conveyed to the storm drain facilities and receiving waters. Substances such as fuels, oil and grease, solvents, paints and other building construction materials, wash water, and dust control water could also enter storm runoff and be transported to nearby waterways. This could potentially degrade the quality of the receiving waters and potentially result in the impairment of downstream water sources.

Construction activities for the Project would occur over an area more than one acre. Therefore, the Project is required to obtain coverage under an NPDES permit. Construction impacts due to Project development would be minimized through compliance with the NPDES Construction General Permit. As part of compliance with the NPDES requirements, a Notice of Intent (NOI) would be prepared and submitted to the SWRCB, and a Water Discharge Identification Number would be obtained prior to grading. This will provide notification and intent to comply with the State Construction General Permit. This permit requires the discharger to perform a risk assessment for the proposed development (with differing requirements based upon the determined risk level). As stated in Regulatory Requirement RR-2, the discharger must prepare and implement a SWPPP, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the determined risk level of the construction site, in addition to tracking control, waste management, and site design BMPs that control construction-related pollutants. These measures may include the use of gravel bags, silt fences, straw wattles, hay bales, check dams, hydroseed, or soil binders (see Regulatory Requirement RR 10-2). The construction contractor would be required to operate and maintain these BMPs throughout the duration of on-site construction activities. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the RWQCB.

The NPDES permit program was established under Section 402 of the CWA, which prohibits the unauthorized discharge of pollutants, including municipal, commercial, and industrial wastewater discharges. An NPDES permit would generally specify an acceptable level of pollutants or pollutant parameters in a discharge. The permittee may choose which technologies to use to achieve that level. Table 4.10-3, *Construction Activity Best Management Practices*, lists BMPs for runoff control, sediment control, erosion control, and good housekeeping that may be used during the construction phase of the Project.



**Table 4.10-3 Construction Activity Best Management Practices**

<b>Runoff Control</b>	<b>Sediment Control</b>	<b>Erosion Control</b>	<b>Good Housekeeping</b>
Temporary diversion dikes	Install perimeter controls (e.g., silt fences)	Chemical stabilization	Create waste collection area
Preserve natural vegetation	Install sediment-trapping devices (e.g., straw wattles, hay bales, gravel bags)	Dust control	Put lids on containers
Stabilize drainage ways	Inlet protection (e.g., check dams)	Construction sequencing	Clean up spills immediately

Source: (EPA, 2018)

The construction-phase BMPs would ensure effective control of not only sediment discharge, but also of pollutants associated with sediments (e.g., nutrients, hydrocarbons, and trace metals). Mandatory compliance with regulatory requirements for the protection of water quality during construction (see Regulatory Requirements RR 10-1 through RR 10-3), including implementation of a SWPPP, would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, impacts related to water quality and waste discharge associated with construction activities would be less than significant.

***B. Post-Development Water Quality Impacts***

Under existing conditions, the Project site is currently vacant and undeveloped, except for the portion of the site that contains the paved portion of Jack Rabbit Trail. The development of the Project and associated improvements would result in the conversion of existing on-site permeable surfaces to impermeable surfaces within PAs 1 through 8. The water runoff from impervious surfaces, including the proposed buildings, roadways, landscaped areas, and parking lots, have the potential to carry a variety of pollutants. A “pollutant of concern” is water pollutant that is also an impairment to the receiving water body. Based on the Project-specific WQMP, potential water pollutants that could be generated from the Project site in its post-development condition include the following:

- Bacterial Indicators
- Metals (parking lots and loading docks)
- Nutrients (landscaping)
- Pesticides (landscaping)
- Toxic Organic Compounds (TOCs)
- Sediments (landscaping)
- Trash & Debris (waste container and parking lots)
- Oil & Grease (parking lots and loading docks)

These pollutants may lead to the degradation of stormwater quality in downstream water bodies. It should be noted that there would be a reduction in sediments with implementation of the Project as landscaped areas, impervious surfaces, and BMPs would reduce suspended sediment in runoff compared to the undeveloped existing condition.



Pollutant concentrations in urban runoff are extremely variable and are dependent on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in a specific area that reaches a receiving water. As such, potential water quality impacts are related to the increase in the peak runoff, new urban uses, and the sensitivity of the receiving water. The primary receiving waters for runoff from the Project site are identified in Table 4.10-2. As shown, Santa Ana River – Reach 4 is impaired by pathogens; Santa Ana River – Reach 3 is impaired by copper, lead, pathogens, and nitrates; Prado Basin is impaired by nutrients; and Santa Ana River – Reach 2 is impaired by metals and indicator bacteria.

The MS4 Permit requirements for new development calls for compliance with water quality regulatory requirements applicable to stormwater runoff. The effectiveness of stormwater quality controls is primarily based on two factors: (1) the amount of runoff that is captured by the controls; and (2) the selection of BMPs to address identified pollutants of concern. Selection and numerical sizing criteria for new development treatment controls are included in the MS4 Permit. As part of the MS4 Permit, a SWMP will be prepared to include pollution prevention measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate measures to control the quality of stormwater discharged to the storm drains (see Regulatory Requirement RR 10-5).

As previously noted, a WQMP is required to reduce or eliminate water pollution caused by runoff that flows from stormwater drainage systems into receiving waters. A Project-specific Preliminary WQMP was prepared for the Project (included in *Technical Appendix I2* of this EIR) to identify appropriate BMPs for the Project. A Final Project-specific WQMP that is in substantial conformance with the approved Preliminary Project-specific WQMP shall be approved by the City prior to the issuance of grading permits (see Regulatory Requirement RR 10-4). As identified in the Project's Preliminary WQMP, low-impact development (LID) BMPs (e.g., bioretention and biotreatment) are proposed to detain stormwater on site. Additionally, the Project's Preliminary WQMP identifies site-design and structural and non-structural source-control BMPs that would be implemented for the Project. Furthermore, as described under Section 3.8, *Phasing*, of this EIR, Phase 1 of the Project includes mass grading of PAs 1 and 2, which will remain graded and undeveloped until construction of the commercial uses in Phase 3. Under this interim condition, temporary bioretention basins would be required to capture debris flows and ensure SWPPP compliance.

The Project would maintain the 16 existing culverts as the ultimate discharge locations for the property; however, runoff from the impervious surfaces (i.e., proposed buildings, parking lots, and road improvements) would be collected by the Project's proposed drainage system. As shown on Figure 4.10-2, *Proposed Hydrology Map and Water Quality Plan*, the Project site would be divided into 17 drainage management areas (DMAs). The proposed drainage system would consist of catch basins, parking inlets, storm drain pipes with sizes varying from 18 inches to 48 inches, outlet structures, and four detention basins (Basins 1 – 4), one for each tributary area. The drainage system would route the runoff from the proposed impervious surfaces to the four detention basins. Where possible, runoff from impervious areas drain towards landscaped areas and bioretention basins through curb cutouts. All runoff from PAs 1 through 8 will enter the basins (Basins 1, 2, 3 & 4) for treatment and mitigation before discharging into their respective culverts. Runoff from streets and sidewalks from PAs 1 and 2



will enter Basin 5 located at the northeast corner of the property, adjacent to Jackrabbit Trail. Each culvert has natural depressed areas upstream which also acts as a natural detention area. Each basin would provide stormwater treatment for each of their respective tributaries. The proposed stormwater treatment basins will provide peak runoff mitigation before discharging to the culverts with the exception of Basin 1. Basin 1 within PA 1 discharges into a detention located at the southwest corner of the property that is tucked in the existing foothills. This detention area was the result of the required grading for the proposed improvements which will serve as a detention basin for off-site flows originating from the southern hills and runoff discharged from Basin 1. The detention basins would remove pollutants from runoff and filter the water to meet the water quality standards of the SARWQCB pursuant to the design requirements of the LID BMP Design Manual. The LID BMP Design Manual requires that basins are designed to capture runoff from the 0.75 inch, 24-hour rainfall event or the 85th percentile, 24-hour rainfall event, whichever is greater; thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site.

Source-control BMPs would also be incorporated into the Project to reduce the pollutants released into the environment. Source-control BMPs are permanent, structural features that would be included in Project plans and operational BMPs that would be implemented by the site’s occupant or user. Table 4.10-4, *Permanent and Operational Source Control BMPs*, lists source-control BMPs that are incorporated into the Project.

**Table 4.10-4 Permanent and Operational Source Control BMPs**

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
Illegal Dumping into On-site Storm Drain Inlets	Mark with “Only Rain in the Drain”	Maintain/inspect regularly, owner shall provide educational material to occupants (good practices and discharge prohibitions)
Landscape Fertilizers/Outdoor Pesticide Use and Irrigation System Maintenance	Landscaping plans to include: design for minimal irrigation, fertilizers, & pesticides	Maintenance staff education of prohibitions/BMPs and weekly inspection/weekly maintenance
Parking Lot (Vehicular Fluid and Brake Dust Deposition) and Litter	Indirect connection of runoff to downstream storm drain	Vacuum and Sweep weekly and prevent litter from accumulating (no cleaning agents or degreasers discharging to storm drain system)
Food Waste in Dumpsters & Trash Enclosures	Solid roof over trash enclosure and work lids maintained on dumpsters	Daily check to close lids on dumpsters and weekly sweeping/cleaning of enclosure

(PECW, 2022b, Table G.1)

In addition, with implementation of Regulatory Requirements RR 10-1 through RR 10-5, surface water that may percolate in to the soil would not adversely affect groundwater on or off site.



Source(s): Proactive Engineering Consultants (07-29-2021)

Figure 4.10-2



Proposed Hydrology Map and Water Quality Plan



By complying with the NPDES permit and WQMP requirements, the Project would ensure effective control of and would not provide substantial additional sources of polluted runoff to receiving waters. Mandatory compliance with regulatory requirements for the protection of water quality (see Regulatory Requirements RR 10-4 and RR 10-5), would ensure that the Project does not violate any water quality standards or waste discharge requirements during operation. Therefore, water quality and waste discharge impacts associated with operation of the project would be less than significant.

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

The Project's potable water would be provided by the Beaumont-Cherry Valley Water District (BCVWD). The BCVWD is the potable water supplier for the City of Beaumont, the City's SOI, and the unincorporated community of Cherry Valley, which is outside the City's SOI. According to the BCVWD 2020 Urban Water Management Plan (UWMP), BCVWD provides potable water from two local groundwater sources: Beaumont Basin and Edgar Canyon. The Beaumont Basin provides between 80 and 85% of the potable water available to the City annually and Edgar Canyon provides between 15 and 20% of the potable water available to the City annually (BCVWD, 2021).

According to the Water Supply Assessment (WSA) and Amendment #1 WSA (*Technical Appendix L1 and L2* of this EIR), the Project's projected water demand is 196.7 acre-feet per year (AFY), of which 85.2 AFY is outdoor, non-potable water use. It should be noted that the Project site was included in the list of planned development projects within BCVWD's 2020 UWMP, which demonstrated that BCVWD has adequate water supplies under normal year, single-dry year, and multiple-dry year conditions through the year 2045. The 2020 UWMP estimates water demand for the Project site to be 360.26 equivalent dwelling units (EDUs), which is the same as the Project's total projected water demand. Additionally, the 2020 UMWP further defines BCVWD's and City of Beaumont's commitment to using non-potable water, available from the City's upgraded Title 22 recycled water treatment plant and shallow aquifer wells, which are not suitable for direct potable water supply. This is consistent with the approved WSA, which indicated 43.31% of the total demand could be supplied by BCVWD's non-potable water system. This further reduces Project's imported and local groundwater (potable) demand, from 360.26 EDUs to 204.21 EDUs. Therefore, groundwater supplies needed for Project development have been planned for and the Project would not substantially decrease groundwater supplies and impacts would be less than significant.

The BCVWD augments its groundwater supplies at the Beaumont Basin with imported water from the State Water Project provided by the San Geronio Pass Water Agency, which is recharged at BCVWD's approximately 80-acre recharge facility located on the east side Beaumont Avenue between Brookside Avenue and Cherry Valley Boulevard. This site has long-term percolation rates around 7 to 10 acre-feet per acre per day, with proper maintenance. Additionally, BCVWD has two active stream diversion locations with Edgar Canyon (Little San Geronio Creek). Currently, the BCVWD diverts streamflow in Edgar Canyon to a series of percolation ponds which recharge the shallow wells in Edgar Canyon (BCVWD, 2021). The Project site is located approximately 3.9 miles southwest of the



groundwater recharge facility for the Beaumont Basin and is located approximately 0.60 mile southwest of Little San Gorgonia Creek. Therefore, the Project site is not within the recharge areas for the Beaumont Basin or Edgar Canyon and would not substantially affect groundwater recharge. As such, based on the foregoing analysis, the Project is not anticipated to substantially interfere with groundwater recharge and impacts would be less than significant.

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

- i result in substantial erosion or siltation on or off site;*
- ii substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;*
- iii create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;*
- iv or impede or redirect flood flows?*

**A. Erosion and Siltation (Threshold c.i)**

The Project would include the installation of an integrated, on-site storm drain system consisting of catch basins, grated inlets, storm drain pipes with varying sizes, and four detention basins. The on-site storm drain system is designed to capture the on-site stormwater runoff flows, convey the runoff to the proposed detention basins, and treat the runoff to minimize water-borne pollutants transported from the Project site. As discussed previously, Basin 1 in PA 1 will also serve as a detention basin for off-site flows originating from the southern hills.

Although soils in the Project site could experience erosion during construction, implementation of the Project would not cause substantial soil erosion. A SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during Project construction would be prepared and implemented. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities.

The Project would introduce impervious surfaces to the Project site, thereby reducing the amount of exposed soils on site as compared to existing conditions. As such, the implementation of the Project would reduce the erosion potential on site as compared to existing conditions and impacts would be less than significant. Additionally, as further discussed under Threshold c.B, below, the Project would result in a 100 cubic feet per second (cfs) reduction in peak stormwater runoff rates. Furthermore, the Project Applicant would be required to implement the requirements of the Project-specific WQMP, which includes the installation and maintenance of BMPs that would ensure no substantial erosion impacts would occur off-site during operational activities. As such, impacts would be less than significant.



As summarized in the Project's Preliminary WQMP, the water quality treatment controls proposed (i.e., detention basin and catch basin filters) for the Project are effective at removing sediment from stormwater runoff during long-term operation. The City would require compliance with the WQMP and long-term maintenance of on-site stormwater conveyance and retention infrastructure by the property owner or operator to ensure their long-term effectiveness (Municipal Code Chapter 13.24). Therefore, stormwater runoff flows leaving the Project site would not create substantial erosion or result in a substantial amount of sediment, and impacts would be less than significant.

***B. Stormwater Runoff (Threshold c.ii and c.iii)***

As described above, the Project's proposed grading, earthwork activities, and the addition of impervious surfaces on the Project site would alter the site's existing interior drainage characteristics. Although the Project would introduce impervious surfaces to the Project site, the Project would maintain a similar drainage pattern as compared to existing conditions. Under post-development conditions, the Project site would be divided into 17 DMAs, similar to pre-development conditions. The pre-development (existing) and post-development (proposed) DMAs represent different tributary areas but were created to maintain similar or less peak flows for each area which ultimately flow to its corresponding culvert, as shown on Figure 4.10-2.

The 16 existing culverts would remain as the ultimate discharge locations for the Project site except for culverts 1 and 2, which will be replaced with a 20' x 20' reinforced concrete box (RCB) to be installed west of culvert 1 as part of the Caltrans SR-60 improvements. Additionally, runoff from the Project site would be captured by the proposed storm drainage system prior discharging to the existing culverts.

Prior to flows reaching the existing culverts and draining to San Timeteo Creek Reach 3, the Project would utilize on-site storm drainage systems consisting of parking inlets, catch basins, storm drain pipes (varying from 18 to 48 inches in diameter), outlet structures, a flow diversion structure, and four water quality basins. The Project's drainage system would route runoff from each DMA to the proposed stormwater treatment basins, which would reduce peak flows for each of their respective tributaries. The basins are designed in accordance with Riverside County *LID BMP Design Handbook* for the Santa Ana River Watershed and would provide the capacity to mitigate the peak runoff for the developed 100-year, 1-hour storm event. Specifically, the LID BMP Design Manual requires that basins are designed to capture runoff from the 0.75 inch, 24-hour rainfall event or the 85th percentile, 24-hour rainfall event, whichever is greater.

As shown in previous Table 4.10-1, under existing conditions, the Project site has a peak runoff volume of 1,482.4 cfs. Table 4.10-5, *Developed 100-Year Peak Flow Rates*, identifies the peak flow rates discharges from each DMA under Project conditions, which results in a total peak runoff volume of 1,379.5 cfs. Therefore, the implementation of the Project would result in an overall 100.9 cfs reduction in peak runoff.



By designing for the peak flow event, the capacity of the culverts would not be exceeded, and the natural detention areas would not flood. Therefore, the proposed storm drainage system would ensure that the Project would result in a reduction in and therefore would not result in a substantial increase in rate or amount of runoff that would result in on- or off-site flooding or exceed existing or planned stormwater systems.

**Table 4.10-5 Developed 100-Year Peak Flow Rates**

Area ID	Acreage	Existing Peak Runoff	Proposed Peak Runoff (cfs)	Basin ID	Culvert Size (in)	Culvert Capacity (cfs)
1	178.1	376.7	389.7	Basin 4	54 CMP*	483.4**
2	2.6	9.0	9.0		30 CMP*	
3	6.7	28.4	20.0		30CMP	96.0
4	6.7	54.5	21.6		36 CMP	154.1
45	0.4	1.8	1.8		Not Applicable	Not Applicable
5	5.1	16.4	15.6		30 CMP	71.8
6	43.7	160.5	113.9	Basin 3	42CMP	132.0
7	4.2	14.3	15.2		24 CMP	59.5
8	5.2	22.6	16.9		24 CMP	51.5
9	9.6	49.7	31.3		24 CMP	38.7
10	0.5	2.2	2.1		24 CMP	77.8
11	12.1	212.6	36.7		48 CMP	79.2
12	2.9	10.5	10.2		24 CMP	54.1
13***	117.9	191.2	313.1	Basin 2	36 CMP	138.8
14	4.2	8.7	13.7		36 CMP	118.6
15	7.7	88.4	22.2		36 CMP	119.6
16	136.3	234.7	311.7	Basin 1	(2) 48 CMP	476.9
<b>Total</b>	<b>543.5</b>	<b>1,482.4</b>	<b>1,379.5</b>			

Note: Area ID numbers for existing conditions are labeled in the 100s (e.g., 100, 200, 300, etc.), while the Area ID numbers under proposed conditions are labeled 1 through 16.

\* Existing culverts with no available data to use to calculate the estimated capacity. Existing culverts to be replaced by a 20'x20' RCB per Caltrans 60 Freeway widening project. Culvert capacity calculations based on Caltrans drainage plans (slope & pipe size). See selected Caltrans Drainage plan sheets in Appendix E of *Technical Appendix II* of this EIR.

\*\* Proposed 20' x 20' RCB culvert capacity calculated with a conservative assumed depth of 2 ft which is 10% of the total inside height of the culvert. The actual physical capacity of the culvert far exceeds the assumption and is a function of the depth of flow. However, it is unlikely that the depth of flow will exceed 25% of the total inside height.

\*\*\*Area 13's peak flow rate will be split between Area 11 and 13's culverts via a proposed junction structure with flow restriction storm gates.

Each culvert has an existing natural drainage detention area located before the upstream inlets, which will provide detention storage for the increased flow rates that exceed the calculated culvert capacity. Additionally, the diversion structure would restrict flows to culvert 13 to be no more than 138.8 cfs and divert overflows to culvert 11. Table 4.10-6, *Detention Basin 100-Year Peak Flow Capacity*, shows



the Project’s peak runoff and basin design capacity. As shown, the basins are designed with adequate capacity to accept 100-year, 1-hour storm events consistent with the Riverside County LID BMP Design Handbook for the Santa Ana River Watershed.

**Table 4.10-6 Detention Basin 100-Year Peak Flow Capacity**

Area ID	Acreage	100-Yr 1-Hr Volume (ac-ft)	100-Yr 24-Hr Volume (ac-ft)	100-Yr 1-Hr Peak Flow (Q, cfs)	100-Yr 24-Hr Peak Flow (Q, cfs)	Basin ID	Basin Capacity (ac-ft)
1	70.8	8.4	23.5	268.0	51.3	4	9.4
6	33.8	4.0	12.5	120.0	24.0	3	9.5
13	88.7	10.6	32.7	333.7	65.0	2	11.1
16	85.6	10.2	32.8	320.3	63.3	1	10.3

Source: (PECW, 2022a)

As discussed above, compliance with the NPDES permit and WQMP requirements would ensure the Project would provide effective control and would not provide substantial additional sources of polluted runoff to receiving waters. Accordingly, the Project would not create or contribute runoff that would result in flooding on or off site or exceed the capacity of the existing or planned stormwater drainage system. Impacts would be less than significant. Furthermore, with implementation of the Project’s LID and during construction activities, SWPPPs, the Project would not contribute substantial amounts of polluted runoff that could adversely affect the downstream bodies of water.

**C. Flood Flows (Threshold c.iv)**

The Project site is not within a 100-year floodplain, as mapped on the FEMA FIRM (FEMA, 2014). As such, the implementation of the Project has no potential to impede or redirect flood flows following the construction of the Project. No impacts would occur.

**Threshold d: *Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

As previously identified, the Project site is within Flood Zone X, which is an area of minimal flooding (FEMA, 2014). As such, the Project site is not anticipated to result in the release of pollutants due to 100-year flooding. No impacts would occur.

The Project site is approximately 50 miles east of the Pacific Ocean (Google Earth, 2021). Due to this distance the Project site would not be exposed to the threat of inundation due to a tsunami. As such, no impacts would occur.

A seiche is the formation of large waves in landlocked bodies of water due to seismic activity. The Project site is not within proximity to an enclosed or partially enclosed body of water. As such, the Project site would not be exposed to the threat of inundation due to a seiche. As such, no impacts would occur.



Based on the foregoing analysis, the Project is not anticipated to release pollutants due to Project inundation within a flood hazard, tsunami, or seiche and no impacts would occur.

***Threshold e: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

As discussed above, the Project site is within the purview of the SARWQCB; therefore, Project-related construction and operational activities would be required to comply with the Santa Ana River Basin Water Quality Control Plan by preparing and adhering to a Project-specific SWPPP and WQMP and by installing and maintaining BMPs. As stated, implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and no impacts would occur.

Under the SGMA passed in 2014 (California Water Code Section 10729[d]), each high and medium priority basin, as identified by the California Department of Water Resources (DWR), is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP) (DWR, 2020a). As previously discussed, the Project site is within the Upper Santa Ana Valley – San Timoteo Groundwater Basin, which is categorized as a “very-low priority” basin; therefore, the Upper Santa Ana Valley – San Timoteo Groundwater Basin is not subject to the requirements of SGMA (DWR, 2021). Accordingly, the Project is not anticipated to conflict with or obstruct implementation of a sustainable groundwater management plan. No impacts would occur

Furthermore, with implementation of the Project’s LID and, during construction activities, SWPPPs, the Project would not contribute substantial amounts of polluted runoff that could adversely affect the underlying groundwater basin. Additionally, as previously discussed in the response to Threshold b, the Project would not interfere substantially with groundwater recharge. As such, the Project would not conflict with any water quality control plans or sustainable groundwater management plans, and no impacts would occur.

#### **4.10.7 CUMULATIVE IMPACT ANALYSIS**

The cumulative impact analysis considers potential hydrology and water quality effects of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects located within the Santa Ana River Basin and the Upper Santa Ana Valley – San Timoteo Groundwater Basin.

Project construction and the construction of other development projects in the cumulative study area would have the potential to contribute waterborne pollution, including erosion and sedimentation, to the Santa Ana River Watershed. As discussed under Thresholds a and e, pursuant to the requirements of the State Water Resources Control Board and the SARWQCB, all construction projects that disturb one (1) or more acre of land are required to obtain a NPDES permit and obtain coverage for construction activities. To obtain coverage, an effective site-specific, an effective site-specific SWPPP is required to be developed and implemented. The SWPPP must identify potential on-site pollutants



and identify an effective combination of erosion control and sediment control measures to reduce or eliminate discharge of pollutants to surface waters. In addition, the Project Applicant and all cumulative developments in the Santa Ana River Basin would be required to comply with the SARWQCB's Santa Ana River Basin Water Quality Control Program, which establishes water quality standards for ground and surface waters of the region. Compliance with these mandatory regulatory requirements would ensure that development project within the Santa Ana River Watershed, including the Project, would not contribute substantially to water quality impairments during construction; therefore, the Project would not contribute to a cumulatively considerable impact.

Operational activities on the Project site would be required to comply with the Project's WQMP to minimize the amount of waterborne pollution discharged from the site. Other development projects within the watershed would similarly be required by law to prepare and implement site-specific WQMPs to ensure that runoff does not substantially contribute to water quality violations for surface water or groundwater. Accordingly, operation of the Project would not contribute to cumulatively-considerable water quality effects.

As discussed under Threshold b, the Project site is under the purview of the BCVWD, which provides potable water services to the City, the City's SOI, and the community of Cherry Valley. BCVWD's water supply comes from two groundwater basins, Edgar Canyon and Beaumont Basin. The Project is consistent with BCVWD's UWMP and there are no components of the Project that would conflict, on a direct or cumulative basis, with BCVWD's Groundwater Management Plan policies. Additionally, although the development of the Project would add impervious surfaces to the Project site, the Project would not directly interfere with groundwater recharge for the BCVWD because the Project site is not within the recharge area for Edgar Canyon and Beaumont Basin. The Project would not result in a cumulatively considerable impact to groundwater supplies or interfere with groundwater recharge.

Construction of development projects within the Santa Ana River Watershed would alter existing ground contours throughout the basin, which would result in changes to the basin's existing drainage patterns. As discussed above in Threshold (c), development projects, including the proposed Project, would be required to comply with federal, State, and local regulations to minimize stormwater pollution during construction (including erosion and siltation). Accordingly, grading plans would be required to be designed to preclude undue soil erosion and development projects would be required to prepare and implement SWPPPs and WQMPs to ensure that substantial soil erosion and/or sedimentation would not occur during temporary construction conditions or long-term operating conditions. Because the Project and all other developments throughout the Santa Ana River Watershed would need to comply with applicable federal, State, and local regulations, substantial cumulative erosion and/or siltation would not occur.

There are no conditions associated with the Project that would affect on- or off-site flooding and mandatory compliance with BCVWD or Riverside County Flood Control and Water Conservation District for site drainage by other projects within the cumulative study area would preclude the potential for other projects to increase the flood potential in the cumulative study area. Therefore, the proposed Project would not result in a cumulatively considerable impact associated with flood hazards.



The implementation of the Project would result in a decrease in peak flows discharging from the site under a 100-year storm event. The Project would not contribute runoff water that would exceed the capacity of an existing or planned stormwater system. Therefore, the Project would not result in a cumulatively considerable impact.

The Project site is not within a 100-year flood plain and there are no large bodies of enclosed water in proximity to the Project site or cumulative study area. Additionally, there are no dams within the vicinity of the Project that could expose the Project to flooding due to inundation. Moreover, the City of Beaumont and its SOI are not located in proximity to a coastal body of water; therefore, the City would not be subject to tsunami hazards. Other project in the area would be required to comply with BCVWD or RCFC&WCD requirements to reduce flooding hazards. Therefore, the Project would not result in a cumulative considerable impact related to inundation and the release of pollutants.

Furthermore, as discussed in the response to Threshold e, the Project has no potential to conflict with any water quality control plans or sustainable groundwater management plans on a direct basis. As such, the Project would also have no potential to conflict with such plans on a cumulative basis.

#### **4.10.8 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION**

Threshold a: Less-than-Significant Impact. Through compliance with the NPDES permits and the implementation of the required SWPPP during construction activities and the implementation of BMPs from the Project-specific WQMP during long-term operation, the Project would result in less than significant surface water and groundwater quality impacts and would not violate any water quality standards.

Threshold b: Less-than-Significant Impact. According to the WSA prepared by CMC, BCVWD has sufficient water supplies to serve the Project site and existing and future commitments under normal year, single-dry year, and multiple-dry years conditions. The Project would introduce impervious surfaces on site; however, the Project site is not within the recharge facility for the Beaumont Basin or Edgar Canyon. Accordingly, impacts to groundwater supplies and groundwater recharge would be less than significant.

Threshold c: Less-than-Significant Impact. The Project would not alter the drainage pattern of a stream or river. The Project would result in the introduction of impervious surfaces on site; however, the drainage pattern of the Project site under developed conditions would be similar as compared to existing conditions. Overall, the Project would result in a 100 cfs reduction in peak flow rates. The Project's drainage system, which include detention basins, is designed to ensure that all runoff is conveyed by facilities to bypass off-site tributary flows from the south, intercept and treat runoff from the development, and provide peak flow mitigation for the 100-year storm events, as required by RCFC&WCD. Accordingly, the Project would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems and would not result in flooding on- or off-site, and a less-than-significant impact would occur. Implementation of the Project's proposed BMPs (include on-site water quality detention basins) also would ensure the Project does not contribute substantial



additional sources of runoff to existing or planned drainage systems. Accordingly, a less-than-significant impact would occur.

The Project site is not located within a 100-year flood hazard area. Accordingly, the Project would not impede or redirect flood flows, and no impact would occur.

Threshold d: No Impact. The Project site has no potential to be exposed to hazards associated with flood hazards, seiches, or tsunamis due to its location outside of mapped flood zones, proximity to water bodies, and the existing and proposed topography of the Project site.

Threshold e: No Impact. The Project has no potential to conflict with any water quality control plans or sustainable groundwater management plans. No impact would occur.

#### **4.10.9 MITIGATION**

Impacts would be less than significant and mitigation is not required.

#### **4.10.10 SIGNIFICANCE OF IMPACTS AFTER MITIGATION**

Impacts would be less than significant and mitigation is not required.



## 4.11 LAND USE AND PLANNING

The analysis presented in this section is based, in part, on a review of the City of Beaumont General Plan (dated August 21, 2020). This section of the EIR evaluates the potential impacts to land use in the City of Beaumont from implementation of the proposed Project. The analysis in this section is based on the proposed land use designations described in EIR Section 3, *Project Description*. The General Plan document is available for review on the City of Beaumont's website referenced in EIR Section 7.0, *References*.

### 4.11.1 EXISTING CONDITIONS

#### A. Project Site

The 539.9-acre Project site is generally located west of Jack Rabbit Trail and south of SR-60. As detailed in Table 3-1 and shown on Figure 3-5, *City of Beaumont Existing Land Uses Designation*, in Section 3.0 of this EIR, the Project site is currently vacant and undeveloped, except for the eastern portion of the site that contains the paved portion of Jack Rabbit Trail. The Project site contains several unmarked trails that are located throughout the site. The Project site contains varying topography which includes hillsides, canyons, valleys, and ridges, ranging in elevation between the 2,300 and 2,450-foot contours mean sea level (MSL). The site drains toward the SR-60 Freeway via several drainage courses that extend to the ridgelines of the Badlands foothills. The tributaries feature steep, eroded hillside grades and natural depressed grasslands where drainage flows to 16 existing Caltrans maintained culverts at the SR-60 Freeway.

#### B. Surrounding Land Uses

Based on field reconnaissance and review of aerial images, existing land uses in the area surrounding the Project site are described below.

- **North.** The SR-60 Freeway lies immediately north of the Project site. North of the SR-60 freeway lies San Timoteo Creek, and the mainline of the Union Pacific/BNSF Railroad. Beyond the railroad right of way are the Oak Valley Parkway, the Oak Valley Golf Course and the residential neighborhoods of the Oak Valley community. Additionally, a master-planned residential community, currently under construction, is located north of the SR-60 Freeway, northeast of the Project site.
- **East.** The property located immediately east of the Project site, on the west side of Jack Rabbit Trail, is developed with a ranch and a single-family residence. The property east of Jack Rabbit Trail is disturbed by construction activities. This property is part of the Hidden Canyon Industrial Park project, currently under construction, which proposes industrial development on both sides of 4th Street. The properties east of the Hidden Canyon Industrial Park project site, include vacant, disturbed, and undeveloped land; and developed land with commercial and industrial uses.



- **South.** Publicly owned rural mountainous lands are located directly to the south/southeast/southwest and include natural drainage courses, unmarked trails, and Jack Rabbit Trail. The mountainous area to the south/southwest of the Project site is designated for existing and proposed conserved lands within the Western Riverside County MSHCP.
- **West.** The publicly owned mountainous area to the west is also designated for existing and proposed conserved lands within the MSHCP and contains rural mountainous terrain, unmarked trails, natural drainage courses, and a portion of the SR-60 Freeway.

**C. General Plan Land Use Designation**

**1. *County of Riverside***

The Project site is within the Pass Area Plan of unincorporated Riverside County (RCIT, 2020). The prevailing planning documents for the Pass Area is the Riverside County General Plan and Pass Area Plan. The Pass Area Plan is an extension of the Riverside County General Plan and Vision Statement and focuses on preserving the unique features found only in the Pass while accommodating future growth. The County of Riverside Vision Statement details the physical, environmental, and economic characteristics that the County of Riverside aspire to achieve by the year 2020. Using the Vision Statement as the primary foundation, the County of Riverside General Plan establishes policies for development and conservation within the entire unincorporated Riverside County territory. The Pass Area Plan contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits describe the physical, environmental, and regulatory characteristics of the area and future growth. According to the Pass Area Land Use Plan, the Project site is designated as Rural Mountainous (RM). The RM designation allows single-family residential uses with a minimum lot size of 10 acres. The designation allows for limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a Surface Mining Permit) and associated uses and governmental use (Riverside County, 2017).

**2. *City of Beaumont***

The City's prevailing planning document is the Beaumont General Plan, which provides a comprehensive plan to serve as the blueprint for future planning and development in the City of Beaumont. The City recently prepared a comprehensive update to its 2007 General Plan and adopted the Beaumont General Plan (General Plan) on December 1, 2020. The General Plan offers the City a roadmap to identify strategies for enhancing community character and quality of life, expanding economic development opportunities, managing growth, addressing impacts of climate change, and improving outcomes for public health and sustainability (City of Beaumont, 2020a). According to the City's General Plan Figures 3.2, Existing City Structure, and 3.3, General Plan Subareas, the Project site is in the Sphere of Influence (SOI) for the City of Beaumont within unincorporated Riverside County and in the Jack Rabbit Subarea (City of Beaumont, 2020a).

The entire Jack Rabbit Subarea, which includes the Project site, contains the mountainous range known as the San Timoteo Badlands. The City's General Plan notes that this Subarea is entirely in the Sphere



of Influence, and thus, is governed by the County of Riverside General Plan and that access is limited to the eastern end of the subarea from Jack Rabbit Trail. The Project site is designated in the City's General Plan as Rural Residential 1, allowing one-acre residential lots. This subarea is intended to preserve natural features, such as Timoteo Creek, and develop plans consistent with the MSHCP. Allowed land uses in the Jack Rabbit Subarea include single-family dwellings. Uses such as churches, schools, day care centers, public facilities, and agricultural uses, which are determined to be compatible with and oriented toward serving the needs of low-density neighborhoods, may also be allowed. The General Plan notes that a Specific Plan is encouraged for development within the Subarea (City of Beaumont, 2020a).

**D. Zoning Designations**

1. *County of Riverside*

Based on Riverside County Ordinance No. 348, the Project site is zoned Controlled Development Areas with a minimum 20-acre lot (W-2-20) (RCIT, 2020). The W-2 zone allows one-family dwellings, light agriculture, aviaries, apiaries, grazing of farm animals, and animal husbandry. Additionally, the W-2-20 zone allows the following with a Plot Plan approval: guest ranches, educational institutions, country clubs, churches, and meat cutting/packing plants without slaughtering. Further, the W-2-20 allows the following uses with a Conditional Use Permit approval: airport, cemetery, hunting clubs, lumber mill, trail bike park, rodeo arena, commercial stable, menagerie, and animal hospital (Riverside County, 2020).

2. *City of Beaumont*

Because the Project site is within the City's SOI within unincorporated Riverside County, the City has not adopted any zoning designations for the site. Although a City may pre-zone property in its SOI, that zoning is not effective until such time as an annexation becomes effective (see Government Code Section 65859).

**4.11.2 NOTICE OF PREPARATION/SCOPING COMMENTS**

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to land use and planning.

**4.11.3 REGULATORY FRAMEWORK**

**A. Regional**

1. *Southern California Association of Governments*

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local government and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning



Agency and a Council of Governments. The SCAG region encompasses six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial; and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region.

As an MPO and public agency, SCAG develops transportation and housing strategies that transcend jurisdictional boundaries that affect the quality of life for southern California as a whole. On September 3, 2020, SCAG’s Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, known as “Connect SoCal.” Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies 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 (SCAG, 2020). Connect SoCal also provides objectives for meeting emissions reduction targets set forth by CARB; these objectives were provided in a direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. (SCAG, 2020)

Additionally, SCAG reviews environmental impact reports for projects having regional significance to ensure they are in line with approved regional plans. As identified in Section 15206 of the CEQA Guidelines, regionally significant industrial projects include “A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.” Therefore, this Project is considered regionally significant and subject to review by SCAG.

Connect SoCal includes a Technical Appendix titled “Goods Movement” that is applicable to the Project because the Project entails development within the SCAG region that would support a variety of industrial and commercial users, and relies directly on the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing). The “Goods Movement” appendix offers a broad overview of goods movement in Southern California by defining what the goods movement system is, including its most critical components; highlighting its importance and connections to the economy and local industry sectors; summarizing international and domestic trade flows and their relations to the region; addressing environmental and air quality issues; articulating a regional vision and how it can be achieved; and illustrating the path to 2045 by promoting an effective set of regional strategies. (SCAG, 2020)

In April 2018 SCAG published Industrial Warehousing in the SCAG Region. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region’s freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long



Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, State highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet (sf) of warehouse building space, and undeveloped land that could accommodate an additional 338 million sf of new warehouse building space. These regions attract robust logistics activities, and are a major reason the region is a critical mode in the global supply chain. (SCAG, 2018, p. ES-1)

## 2. *Western Riverside County Multiple Species Habitat Conservation Plan*

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive habitat conservation/planning program for Western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to special-status species and associated native habitats.

Through agreements with the U.S. Fish and Wildlife Service (USFWS) and CDFW, the MSHCP designates 146 special-status animal and plant species as Covered Species, of which the majority have no project-specific survey/conservation requirements. The MSHCP provides mitigation for project-specific impacts to these species for projects that are compliant/consistent with MSHCP requirements, such that the impacts are reduced to below a level of significance pursuant to CEQA.

The Covered Species that are not yet adequately conserved have additional requirements in order for these species to ultimately be considered 'adequately conserved'. A number of these species have survey requirements based on a project's occurrence within a designated MSHCP survey area and/or based on the presence of suitable habitat. These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by the Narrow Endemic Plant Species Survey Areas (NEPSSA); Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas (CAPSSA); animal species (burrowing owl, mammals, amphibians) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with riparian/riverine areas and vernal pool habitats, including least Bell's vireo, southwestern willow flycatcher, western yellow-billed cuckoo, and three species of listed fairy shrimp (MSHCP Volume I, Section 6.1.2). An additional 28 species (MSHCP Volume I, Table 9.3) not yet adequately conserved have species-specific objectives in order for the species to become adequately conserved. However, these species do not have project-specific survey requirements.

The goal of the MSHCP is to have a total Conservation Area in excess of 500,000 acres, including approximately 347,000 acres on existing Public/Quasi-Public (PQP) Lands, and approximately 153,000 acres of Additional Reserve Lands targeted within the MSHCP Criteria Area. The MSHCP is divided into 16 separate Area Plans, each with its own conservation goals and objectives. Within each Area Plan, the Criteria Area is divided into Subunits, and further divided into Criteria Cells and Cell Groups (a group of criteria cells). Each Cell Group and ungrouped independent Cell has designated



“criteria” for the purpose of targeting additional conservation lands for acquisition. Projects located within the Criteria Area are subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine if lands are targeted for inclusion in the MSHCP Reserve. In addition, all projects located within the Criteria Area are subject to the Joint Project Review (JPR) process, where the project is reviewed by the Regional Conservation Authority (RCA) to determine overall compliance/consistency with the biological requirements of the MSHCP.

The Project site is located in the MSHCP Criteria Area, including the Pass Area Plan (Cells 933, 936, 1030, 1032, and 1125) and the Reche Canyon/Badlands Area Plan (Cell Group A’). The Project requires a Criteria Cell Refinement to approve the Specific Plan, as designed, to be consistent with the MSHCP Reserve Assembly requirements.

On behalf of the City of Beaumont and the Project Applicant, Glenn Lukos Associates, Inc. (GLA) has prepared a Criteria Refinement analysis (*Technical Appendix C2*) demonstrating that the proposed Criteria Refinement would be at least equivalent to the existing Criteria as it applies to Effects on Habitats, Effects on Covered Species, Effects on Core Areas, Effects on Linkages and Constrained Linkages, Effects on Non-Contiguous Habitat Blocks, Effects on MSHCP Conservation Area Configuration and Management, Effects on Ecotones, and Acreage Contributed to the MSHCP Conservation Area. The Criteria Refinement Analysis was submitted to the RCA on March 7, 2021 to initiate the Criteria Refinement review process. The Criteria Refinement Analysis was approved and determined to be in concurrence with the MSHCP by the RCA, US Fish and Wildlife Service and the California Department of Fish and Wildlife on November 9, 2022. On November 9, 2022, the Wildlife Agencies issued a letter to the City of Beaumont concurring with the RCA’s Findings that the proposed Revised Criteria Refinement is superior or equivalent to conservation described within Proposed Core 3.

## **B. Local**

### **1. *City of Beaumont General Plan Policies***

The Project site is within the SOI for the City of Beaumont and the Project site is proposed to be annexed by and incorporated into the City. Thus, the Project’s impacts related to land use and planning will be analyzed against the City of Beaumont’s requirements.

State law requires that general plans address seven topics (referred to as “Elements”) of land use, circulation (mobility), housing, open space, safety, and noise (California Government Code Section 65302). A General Plan may also include other topics of local interest, as chosen by the local jurisdiction (California government Code Section 65303). The City adopted the Beaumont General Plan and certified the associated Final EIR on December 1, 2020. The Beaumont General Plan is organized into 12 chapters that include the following:

- Introduction
- Vision and Guiding Principles
- Land use and Community Design



- Mobility
- Economic Development and Fiscal
- Health and Environmental Justice
- Community Facilities and Infrastructure
- Conservation and Open Space
- Safety
- Noise
- Downtown Area Plan
- Implementation

Information presented in the Beaumont General Plan chapters relevant to the Project are discussed in the representative sections of this EIR.

The Beaumont General Plan also identifies 12 subareas, which each have unique identifying features and demonstrate what makes Beaumont special. The subareas contain residential subdivisions, commercial, and industrial areas, which can evolve into true walkable neighborhoods. The Beaumont General Plan provides a vision and key strategies for specific subareas in the City of Beaumont. As previously discussed, the Project site is within the Jack Rabbit Subarea for the City of Beaumont, which encompasses the northwest portion of the City's SOI. This subarea includes the mountainous range known as the San Timoteo Badlands and contains the western extent of SR-60. The area north of SR-60 is protected open space and part of the Western Riverside County MSHCP. San Timoteo Creek runs through the area north of SR-60. The Jack Rabbit Subarea intends to preserve the Timoteo Creek and its 100-year flood plain as open space resource and work with property owner(s) of the southern portion of the subarea to develop plans compliant with the Western Riverside County MSHCP (City of Beaumont, 2020a).

## *2. City of Beaumont Zoning Ordinance (Title 17)*

The City of Beaumont Zoning Ordinance is contained within Title 17 of the City of Beaumont's Municipal Code. The Zoning Ordinance is a regulatory document that establishes zoning districts that govern the use of land, indicates standards for structures and improvements that are permitted within the various zones, and establishes procedures for the granting of permits and entitlements. The primary purpose of the City's Zoning Ordinance is to serve the public's health, safety, and general welfare through the promotion of compatible land uses. The Zoning Ordinance includes the establishment of development standards related to health and safety, the protection and enhancement of the environment, the maintenance of property values, and the enhancement of the City's appearance. Additionally, the Zoning Ordinance establishes standards and procedures for development in each zoning district in addition to setting forth the procedures for amendments to the Zoning Map and Zoning Ordinance. Additionally, Specific Plans are plans adopted by the City Council that is based upon the City's General Plan, as provided in Section 65450 et seq. of the Government Code, and authorized under State law and the City's Municipal Code (City of Beaumont, 2020c).



As stated above, although the Project site is within the SOI for the City of Beaumont and is currently governed by Riverside County, the Project site is proposed to be annexed by and incorporated into the City. Thus, the Project's impacts related to land use and planning will be analyzed against the City of Beaumont's requirements.

#### 4.11.4 BASIS FOR DETERMINING SIGNIFICANCE

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. Section XI of Appendix G to the CEQA Guidelines addresses typical adverse effects related to land use and planning and includes the following threshold questions:

- a. *Physically divide an established community;*
- b. *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

#### 4.11.5 IMPACT ANALYSIS

***Threshold a: Would the Project physically divide an established community?***

Currently the 539.9-acre Project site is vacant and undeveloped, except for the eastern portion of the site that contains the paved portion of Jack Rabbit Trail. The Project Applicant proposes to develop the Project site with an Industrial/Commercial Park. There are no existing established communities surrounding the Project site. The area east of the Project site is designated for and developed with similar industrial/commercial uses. The nearest established residential community to the Project site is located approximately 0.84-mile northeast on the opposite side of SR-60. It should be noted that there is one existing single-family residence located approximately 483 feet south of the Project site's southernmost boundary. However, the Project would not restrict access to or from the existing residence, and the Project would provide private residential access to the existing residence via the relocated Jack Rabbit Trail. Access to this residence will be maintained throughout construction and operation of the Project. Therefore, the implementation of the Project on the Project site is not anticipated to physically divide an established community and impacts would be less than significant.

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

This EIR analyzes the physical environmental effects associated with all components of the Project, including Project construction and operation. Governmental approvals requested from the City of Beaumont include a General Plan Amendment (GPA; PLAN2019-0284), Pre-zoning (PLAN2019-0284) to "Specific Plan," Adoption of the Beaumont Pointe Specific Plan (SP2019-0003), Tentative Parcel Map (TPM) No. 82551, and a Pre-Annexation and Development Agreement (DA; No. 01-2017). The Beaumont Pointe Specific Plan is referred to herein as Specific Plan.



The Project’s consistency with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect is discussed below. This section includes an analysis of consistency with the Beaumont General Plan and Zoning Ordinance, SCAG’s Connect SoCal, and the Western Riverside County MSHCP.

*1. City of Beaumont General Plan*

The Beaumont General Plan Land Use and Community Design Element designates the Project site as Rural Residential 1. The Project Applicant’s proposed GPA PLAN2019-0284 would amend the City of Beaumont’s General Plan Land Use Map to modify the land use designations for the Project site from “Rural Residential” to “Industrial (I),” “General Commercial (GC),” “Open Space (OS),” and “Open Space-Conservation (OS-C).” With the approval of the proposed Project, any future development plans and entitlement applications (tract maps, site plans, and other similar entitlements) would be required to comply with the Specific Plan and substantially conform to the standards and guidelines set forth in the other sections of the Specific Plan, as well as any other applicable City of Beaumont regulations. Although the Project would result in a change to the General Plan land use designations for the Project site to allow for implementation of the Specific Plan, these changes would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of avoiding or reducing an environmental effect, as demonstrated in the analysis below. Accordingly, a less-than-significant environmental impact would result from the Project’s proposed governmental approvals.

Table 4.11-1, *General Plan Applicability Analysis*, provides an analysis of the Project’s consistency with all applicable General Plan goals and policies that were adopted for the purpose of avoiding or mitigating an environmental effect. As shown in Table 4.11-1, the Project would not result in any inconsistency with any of the applicable General Plan goals and policies. Accordingly, the Project would have a less-than-significant impact with respect to a conflict with the Beaumont General Plan.

**Table 4.11-1 General Plan Applicability Analysis**

General Plan Policy	Applicability
<b>Land Use and Community Design (Chapter 3)</b>	
<i>Goal 3.1: A City structure that enhances the quality of life of residents, meets the community’s vision for the future, and connects new growth areas together with established Beaumont neighborhoods.</i>	
Policy 3.1.12: Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.	<b>No Conflict.</b> The Project site is bordered to the west and to the south by open space and conservation land uses. The Specific Plan designates PA 9 for Open Space, which accommodates landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan’s developed areas and the Open Space – Conservation in PA 10. These areas would not be developed with the Project’s proposed structures. Some disturbance would occur within the areas designated as Open Space; however, the disturbance would be limited to grading



General Plan Policy	Applicability
	and landscaping. Therefore, the Project would establish a buffer between open space areas and urban development and would not conflict with General Plan Policy 3.1.12.
<p>Policy 3.4.8: Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic, air and noise pollution on sensitive receptors, especially in El Barrio.</p>	<p><b>No Conflict.</b> Existing residential land uses near the Project site are those that abut the Project site on the south and to the north beyond the SR-60 Freeway. As concluded in Section 4.3, <i>Air Quality</i>, Section 4.13, <i>Noise</i>, and Section 4.17, <i>Transportation</i>, the Project would result in unavoidable impacts to air quality, noise, and transportation, but these effects are significant due to their effect on the region. However, all mitigation measures have been implemented to reduce impacts to the extent feasible. Therefore, the Project would not conflict with General Plan Policy 3.4.8.</p>
<p>Policy 3.5.2: Continue to work towards the implementation of streetscape and sign standards.</p>	<p><b>No Conflict.</b> The Project would develop the Project site in accordance with the Development Standards from Chapter 3 and Design Guidelines from Chapter 4 of the Specific Plan, which establish comprehensive streetscape design standards for interior streets. The Development Standards and the Design Guidelines that define the Project’s design theme are intended to create a welcoming visual environment.</p> <p>Additionally, a Sign Program for the Project is being processed concurrently with the Specific Plan. The Sign Program provides adequate and appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses. As such, the Project would not conflict with General Plan Policy 3.5.2.</p>
<p>Policy 3.5.3: Promote quality design in the review of commercial and residential projects.</p>	<p><b>No Conflict.</b> The Project would include “Activities Park” within the General Commercial land uses that would consist of landscaping, seating, video screen walls, and programming for wellness activities such as yoga, movies on the lawn, “biergarten” games, and a large climbing wall. In addition, to encourage social interaction, the Industrial and General Commercial building sites within Project site may include outdoor employee break areas with tables affixed to the ground to provide employees with a location to eat, gather, and enjoy being outside. The Project Applicant would develop the site in accordance with the Development Standards established in Chapter 3 and the Design Guidelines established in Chapter 4 of the Specific Plan, which includes comprehensive architectural and landscape standards and development criteria that provide for an attractive, contemporary industrial/business</p>



General Plan Policy	Applicability
	<p>park. Additionally, the development standards provide regulations for building placement and orientation, floor area ratio, height, setbacks, open space, landscaping, signage, walls and fencing, roadways, and utilities and service areas. As such, the Project would not conflict with General Plan Policy 3.5.3.</p>
<p>Policy 3.9.1: Use Crime Prevention through Environmental Design strategies (CPTED) in new and existing development to improve public safety, including the following:</p> <ul style="list-style-type: none"> <li>• Active public space</li> <li>• Building design to promote “eyes on the street”</li> <li>• Clean delineation between private and public space</li> <li>• Natural access control between public and private space</li> <li>• Maintenance of public places</li> <li>• Removal or repair of vandalism or broken property.</li> </ul>	<p><b>No Conflict.</b> The Project site is within the northwestern SOI for the City of Beaumont, which is characterized as undeveloped and vacant. Under exiting conditions, there are no sidewalks or pedestrian facilities along the perimeter of the Project site.</p> <p>The implementation of the Project would result in the development of the Project site with Industrial and General Commercial uses. The implementation of the Project would provide a clean delineation between public and private space through signage, walls, and fencing. The Project’s proposed buildings would feature security lighting to enhance security on site. Additionally, building facades would face public roadways including SR-60 Freeway, Jack Rabbit Trail, Entertainment Way, and 4th Street.</p> <p>The implementation of the Project would not interfere with the City’s ability to maintain public places or remove or repair vandalism or broken property. As such, the Project As such, the Project would not conflict with General Plan Policy 3.9.1.</p>
<p><i>Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts</i></p>	
<p>Policy 3.10.2: Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.</p>	<p><b>No Conflict.</b> During the Project’s construction phase, water would be sprayed throughout the site to abate dust particulate emissions as required by South Coast AQMD Rule 403. Additionally, Mitigation Measure MM 4.3-2 shall ensure that all 75-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines, except where the project applicant establishes to the satisfaction of the City of Beaumont that Tier 4 Final equipment is not available. As such, the Project would not conflict with General Plan Policy 3.10.2.</p>
<p>Policy 3.10.4: Designate truck routes to avoid sensitive land uses, where feasible.</p>	<p><b>No Conflict.</b> This is not a Project specific policy; however, the Project does not propose truck routes in proximity to sensitive land uses. Located along the south side of the SR-60 Freeway, access to the regional transportation system from the Project site is provided via 4th Street at the Potrero interchange,</p>



General Plan Policy	Applicability
	<p>approximately 1.25 miles to the east. Due to the Project site’s proximity to SR-60, trucks accessing the Project site would efficiently reach the State highway system to facilitate the movement of goods throughout the region. In addition, Jack Rabbit Trail will only provide gated, emergency access to the SR-60 Freeway. No access to the SR-60 Freeway is proposed, except during an emergency in order to restrict truck traffic along Jack Rabbit Trail, which would be one of the main roadways that connects to the proposed commercial development. As such, the Project would not conflict with General Plan Policy 3.10.4.</p>
<p>Policy 3.10.7: Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.</p>	<p><b>No Conflict.</b> In accordance with the Project’s WQMP, the Project would install LID BMPs (e.g., bioretention and biotreatment) to detain stormwater on site for runoff mitigation. The Project proposes to install four detention basins within drainage management areas. The detention basins would remove pollutants from runoff and filter the water, thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site. Additionally, the Project proposes structural and non-structural source control BMPs (see Table 4.10-4 of this EIR) to mitigate industrial pollution. Furthermore, the Project would slightly reduce peak stormwater flows by approximately 100 cfs and would not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater. As such, the Project would not conflict with General Plan Policy 3.10.7.</p>
<p>Policy 3.11.5: Preserve watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes. These include San Timoteo Creek, Little San Gorgonio Creek and Noble Creek, among others.</p>	<p><b>No Conflict.</b> As further discussed in Section 4.10, <i>Hydrology and Water Quality</i>, of this EIR, the Project site is not within the recharge area for Little San Gorgonio Creek. The Project Applicant proposes to preserve 124.7 acres on site as Open Space and 152.4 acres as Open Space – Conservation. The Project would result in a 100 cfs reduction in peak stormwater runoff rates, and drainage from the development areas would continue to flow to San Timoteo Creek.</p> <p>The implementation of the Project would not interfere with the City’s ability to preserve watercourses and washes necessary for regional flood control, groundwater recharge areas and drainage for open space and recreational purposes. Therefore, the Project would not conflict with General Plan Policy 3.11.5.</p>
<p>Policy 3.11.7: Preserve permanent open space edges or greenbelts that provide a</p>	<p><b>No Conflict.</b> See Project Consistency response to General Plan Policy 3.1.12. The Project Applicant proposes to preserve 124.7 acres on site as Open Space and 152.4 acres as Open Space – Conservation. The Project’s on-site Open Space</p>



General Plan Policy	Applicability
buffer for separation between adjoining developments.	designated areas would provide a buffer between the proposed Industrial and Commercial uses from the existing open space to the west and south. Additionally, the SR-60 Freeway would provide a buffer from the proposed development and existing single-family residences to the north and northeast. Furthermore, the proposed Industrial and Commercial uses would be compatible with the proposed Hidden Canyon industrial development to the east. Therefore, the Project would not conflict with General Plan Policy 3.11.7.
Policy 3.11.8: Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.	<b>No Conflict.</b> The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The Open Space – Conservation area would be preserved as natural habitat and dedicated to the RCA as required by the MSHCP. Therefore, the Project would not conflict with General Plan Policy 3.11.8.
Policy 3.11.9: Continue to maintain the Badlands and Potrero area as primarily a functioning wildlife habitat.	<b>No Conflict.</b> As described in Section 4.4, <i>Biological Resources</i> , of this EIR, the Project site is located within Criteria Cells 933, 936, 1030, 1032, and 1125 of Subunit 1 (Potrero/Badlands) of The Pass Area Plan, and with “offsite” proposed conservation located within Cell Group A’ of Subunit 3 (Badlands North) of the Reche Canyon/Badlands Area Plan.
Policy 3.11.10: Require the provision of open space linkages and conservation between development projects, consistent with the conservation efforts targeted in the MSHCP.	<p>The MSHCP defines a “Core” as a “block of Habitat of appropriate size, configuration, and vegetation characteristics to generally support the life history requirements of one or more Covered Species.” The Project proposes a Criteria Refinement that will support the assembly of Proposed Core 3 in a manner consistent with the existing Cell Criteria. The intent of conserved lands at the Project site is to expand the edge of Core 3.</p> <p>The Project will impact 112.45 acres of lands described for conservation by the MSHCP Cell Criteria. The Project will offset those impacts with 122.81 acres of replacement lands that are not described by the Cell Criteria, including 41.21 acres on site and 78.40 acres off-site. In addition, the Project will conserve the remaining 93.42 acres of on-site lands described by the Cell Criteria, for a combined conservation area of 213.03 acres, compared with a total of 205.87 acres described by the MSHCP.</p> <p>The Project’s on-site conservation includes 133.27 acres within the Criteria Area (Cells 933, 936, 1030, 1032, and 1125) and</p>



General Plan Policy	Applicability
	<p>1.36 acres on site that are not part of a Criteria Cell (but adjacent to Cells). Of the offsite lands, approximately 37.89 acres are in Cell 1125 of Cell Group A', and 40.51 acres are not a part of a Criteria Cell but are adjacent to Cell Group A'. Although the Project does not achieve minimum described acreage for some of the individual Cells, the Project proposes an overall greater amount of conservation than is described, including the expansion of conservation to the northwest and the southeast into undescribed lands that will extend the conserved edge. The conservation of undescribed lands in the northwestern portion of Cell 933 will extend conservation to SR-60 to link up with the undercrossing constructed as part of the freeway improvements.</p> <p>Therefore, the Project would not conflict with General Plan Policies 3.11.9 and 3.11.10.</p>
<p><i>Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.</i></p>	
<p>Policy 3.12.2: Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.</p>	<p><b>No Conflict.</b> The Project site is adjacent to and in part within the San Timoteo Badlands, which is characterized with mountainous terrain. The Project site contains hillsides, ridges, canyons, and valleys in the northwestern and southeastern portions of the site. These areas include PAs 9 and 10 which are designated as Open Space and Open Space -Conservation, respectively. Areas designated as Open Space -Conservation would serve to protect the natural resources on site and no development would occur in this area. As previously discussed, grading would occur on PAs 1 through 9.</p> <p>Landform modifications would occur under the Project in PAs 1-8 and remedial grading would occur in PA 9, along with landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan's developed areas and PA 10. Although landforms in mid-ground views would be altered for the development, no grading would occur within PA 10 or between the north-northeast property line and SR-60 Freeway, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. The boundary between PA 9 and PA 10 is designated as the "Limits of Disturbance" on the Land Use Plan. This designation means that all development activity will take place inside of the limits of disturbance (i.e., within PA 9 or within PAs 1-8) and not on PA 10. PA 9 would include natural slopes which form a buffer</p>



General Plan Policy	Applicability
	<p>between the developed areas and PA 10, which would be dedicated to the Regional Conservation Authority (RCA), pursuant to the MSHCP. Therefore, this area would preserve deeply incised hillsides and watercourse along with the habitats associated with these landforms.</p> <p>As discussed in Section 4.7, <i>Geology and Soils</i>, a Geotechnical Report was prepared to evaluate geological conditions on the Project site and feasibility of development. As discussed, the Project’s proposed 2:1 cut and fill slopes are considered grossly stable and surficially stable; and, impacts relating to unstable soils and geologic units, including landslide, lateral spreading, subsidence, and liquefaction would be less than significant. Furthermore, mandatory adherence to the recommendations contained in the site-specific geotechnical report during Project construction would ensure impacts associated with geological hazards are less than significant.</p> <p>Moreover, as discussed in Threshold b above, impacts to scenic vistas would be less than significant. As such, the Project would be consistent with General Plan Policy 3.12.2.</p>
<p>Policy 3.12.3: Control the grading of land, pursuant to the City’s Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.</p>	<p><b>No Conflict.</b> The Project would require extensive grading in order to develop the site with the proposed Industrial and General Commercial land uses. However, the Project’s grading plan would be in accordance with the standards identified in the City’s Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure. The Project’s grading would occur within the central portion of the Project site where the proposed buildings would be located. Although landforms in mid-ground views would be altered for the development, the Project Applicant does not propose to grade the northwestern or southern portions of the Project site within PA 10 or between the north-northeast property line and SR-60 Freeway, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. Future development would be subjected to the recommendations contained in the Geotechnical Report (see Section 5 of <i>Technical Appendix F1</i>, of this EIR), in accordance with the CBC and Beaumont Municipal Code Section 17.1.040. The Geotechnical Report includes requirements for: supplemental subsurface exploration, general earthwork and grading, fill placement and compaction, remedial grading, manufactured slopes, surface drainage, subdrainage, oversized rock materials, deep fill areas/settlement monitoring, preliminary foundation recommendations, retaining walls, sulfate potential,</p>



General Plan Policy	Applicability
	corrosion potential, preliminary pavement design, and temporary excavations. Mandatory compliance with the recommendations contained within the Project site’s Geotechnical Report (as required by the CBSC, Beaumont Building Code, and conditions of approval) would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Therefore, the Project would not conflict with General Plan Policy 3.12.3; see also discussion under Policy 3.12.2.
Policy 3.12.4: Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.	<b>No Conflict.</b> The Project designates 152.4 acres (PA 10) as Open Space – Conservation, which is intended to be dedicated to the Regional Conservation Authority (RCA), pursuant to the Western Riverside County MSHCP, for preservation to augment existing, adjacent conserved lands in this part of Riverside County. This area consists of deeply incised hillsides and watercourses along with the habitats associated with these landforms. As discussed in Section 4.1, <i>Aesthetics</i> , of the EIR, although landforms in mid-ground views would be altered for the development, the Project would not allow grading within PA 10, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. No development would occur in this area. The Specific Plan would implement measures to ensure that Project design elements visually enhance and do not degrade the surrounding area. Therefore, the Project would not conflict with General Plan Policy 3.12.4.
<b>Mobility (Chapter 4)</b>	
<i>Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.</i>	
Policy 4.1.5: Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.	<b>No Conflict.</b> The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities to the east along 4th Street. Therefore, the Project would not conflict with General Plan Policy 4.1.5.
Policy 4.1.6: Review and coordinate circulation requirements with Caltrans, as it pertains to freeways and state highways.	<b>No Conflict.</b> The TIA has been prepared in accordance with the Caltrans Guide for the Preparation of Traffic Impact Studies. The TIA analyzed freeway mainline and ramp junction impacts to the State Highway System, including the I-10 and



General Plan Policy	Applicability
	SR-60. Therefore, the Project would not conflict with General Plan Policy 4.1.6.
<p><i>Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.</i></p>	
<p>Policy 4.2.2: Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.</p>	<p><b>No conflict.</b> Consistent with SB 743, the City of Beaumont adopted thresholds based on VMT. The VMT assessment (<i>Technical Appendix K2</i>) prepared for the Project included analysis of VMT impacts resulting from implementation of the Project. The VMT assessment for the Project has been reviewed and approved by the City.</p> <p>The City has not adopted MMLOS methodologies, however, the TIA (<i>Technical Appendix K1</i>) analyzes LOS and multi-modal transportation. Accordingly, the Project would not conflict with General Plan Policy 4.2.2.</p>
<p><i>Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.</i></p>	
<p>Policy 4.4.3: Improve safety for all active transportation users.</p>	<p><b>No Conflict.</b> The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. In addition, all driveways and intersections to and from the Project site would be stop-controlled to ensure safety for all transportation users. Based on the Project’s roadway improvements, the Project would not conflict with General Plan Policy 4.4.3.</p>
<p><i>Goal 4.6: An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.</i></p>	
<p>Policy 4.6.1: Prioritize goods movement along specific routes in the City, consistent with the adopted layered network, to foster efficient freight logistics.</p>	<p><b>No Conflict.</b> The Project site is situated in close proximity to the regional transportation network which connects the site to the Ports of Long Beach and Los Angeles, both major gateways for international trade, the Inland Empire and the Western United States. Located along the south side of the SR-60 and I-10 Freeway, access to the regional transportation system from the site is provided via 4th Street, and access to the SR-60 and I-10 Freeway from 4th Street is provided at the Potrero Boulevard interchange, approximately 1.25 miles to the east. Truck trips would be routed through an industrial area to Potrero Boulevard, also identified as a potential City Truck Priority roadway [City to confirm]. Due to the Project site’s proximity to SR-60, trucks accessing the Project site would efficiently reach the State highway system to facilitate the</p>



General Plan Policy	Applicability
	<p>movement of goods throughout the region. In addition, the Project would be consistent with SCAG’s Connect SoCal goals, which are described in detail in EIR Section 4.11, <i>Land Use and Planning</i>. Based on the foregoing, the Project would not conflict with General Plan Policy 4.6.1.</p>
<p>Policy 4.6.2: Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.</p>	<p><b>No Conflict.</b> The closest sensitive area to the Project site is an existing single-family residence located approximately 483 feet south of the Project site’s southernmost boundary. Other residential uses are located north across Frontage Road (1,253 feet) and beyond SR-60. However, the Project would not restrict access to or from the existing residence; the Project would provide private residential access on site to the existing residence; cars and trucks will not pass by this residence under the proposed roadway plan. truck trips would be routed through an industrial area to Potrero Boulevard and would not pass by sensitive areas. Based on these restrictions, the Project would not conflict with General Plan Policy 4.6.2.</p>
<p><b>Health and Environmental Justice (Chapter 6)</b></p>	
<p><i>Goal 6.7: A City that safely and systemically addresses toxics, legacy pollutants, and hazardous materials.</i></p>	
<p>Policy 6.7.1: Prohibit new non-residential uses that are known to release or emit toxic waste at levels that are harmful to human health while continuing to allow R&amp;D uses, medical uses, and other necessary services such as dry cleaners.</p>	<p><b>No Conflict.</b> The Project Applicant proposes to develop the Project site with industrial and commercial uses. However, the building occupants within the industrial land use will include warehousing, manufacturing, fulfillment, parcel hub and/or similar uses. Manufacturing uses may include manufacturing on-site and shipment of goods and/or shipment/transport of goods to the Project site for manufacturing on-site. Building occupants within the commercial land uses will include restaurants, recreation, and entertainment (e.g., athletic fields, batting cages, miniature golf courses, health clubs, etc.). The full list of permitted, conditionally permitted, and ancillary uses allowed within the Project site are listed on Table 3-1 of the Specific Plan. Based on the facilities and uses that would be allowed at the Project site, hazardous materials (e.g., diesel fuel, lubricants, solvents, corrosives, hazardous materials, etc.) could be used during the course of daily operations at the Project site, subject to mandatory regulatory compliance to insure safe use and disposal. It is possible that other hazardous materials also could be used during the course of daily operations at the Project site. In the event that hazardous materials, other than those common materials described above,</p>



General Plan Policy	Applicability
	<p>are associated with future operations, the hazardous materials would only be stored and transported to and from the Project site subject to applicable safety regulations. General cleaning activities on site that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such cleaning products.</p> <p>As concluded in Section 4.9, <i>Hazards and Hazardous Materials</i>, of this EIR, with mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Therefore, the Project would not conflict with General Plan Policy 6.7.1.</p>
<p>Policy 6.7.2: Continue to work with State, federal, regional, and local agencies to eliminate and reduce concentrations of regulated legacy pollutants.</p>	<p><b>No Conflict.</b> There are no existing pollutants on site as the Project site is vacant and undeveloped. The Project would comply with State and federal Community-Right-to-Know laws, which allow the public to access information regarding the information about the amounts and types of chemicals that may be used by businesses on the Project site. Therefore, the Project would not conflict with General Plan Policy 6.7.2.</p>
<p>Policy 6.7.5: Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.</p>	<p><b>No Conflict.</b> During the Project’s construction phase, water would be sprayed throughout the site to abate dust particulate emissions. Additionally, Mitigation Measure MM 4.3-2 shall ensure that all 75-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines, except where the project applicant establishes to the satisfaction of the City of Beaumont that Tier 4 Final equipment is not available. Therefore, the Project would not conflict with General Plan Policy 6.7.5.</p>
<p>Policy 6.7.6: Designate truck routes to avoid sensitive land uses, where feasible.</p>	<p><b>No Conflict.</b> See Project Consistency response to General Plan Policy 3.10.4. The Project does not propose any truck routes in proximity to sensitive land uses. As such, the Project would not conflict with General Plan Policy 6.7.6.</p>
<p><b>Community Facilities and Infrastructure (Chapter 7)</b></p>	
<p><i>Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.</i></p>	



General Plan Policy	Applicability
<p>Policy 7.3.6: Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.</p>	<p><b>No Conflict.</b> As disused in Section 4.19, <i>Utilities and Service Systems</i>, and Section 4.8, <i>Greenhouse Gas Emissions</i>, the Project would commit to using graywater (purple pipe) irrigation. Recycled water will be utilized and used for construction dewatering, irrigation of manufactured and replanted slopes within PA 9, as well as for irrigation of parkway landscaping and irrigation of landscaping within the General Commercial and Industrial land uses (PAs 1-8). The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street (350 feet east of the Project site in the existing right of way). As such, the Project would not conflict with General Plan Policy 7.3.6.</p>
<p><i>Goal 7.4: Incorporate sustainable and improved stormwater management practices.</i></p>	
<p>Policy 7.4.1: Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.</p>	<p><b>No Conflict.</b> In accordance with the Project’s WQMP, the Project would install LID BMPs (e.g., bioretention and biotreatment) to detain stormwater on site for runoff mitigation. The Project proposes to install four detention basins within drainage management areas. The detention basins would remove pollutants from runoff and filter the water, thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site. Additionally, the Project proposes non-structural BMPs to mitigate industrial pollution. Furthermore, the Project would slightly reduce peak stormwater flows by approximately 100 cfs and would not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater. As such, the Project would not conflict with General Plan Policy 7.4.1.</p>
<p>Policy 7.4.3: Require new development and redevelopment projects to reuse stormwater on site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.</p>	<p><b>No Conflict.</b> The Project’s proposed stormwater drainage system is designed to capture and convey the Project’s stormwater flows into the Project’s proposed on-site stormwater detention basins that would gradually release stormwater into the downstream public storm drain system. Additionally, flood protection facilities will be designed in accordance with the requirements of the Riverside County Flood Control and Water Conservation District (RCFCWCD) and with adequate access easements and facilities provided. As such, the Project would not conflict with General Plan Policy 7.4.3.</p>



General Plan Policy	Applicability
<p><i>Goal 7.5: Manage and effectively treat stormwater to minimize risk to downstream resources.</i></p>	
<p>Policy 7.5.1: Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.</p>	<p><b>No Conflict.</b> As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, the implementation of the Project would involve grading of more than one acre. Therefore, the Project developer would be required to obtain a NPDES General Construction Permit and comply with permit requirements effective at the time of construction. Additionally, as stated in Regulatory Requirement RR 10-5, prior to the issuance of building permits for each phase of the Project, the Project proponent shall provide evidence to the City that the Project comply with the requirements of the RWQCB Municipal Permit General MS4 Permit. As such, the Project would not conflict with General Plan Policy 7.5.1.</p>
<p>Policy 7.5.3: Minimize pollutant discharges into storm drainage system, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.</p>	<p><b>No Conflict.</b> In accordance with the Project’s WQMP, the Project would install LID BMPs (e.g., bioretention and biotreatment) to detain stormwater on site for runoff mitigation. The Project proposes to install four detention basins within four DMAs. Additionally, the Project proposes non-structural BMPs to mitigate industrial pollution. Additionally, as further discussed in EIR Section 4.10, <i>Hydrology and Water Quality</i>, the Project’s proposed storm drain system is designed to capture 100-year storm event peak flows. The Project’s proposed storm drain system has sufficient capacity to hold and treat peak stormwater flows. As such, the Project would not conflict with General Plan Policy 7.5.3.</p>
<p>Policy 7.5.5: Require hydrological/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.</p>	<p><b>No Conflict.</b> As further discussed in EIR Section 4.10, <i>Hydrology and Water Quality</i>, a Project-specific WQMP and a Project-specific Hydrology Study was prepared by Proactive Engineering Consultants West, Inc. (PECW). The WQMP identified BMPs that would be installed to mitigate water quality impacts and the Hydrology Study identified that the implementation of the Project would not result in substantial flooding on or off site. The detention basins to be installed on site would remove pollutants from runoff and filter the water, thereby providing first-flush capture, detention, and filtration of stormwater runoff before it is discharged from the Project site. Furthermore, the Project would slightly reduce peak stormwater flows by approximately 100 cfs and would not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater. As such, the Project would not conflict with General Plan Policy 7.5.5.</p>



General Plan Policy	Applicability
<p><i>Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.</i></p>	
<p>Policy 7.6.1: Encourage new construction and additions to avoid “Red List” materials and chemicals.<sup>1</sup></p>	<p><b>No Conflict.</b> Refer to General Plan Policy 6.7.1. As concluded in Section 4.9, <i>Hazards and Hazardous Materials</i>, of this EIR, construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA and DTSC. With mandatory compliance of applicable hazardous materials regulations, the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. The Project Applicant proposes to develop the Project site with industrial and commercial uses. Based on the facilities and uses that would be allowed at the Project site, hazardous materials (e.g., diesel fuel, lubricants, solvents, corrosives, toxic substances hazardous materials, etc.) could be used during the course of daily operations at the Project site. As concluded in Section 4.9, <i>Hazards and Hazardous Materials</i>, of this EIR, with mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Therefore, the Project would not conflict with General Plan Policy 7.6.1.</p>
<p><i>Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.</i></p>	
<p>Policy 7.7.3: Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.</p>	<p><b>No Conflict.</b> The Project would be required to coordinate with Waste Management, Inc. to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 341, <i>Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991</i>. Therefore, the Project would not conflict with General Plan Policy 7.7.3.</p>
<p><i>Goal 7.8: City-wide access to high-quality energy utility and telecommunication services.</i></p>	

<sup>1</sup> The “Red List” includes the worst types of materials and chemicals used in the building industry that are harmful to humans and the environment. For a list of material included on the “Red List,” see: <https://living-future.org/declare/declare-about/red-list/>



General Plan Policy	Applicability
<p>Policy 7.8.1: Ensure that adequate utility and telecommunication infrastructure support future development.</p>	<p><b>No Conflict.</b> As disused in Section 4.19, <i>Utilities and Service Systems</i>, the Project’s proposed connections to existing utility infrastructure including electricity, natural gas, and telecommunications, as well as installation of on- and off-site stormwater management, water, and wastewater infrastructure would be adequate to support future development of the Project. Therefore, the Project not conflict with General Plan Policy 7.8.1.</p>
<p><b>Conservation and Open Space (Chapter 8)</b></p>	
<p><i>Goal 8.1: A City with green buildings and developments that promote energy efficiency.</i></p>	
<p>Policy 8.1.5: Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:</p> <ul style="list-style-type: none"> <li>• Maximizing interior daylighting</li> <li>• Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain</li> <li>• Planting shade trees on south- and west-facing sides of new buildings to reduce energy load</li> <li>• Installing water efficient vegetative cover and planting, substantial tree canopy coverage</li> </ul>	<p><b>No Conflict.</b> As discussed in Section 3.0, <i>Project Description</i>, of this EIR, the Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include 20% project energy generated from solar, cool roofs, and water efficient landscaping. The Project would achieve a minimum of 201 Screening Table Points. Additionally, the Project would include skylights and clearstory windows to maximize day lighting. Therefore, the Project would not conflict with General Plan Policy 8.1.5.</p>
<p>Policy 8.1.7: Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.</p>	<p><b>No Conflict.</b> Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code). The Project proposes conventional industrial and commercial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would comply with current Title 24 energy efficiency standards and due to the continued upgrades to Title 24 standards new construction would be comparable to, or less than, other industrial projects of similar scale and configuration in terms of energy use. Compliance with the Riverside County CAP</p>



General Plan Policy	Applicability
	provides additional energy efficiencies that exceed Title 24. Therefore, the Project would not conflict with General Plan Policy 8.1.7.
<i>Goal 8.4: A City that improves awareness and mitigation of negative air quality impacts.</i>	
Policy 8.4.3: Avoid the siting of new project and land uses that would produce localized air pollution (e.g., Interstate 10, SR-60, high traffic roads, certain industrial facilities) in a way that would adversely impact existing air quality-sensitive receptors including schools, childcare center, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.	<b>No Conflict.</b> As discussed in Section 4.3, <i>Air Quality</i> , the closest sensitive area to the Project site is an existing single-family residence located approximately 483 feet south of the Project site’s southernmost boundary. Other residential uses are located north across Frontage Road (1,253 feet) and beyond SR-60. The Project would not result in localized exceedances of federal or state ambient air quality standard under construction or operation of the Project. Therefore, the Project would not conflict with General Plan Policy 8.4.3.
<i>Goal 8.5: A City that preserves and enhances its natural resources.</i>	
Policy 8.5.1: Minimize the loss of sensitive species and critical habitat in areas planned for future development.	<b>No Conflict.</b> As discussed in Section 4.4, <i>Biological Resources</i> , the Project would result in permanent impacts to vegetation communities described for conservation by the MSHCP associated with Cells 933, 936, 1030, 1032, and 1125 totaling 109.69 acres and would impact the following communities: chaparral (0.21 acre), Riversidean sage scrub (24.40 acres), non-native grassland (82.13 acres), and southern riparian scrub (0.03 acre). To offset these impacts, the Project would conserve 133.62 acres of replacement lands, including 0.32 acre of chaparral, 45.85 acres of Riversidean sage scrub, 86.03 acres of non-native grassland, and 0.22 acre of southern riparian scrub consistent with the MSHCP (PDF 4-1).  Additionally, no special-status plants were detected at the Study Area during focused plant surveys; therefore, no impact to special-status plants would occur. The Project would result in potential impacts to crotch bumble bee, coastal California gnatcatcher and burrowing owl during construction activities. Implementation of Mitigation Measures 4.4-1 through MM 4.4-3 would reduce impacts to special-status animals to a less than significant level. Therefore, the Project would not conflict with General Plan Policy 8.5.1.
Policy 8.5.2: Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer,	<b>No Conflict.</b> As discussed in Section 4.4, <i>Biological Resources</i> , the Project would erect wildlife fencing along the southern and western limits of the development footprint,



General Plan Policy	Applicability
<p>minimize impervious surface, minimize light pollution, and emphasize native landscaping.</p>	<p>connecting with SR-60 wildlife fencing, to provide a barrier between the edge of the development footprint and the adjacent MSHCP Conservation Area. The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The Open Space – Conservation area would be preserved as natural habitat and dedicated to the RCA as required by the MSHCP. The Project through its design would also address edge effects relative to adjacent conserved lands. The Project’s night lighting would be designed to prevent spillage into the MSHCP conserved lands along the western and southern development boundary. See Project Consistency response to General Plan Policy 8.5.3 for a discussion on native landscaping. Therefore, the Project would not conflict with General Plan Policy 8.5.2.</p>
<p>Policy 8.5.3: Encourage new development to support a diversity of native species and manage invasive species.</p>	<p><b>No Conflict.</b> As shown on Figure 3-14, <i>Master Landscape Plan</i>, the Project provides a plant palette for three categories: Entrance Planting, Native California Planting, and Industrial Screen Planting; and selected to complement and enhance the setting of the site, while ensuring the conservation of the site’s natural vegetation and habitats. Prohibited plant species are also identified to protect native habitats within and surrounding the Project due to their flammability or invasive nature. As such, the Project would not conflict with General Plan Policy 8.5.3.</p>
<p>Policy 8.5.7: Discourage the use of plant species on the California Invasive Plant Inventory.</p>	<p><b>No Conflict.</b> See Project Consistency response to General Plan Policy 8.5.3. The Project Applicant would incorporate plants identified within the Project’s landscape plan and plant species list identified in the Specific Plan. Prohibited plant species are also identified to protect native habitats within and surrounding the Project due to their flammability or invasive nature. As such, the Project would not conflict with General Plan Policy 8.5.7.</p>
<p><i>Goal 8.6: A City that protects and enhances its scenic vistas and views.</i></p>	
<p>Policy 8.6.1: Protect and preserve existing, signature view of the hills and mountains from the City.</p>	<p><b>No Conflict.</b> The Project site is within the Timoteo Badlands, which is characterized with mountainous terrain. The Project site’s northwestern and southern portions contain ridges, canyons, and hillsides that are visible from Frontage Road and SR-60. The Project’s proposed buildings would be built to a maximum height of 60 feet and therefore would be mainly</p>



General Plan Policy	Applicability
	<p>visible from the SR-60. Landform modifications would occur under the Project in PAs 1-8 and remedial grading would occur in PA 9, along with landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan’s developed areas and PA 10. Although landforms in mid-ground views would be altered for the development, the Project Applicant does not propose to develop the northwestern or southern portions of the Project site, which would preserve distant ridgeline views. As such, public views to the site’s natural features would continue to be provided from the immediate surrounding area. Additionally, due to the location and orientation of the Project’s proposed buildings and signage, views to San Bernardino Mountains, San Gorgonio Mountains, and San Jacinto Mountains would not be obstructed. As such, the Project would not conflict with General Plan Policy 8.6.1.</p>
<p>Policy 8.6.3: Require the preparation of a grading analysis on hillside development to pre-determine where development should occur to minimize the impact of new development on views of the City’s hillsides.</p> <p>Policy 8.6.4: When grading is necessary, encourage grading for new development that complements the surrounding natural features.</p>	<p><b>No Conflict.</b> The Project’s grading plan would be in accordance with the standards identified in the City’s Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure and preserve views of ridges, canyons, and hillsides. Future development accommodated by the Specific Plan would be subjected to the recommendations contained in the Geotechnical Report (see Section 5 of <i>Technical Appendix F1</i>, of this EIR), in accordance with the CBC and Beaumont Municipal Code Section 17.1.040. Mandatory compliance with the recommendations contained within the Project site’s Geotechnical Report (as required by the CBSC, Beaumont Building Code, and conditions of approval) would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Moreover, although landforms in mid-ground views would be altered for the development, the Project would preserve foreground landforms along the SR-60 Freeway and distant ridgeline view. The boundary between PA 9 and PA 10 is designated as the “Limits of Disturbance” on the Land Use Plan, meaning that no grading, fuel management or development activities will occur beyond the location of that line. As such, the Project would not conflict with General Plan Policies 8.6.3 and 8.6.4.</p>
<p>Policy 8.6.6: Limit light pollution from outdoor sources, especially in rural hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.</p>	<p><b>No Conflict.</b> The Project’s proposed outdoor lighting would be in accordance with the standards established in City of Beaumont Municipal Code Chapter 8.50 (Outdoor Lighting</p>



General Plan Policy	Applicability
	Ordinance) to limit light pollution. As such, the Project would not conflict with General Plan Policy 8.6.6.
<i>Goal 8.7: A City where open space is preserved and used for resource conservation and/or recreation.</i>	
Policy 8.7.6: Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.	<b>No Conflict.</b> See Project Consistency response to General Plan Policy 3.1.12. The Project Applicant proposes to preserve 124.7 acres on site as Open Space and 152.4 acres as Open Space - Conservation. The location of the Open Space and Open Space - Conservation areas provide permanent preserve open space edges and provide a buffer from the proposed development to the MSHCP conserved lands to the south and west of the Project site and to the adjacent 60 Freeway. Therefore, the Project would not conflict with General Plan Policy 8.7.6.
<i>Goal 8.8: A City where the natural and visual character of the community is preserved.</i>	
<p>Policy 8.8.1: Promote the maintenance of open space through the implementation of the General Plan.</p> <p>Policy 8.8.2: Protect and preserve open space and natural habitat wherever possible.</p>	<b>No Conflict.</b> Under existing conditions, the Project site is within the jurisdiction of the County of Riverside but is designated for Rural Residential. The Project Applicant proposes to modify the Project site’s designation from Rural Residential uses to Industrial, General Commercial, Open Space, and Open Space - Conservation. The Project Applicant proposes to designate the central portion of the Project site as Industrial and General Commercial. The remaining portions of the Project site would be designated as Open Space and Open Space - Conservation. The Project Applicant does not propose to develop the areas designated as Open Space and Open Space - Conservation. These areas would be retained as open space. See Project Consistency response to General Plan Policy 8.8.3. Therefore, the Project would not conflict with General Plan Policies 8.8.1 and 8.8.2.
Policy 8.8.3: Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space, and natural resources consistent with the MSHCP.	<b>No Conflict.</b> The Project requires a Criteria Refinement to approve the Specific Plan, as designed, to be consistent with the MSHCP Reserve Assembly requirements. The Project designates approximately 152.4 acres as Open Space-Conservation within the southern portion of the Project site which is intended to be dedicated to the RCA, pursuant to the Western Riverside County MSHCP, for preservation to augment existing, adjacent conserved lands in this part of Riverside County. The Project Applicant does not propose to disturb the areas designated as Open Space - Conservation. The Project Applicant would preserve this area and retain the



General Plan Policy	Applicability
	natural resources. Therefore, the Project would not conflict with General Plan Policy 8.8.3.
Policy 8.8.6: Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.	<b>No Conflict.</b> See Project Consistency response to General Plan Policy 3.12.12. Therefore, the Project would not conflict with General Plan Policy 8.8.6.
<i>Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.</i>	
Policy 8.9.2: Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.	<p><b>No Conflict.</b> The Project site is within the San Timoteo Badlands, which is characterized with mountainous terrain. The Project site contains hillsides, ridges, canyons, and valleys in the northwestern and southeastern portions of the site which per below will be preserved. These areas include PAs 9 and 10 which are designated as Open Space and Open Space - Conservation, respectively. Areas designated as Open Space - Conservation would serve to protect the natural resources on site and no development would occur in this area. As previously discussed, grading would occur on PAs 1 through 9. Landform modifications would occur under the Project in PAs 1-8 and remedial grading would occur in PA 9, along with landscaped, manufactured slopes, fuel modification areas, project signage, as well as the natural slopes which form a buffer between the Specific Plan’s developed areas and PA 10. Although landforms in mid-ground views would be altered for the development, no grading would occur within PA 10 or between the north-northeast property line and SR-60 Freeway, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. The boundary between PA 9 and PA 10 is designated as the “Limits of Disturbance” on the Land Use Plan. This designation means that all development activity will take place inside of the limits of disturbance (i.e., within PA 9 or within PAs 1-8) and not on PA 10.</p> <p>As discussed in Section 4.7, <i>Geology and Soils</i>, geotechnical observation and testing shall be conducted during various stages of grading to avoid geological hazards associated with unstable soils. Mandatory adherence to the recommendations contained in the site-specific geotechnical report during Project construction would ensure impacts associated with geological hazards reduce to a less than significant level. Moreover, as discussed in Threshold a in Section 4.1, <i>Aesthetics</i>, impacts to</p>



General Plan Policy	Applicability
	scenic vistas would be less than significant. Therefore, the Project would not conflict with General Plan Policy 8.9.2.
<p>Policy 8.9.3: Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.</p>	<p><b>No Conflict.</b> The Project’s grading plan would be in accordance with the standards identified in the City’s Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure. Mandatory adherence to the recommendations contained in the site-specific geotechnical report (see Section 5 of <i>Technical Appendix F1</i>, of this EIR) during Project construction would ensure impacts associated with geological hazards reduce to a less than significant level.</p> <p>Although landforms in mid-ground views would be altered for the development, the Project Applicant does not propose to grade the northwestern or southern portions of the Project site within PA 10 or between the north-northeast property line and SR-60 Freeway. The Project would preserve the natural on-site landforms in PA 10, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. The Project’s on-site Open Space designated areas would provide a buffer between the proposed development and adjoining natural open space. As such, the Project would not conflict with General Plan Policy 8.9.3.</p>
<p>Policy 8.9.4: Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.</p>	<p><b>No Conflict.</b> The Project would implement measures related to the City of Beaumont to ensure that Project design elements visually enhance and do not degrade the surrounding area. As discussed under Threshold a, the Project’s proposed structures, which would reach a maximum height of 60 are not anticipated to block views to the San Gorgonio Mountains, San Bernardino Mountains, and San Jacinto Mountains. Additionally, the Project’s proposed Open Space and Open Space - Conservation land uses would ensure that the Project site’s existing hillsides, ridges, canyons, and valleys are preserved and retain their rural character. Although landforms in mid-ground views would be altered for the development, the Project would not allow grading within PA 10 or between the north-northeast property line and SR-60 Freeway, which would preserve foreground landforms along the SR-60 Freeway and distant ridgeline views. As such, the Project would not conflict with General Plan Policy 8.9.4.</p>
<p><i>Goal 8.10: A City that promotes the protection of biological resources</i></p>	



General Plan Policy	Applicability
<p>Policy 8.10.1: Work with landowners and government agencies in promoting development concepts that are sensitive to the environment and consider the preservation of natural habitats and further the conservation goals of the MSHCP.</p>	<p><b>No Conflict.</b> The Open Space – Conservation area would be preserved as natural habitat and dedicated to the RCA as required by the MSHCP. Additionally, the Project Applicant has prepared a Criteria Refinement analysis demonstrating that the proposed Criteria Refinement would be at least equivalent to the existing Criteria as it applies to Effects on Habitats, Effects on Covered Species, Effects on Core Areas, Effects on Linkages and Constrained Linkages, Effects on Non-Contiguous Habitat Blocks, Effects on MSHCP Conservation Area Configuration and Management, Effects on Ecotones, and Acreage Contributed to the MSHCP Conservation Area. Therefore, the Project would not conflict with General Plan Policy 8.10.1.</p>
<p>Policy 8.10.2: Work with landowners and government agencies in identifying areas within the City of Beaumont and its SOI that should be preserved as open space for passive recreation, resource management, or public safety and which meet the City’s preservation obligations per the MSHCP.</p>	<p><b>No Conflict.</b> See Project Consistency response to General Plan Policy 8.10.1. Moreover, the Project would conserve 133.62 acres of replacement lands, including 0.32 acre of chaparral, 45.85 acres of Riversidean sage scrub, 86.03 acres of non-native grassland, and 0.22 acre of southern riparian scrub consistent with the MSHCP (PDF 4-1). Therefore, the Project would not conflict with General Plan Policy 8.10.2.</p>
<p>Policy 8.10.4: Preserve significant habitat and environmentally sensitive areas, including hillsides, rock outcroppings, and viewsheds through the application of the Hillside Ordinance Policies.</p>	<p><b>No Conflict.</b> See Project Consistency response to General Plan Policy 8.6.1. As discussed in Section 4.4, <i>Biological Resources</i>, through the Project’s participation in the MSHCP, impacts to sensitive vegetation communities would be less than significant. Additionally, implementation of Mitigation Measures MM 4.4-1 through 4.4-5 would reduce the Project’s impacts to significant habitat and environmentally sensitive areas to less than significant levels. Therefore, the Project would not conflict with General Plan Policy 8.10.4.</p>
<p>Policy 8.10.5: Require project proponents to hire a CDFW-qualified biologist or monitor for special status species or other wildlife of low or limited mobility. If present, prior to and during all ground- and habitat-disturbing activities, move out of harm’s way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed.</p>	<p><b>No Conflict.</b> As discussed in Section 4.4, <i>Biological Resources</i>, the Project would crotch bumble bee, coastal California gnatcatcher, burrowing owl, and nesting birds. Implementation of Mitigation Measures MMs 4.4-1 through 4.4-3, and 4.4-5 would require pre-construction surveys conducted by a qualified biologist prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.). If species are present during the survey, measures would be taken to avoid impacts to the sensitive species either through relocation or establishment of buffer areas. Therefore, the Project would not conflict with General Plan Policy 8.10.5.</p>



General Plan Policy	Applicability
<p><i>Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.</i></p>	
<p>Policy 8.11.1: Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural, and tribal cultural resources, to the extent feasible.</p>	<p><b>No Conflict.</b> As discussed in Section 4.5, <i>Cultural Resources</i>, there are no known prehistoric archeological resources are present on the Project site. However, Mitigation Measure MM 4.5-2 would ensure the proper identification and subsequent treatment of any significant archaeological resources that may be encountered during ground-disturbing activities.</p> <p>Additionally, as discussed in Section 4.7, <i>Geology and Soils</i>, the Project site is identified as within an area of “High” Paleontological Sensitivity; however, implementation of Mitigation Measures MM 4.7-1 through 4.7-3 would ensure the proper identification and subsequent treatment of any significant paleontological resources that may be encountered during ground-disturbing activities.</p> <p>Similarly, as discussed in Section 4.18, <i>Tribal Cultural Resources</i>, although there are no tribal cultural resources are known to occur within the Project site, Mitigation Measures MM 4.18-1 through MM 4.18-3 would ensure impacts to tribal cultural resources would be reduced to less than significant levels. Therefore, the Project would not conflict with General Plan Policy 8.11.1.</p>
<p>Policy 8.11.2: Comply with notification of California Native American tribes and organization of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB 52 and SB18.</p>	<p><b>No Conflict.</b> As discussed in Section 4.18, <i>Tribal Cultural Resources</i>, the City of Beaumont sent notification to the Native American tribes with possible traditional or cultural affiliation to the area that previously requested consultation pursuant to AB 52 and SB 18 requirements. Of the tribes that were sent notifications letters, three requested consultation—Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, and Soboba Band of Mission Indians. In a letter dated December 15, 2020, the Augustine Band of Cahuilla Mission Indians stated that they were unaware of specific cultural resources that may be affected by the Project but would like to be notified in the event cultural resources are discovered during development.</p> <p>The City conducted telephone consultations with Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, and Soboba Band of Mission Indians. Mitigation Measure MM 4.18-1 would reduce impacts associated with the unanticipated discovery of tribal cultural resources to less than</p>



General Plan Policy	Applicability
	significant. Therefore, the Project would not conflict with General Plan Policy 8.11.2.
<p>Policy 8.11.4: Require that any human remains discovered during implementation of public and private project within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Reparation Act, California Public Resources Code Amended Status 1982 Chapter 1492, California Public Resources Code Statutes 2006, Chapter 863, Section 1, CA Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statutes of 1987) and other appropriate laws.</p>	<p><b>No Conflict.</b> As discussed in Section 4.5, <i>Cultural Resources</i>, the Project would be required to comply with the applicable provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 et seq. Mandatory compliance with State law would ensure that human remains, if encountered, are appropriately treated, and would preclude the potential for significant impacts to human remains. Therefore, the Project would not conflict with General Plan Policy 8.11.4.</p>
<b>Safety (Chapter 9)</b>	
<i>Goal 9.2: A City with improved community safety and reduced opportunities for criminal activity through appropriate physical design.</i>	
<p>Policy 9.2.1: Implement Crime Prevention Through Environmental Design (CPTED) principles with:</p> <ul style="list-style-type: none"> <li>• Site design techniques that maximize natural surveillance and reduce the potential for criminal activity.</li> <li>• Policies and regulations that encourage a mixture of compatible land uses to promote visibility and higher levels of activity and increased the safety of public use areas and of pedestrian travel.</li> <li>• Improve lighting and nighttime security across all City neighborhoods, especially in existing or potential crime problem areas.</li> <li>• Involve the City’s Police Department in the development review process for evaluation of building and site plan vulnerabilities to criminal</li> </ul>	<p><b>No Conflict.</b> See Project Consistency response to General Plan Policy 3.9.1. The Project would result in the development of the Project site with Industrial and General Commercial uses. The implementation of the Project would provide a clean delineation between public and private space through signage, walls, and fencing. The Project’s proposed buildings would feature security lighting to enhance security on site. Additionally, building facades would face public roadways including SR-60 Freeway, Jack Rabbit Trail, Entertainment Way, and 4th Street. Therefore, the Project would not conflict with General Plan Policy 9.2.1.</p>



General Plan Policy	Applicability
<p>activities, especially for public areas within developments.</p>	
<p><i>Goal 9.4: A City that is protected from the effects of natural and man-made disasters.</i></p>	
<p>Policy 9.4.5: Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.</p>	<p><b>No Conflict.</b> During the course of the City of Beaumont’s review of the Project, the City evaluated the Project’s design, including but not limited to proposed driveway locations and parking lot/drive aisle configuration, to ensure that adequate access would be provided for emergency vehicles at Project build out. The Conceptual Circulation Plan (Figure 3-8) identifies a looped perimeter road system (4th Street and Industrial Way) along with a phased series of 40-foot wide Interim Fire Access Loop Connections, to ensure adequate fire-fighting and emergency access, during construction and operation of the site. Under operational conditions, the Project would be required by Riverside County Ordinance No. 348, Section 21.32a, to maintain adequate emergency access for emergency vehicles on site. In addition, the Project site design provides for adequate egress in case of emergency evacuation.</p> <p>As discussed in Section 4.9, <i>Hazards and Hazardous Materials</i>, and Section 4.20, <i>Wildfire</i>, the Project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Project would not conflict with General Plan Policy 9.4.5.</p>
<p><i>Goal 9.5: A City with enhanced fire and emergency response services.</i></p>	
<p>Policy 9.5.5: Coordinate with the Beaumont-Cherry Valley Water District to ensure that water pressure for existing and future developed areas is adequate for firefighting purposes.</p>	<p><b>No Conflict.</b> As discussed in Section 4.20, <i>Wildfire</i>, the Project would result in the installation of on-site fire hydrants, that are designed in accordance with the Riverside County Fire Department standards in coordination with Beaumont-Cherry Valley Water District. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for on-site fire hydrants. Therefore, the Project would not conflict with General Plan Policy 9.5.5.</p>
<p><i>Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.</i></p>	
<p>Policy 9.6.3: Ensure that development in Very High Fire Hazard Severity Zones minimizes the risks of wildfire through planning and design of structures in accordance with the California Building</p>	<p><b>No Conflict.</b> As discussed in Section 4.20, <i>Wildfire</i>, the Project site is designated within a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone within an SRA by the Riverside County General Plan and CalFire. The Project would implement on-site defensible space (fuel</p>



General Plan Policy	Applicability
<p>Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.</p>	<p>modification area [FMA] and fuel maintenance zone), which would consist of asphalt roadways, parking stalls, loading zones, irrigated landscaping, and irrigated slope protecting landscaping to preclude wildfire impacts. Building materials will comply with any state building code requirements for buildings located in a Very High Fire Hazard Severity Zone and High Fire Hazard Severity Zone. Additionally, the Project would be required by the CBC and Beaumont Building Code to comply with the recommendations identified in the Project’s Preliminary Geotechnical Investigation. Therefore, the Project would not conflict with General Plan Policy 9.6.3.</p>
<p>Policy 9.6.4: Require new development in the High and Very High Fire Hazard Severity Zones to develop a fire protection and evacuation plan and ensure that the plan includes adequate fire access to new development.</p>	<p><b>No Conflict.</b> As discussed in Section 4.20, <i>Wildfire</i>, the Project Fire Protection Plan was prepared that includes evacuation routes. The Project will provide a proactive educational component disclosing the potential wildfire risk and the requirements identified in the Project’s Fire Protection Plan for Project businesses and occupants. This educational information must include maintaining the landscape and structural component according to the appropriate standards and embracing a “Ready, Set, Go!” stance on evacuation. Therefore, the Project would not conflict with General Plan Policy 9.6.4.</p>
<p>Policy 9.6.6: Require property owners to clear brush and high fuel vegetation and maintain fire-safe zones (a minimum distance of 30 feet from the structure of to the property line, whichever is closer) to reduce the risk of fires. For structures located within the Very High Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.</p>	<p><b>No Conflict.</b> As discussed in Section 4.20, <i>Wildfire</i>, the Project would provide a fuel maintenance zone with 20 feet of irrigated vegetation around the perimeter of the Project site and a 100-foot FMA of paved surface and/or irrigated landscape. Therefore, the Project would not conflict with General Plan Policy 9.6.6.</p>
<p>Policy 9.6.7: Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.</p>	<p><b>No Conflict.</b> The Project would be required to comply with the weed abatement ordinance to reduce wildfire impacts. Therefore, the Project would not conflict with General Plan Policy 9.6.7.</p>
<p>Policy 9.6.8: Require that developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of</p>	<p><b>No Conflict.</b> As discussed in Section 4.20, <i>Wildfire</i>, the Project would incorporate FMA and fuel maintenance zone, which would consist of asphalt roadways, parking stalls, loading zones, irrigated landscaping, and irrigated slope protecting landscaping. Vegetation management would also be</p>



General Plan Policy	Applicability
<p>fire-retardant vegetation) to reduce the threat of wildfires.</p>	<p>implemented as interim fuel management area throughout the construction phases for each structure as there may be a period if one or more years where developing phases are exposed on multiple sides to wildland fuels. Therefore, the Project would not conflict with General Plan Policy 9.6.8.</p>
<p><i>Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.</i></p>	
<p>Policy 9.7.1: As new versions of the California Building Code (CCR Title 24, published triennially) are released, adopt and enforce the most recent codes that contain the most recent seismic requirements for structural design of new development and redevelopment to minimize damage from earthquakes and other geologic activity.</p>	<p><b>No Conflict.</b> As required in Regulatory Requirement RR 7-1, the Project shall comply with CBSC (Chapter 18) (adopted by the City of Beaumont as Municipal Code Section Chapter 15.04.010) and Municipal Code Section 17.11.040, which requires development projects to evaluate and identify site-specific geologic and seismic conditions, and seismic requirements for structural design. Therefore, the Project would not conflict with General Plan Policy 9.7.1.</p>
<p>Policy 9.7.5: Ensure that Building and Safety agencies include thorough plan checks and inspections of structures vulnerable to seismic activity, fire risk, and flood hazards. Additionally, recommend the periodic observation of construction by design professionals.</p>	<p><b>No Conflict.</b> According to RCIT and FEMA, the Project site is within an area of minimal flooding (RCIT, 2021; FEMA, 2014). As further discussed under Threshold c of EIR Section 4.10, <i>Hydrology and Water Quality</i>, the Project would maintain a similar drainage pattern as compared to existing conditions. It should be noted that the overall development pad would be elevated by the proposed design grading to be situated above local drainage courses. As such, the risk of flooding is low. As discussed in Section 4.7, <i>Geology and Soils</i>, grading plan review is required to verify that the geotechnical requirements are updated specific to the detailed rough grading plans. Future development accommodated by the Specific Plan would be required to have site-specific geotechnical investigation reports prepared by the Project applicant's/developer's geotechnical consultant, in accordance with the CBC and Beaumont Municipal Code Section 17.1.040. The geotechnical investigations would determine seismic design parameters for the site and the proposed building type per CBC requirements. mandatory compliance with the recommendations contained within the Project site's Geotechnical Report (as required by the CBSC, Beaumont Building Code, and conditions of approval) would ensure that the Project is engineered and constructed to minimize seismic activity, fire risk, and flood hazards. Moreover, all structures would be protected by an automatic, internal fire sprinkler system. Fire sprinkler systems shall be in accordance with RCFD and National Fire Protection</p>



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	<p>Association (NFPA) Standard 13. Fire sprinkler plans for each structure would be submitted and reviewed by RCFD for compliance with the applicable fire and life safety regulations, codes, and ordinances as well as the RCFD Fire Prevention Standards for fire protection systems. Therefore, the Project would not conflict with General Plan Policy 9.7.5.</p>
<p><i>Goal 9.9: A City that promotes preparedness related to the adverse effects of high winds common in the Pass area.</i></p>	
<p>Policy 9.9.2: Require implementation of best practices for dust control at all excavation and grading projects.</p>	<p><b>No Conflict.</b> The Project would be required to comply with South Coast AQMD Rule 403 (Fugitive Dust), which requires the implementation of best available dust control measures. Therefore, the Project would not conflict with General Plan Policy 9.9.2.</p>
<p><i>Goal 9.10: A City that is prepared for the potential impacts of climate change.</i></p>	
<p>Policy 9.10.2: Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:</p> <ul style="list-style-type: none"> <li>• Design buildings to use less mechanical heating and cooling through use of passive solar techniques.</li> <li>• Support and incentivize, as feasible, energy efficiency and weatherization programs.</li> <li>• Protect and expand the City’s urban tree canopy to provide shade, increase carbon sequestration, and purify the air.</li> <li>• Provide shade structures in public parks, outdoor playgrounds, and bus shelters.</li> </ul>	<p><b>No Conflict.</b> As discussed in Section 3.0, <i>Project Description</i>, of this EIR, the Project shall implement the County of Riverside’s 2019 Climate Action Plan (CAP) Screening Table Measures which include cool roofs, enhanced insulation, and energy efficient heating/cooling equipment, and on-site solar to provide 20% of the Project’s energy requirements. Additionally, as shown on Figure 3-14, <i>Master Landscape Plan</i>, streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers. Therefore, the Project would not conflict with General Plan Policy 9.10.2.</p>
<p>Policy 9.10.3: Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:</p> <ul style="list-style-type: none"> <li>• Compliance with existing landscape water conservation</li> </ul>	<p><b>No Conflict.</b> As discussed in Section 4.19, <i>Utilities and Service Systems</i>, the Project would construct an on-site recycled water system. The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street. The Project will comply with CAP points for increased efficient use of water both inside the building and for landscaping irrigation. Additionally, the</p>



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<p>ordinance (Chapter 17.06 of the Municipal Code).</p> <ul style="list-style-type: none"> <li>• Use of water conservation measures in new development beyond current requirements.</li> <li>• Installation of recycled water use and graywater systems.</li> </ul>	<p>Project would be required to comply with Chapter 17.06 of the Municipal Code. Therefore, the Project would not conflict with General Plan Policy 9.10.3.</p>
<p><i>Goal 9.11: A City with minimized risk associated with hazardous materials.</i></p>	
<p>Policy 9.11.2: Require an assessment of hazardous materials use as part of environmental review and/or include approval of the development of a hazardous management and disposal as a condition of a project, subject to review by the County Environmental Health Department.</p>	<p><b>No Conflict.</b> A Phase I Environmental Site Assessment (ESA) was prepared for the Project by McAlister GeoScience (GeoScience), which identified the Project site’s potential to contain hazardous materials. The results of the Phase I ESA are provided in EIR Section 4.9, <i>Hazards and Hazardous Materials</i>. Additionally, heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. These materials would not be in such quantities or stored in such a manner as to pose a significant safety hazard to on-site construction workers or the general public</p> <p>Based on the facilities and uses that would be allowed at the Project site, hazardous materials (e.g., diesel fuel, lubricants, solvents, corrosives, toxic substances hazardous materials, etc.) could be used during the course of daily operations at the Project site. As concluded in Section 4.9, <i>Hazards and Hazardous Materials</i>, of this EIR, with mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Therefore, the Project would not conflict with General Plan Policy 9.11.2.</p>
<p>Policy 9.11.5: Prohibit placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal of hazardous</p>	<p><b>No Conflict.</b> As concluded in Section 4.9, <i>Hazards and Hazardous Materials</i>, of this EIR, with mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport,</p>



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<p>materials near existing sensitive land uses (such as homes, schools, child-care centers, nursing homes, senior housing, etc.), that may be adversely affected by such activities.</p>	<p>use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Therefore, the Project would not conflict with General Plan Policy 9.11.5.</p>
<p><b>Noise (Chapter 10)</b></p>	
<p><i>Goal 10.1: A City where noise exposure is minimized for those living and working in the community.</i></p>	
<p>Policy 10.1.4: Incorporate noise considerations into land use planning decisions. Require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new development projects in the City.</p>	<p><b>No Conflict.</b> As discussed in Section 4.13, <i>Noise</i>, Project traffic noise would exceed the City’s applicable significance threshold. The Project would result in a significant impact from traffic noise during Existing (2020) plus Project conditions, Opening Year (2023 and 2027) plus Project Conditions, and Horizon Year (2045) Plus Project Conditions for three roadway segments (#4, #5, and #6). Under Opening Year (2025) plus Project Conditions, the Project would result in a significant impact for one roadway segment (segment #6). Therefore, the Project-related off-site traffic noise level increases at adjacent noise-sensitive land uses are considered a significant impact.</p> <p>Segments #4, #5, and #6 are located in industrial areas and are not located immediately adjacent to any noise sensitive land uses. This is consistent with the City’s General Plan EIR that determined that buildout of the City’s General Plan could result in new vehicular traffic which could exceed the FHWA thresholds, and could substantially increase the ambient noise levels in the City and its SOI. The City’s General Plan recognizes that an increase in noise levels will occur in industrial areas due to truck traffic. The City’s General Plan goals and policies, therefore, are focused on protecting noise sensitive receptors from road noise, while encouraging timely and efficient goods movement that does not significantly contribute to noise in the City.</p> <p>The Project’s construction and operational (stationary) noise impacts would be less than significant. Therefore, the Project would not conflict with General Plan Policy 10.1.4.</p>
<p>Policy 10.1.5: Require project involving new development or modifications to existing development to implement measures, where necessary, to reduce noise levels to at least the normally compatible range. Design measures should focus on architectural features and building design</p>	<p><b>No Conflict.</b> As discussed in Section 4.13, <i>Noise</i>, the Project’s construction and operational (stationary) noise impacts would be less than significant. Therefore, the Project would not conflict with General Plan Policy 10.1.5.</p>



General Plan Policy	Applicability
and construction, rather than site design features, such as excessive setbacks, berms, and sound walls, to maintain compatibility with adjacent and surrounding uses.	
Policy 10.1.6: Encourage reduction of stationary noise impacts from commercial and industrial land uses, activities, events, and businesses on noise-sensitive land uses.	<b>No Conflict.</b> As discussed in Section 4.13, <i>Noise</i> , the Project’s operational (stationary) noise impacts would be less than significant. Project stationary noise would not expose nearby receivers to unacceptable daytime or nighttime noise levels during Project buildout. Therefore, the Project would not conflict with General Plan Policy 10.1.6.
<i>Goal 10.2: A City with minimal mobile source-generated noise levels.</i>	
Policy 10.2.3: Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.	<b>No Conflict.</b> See Project Consistency response to General Plan Policy 3.10.4. Due to the Project site’s proximity to SR-60, trucks accessing the Project site would efficiently reach the State highway system to facilitate the movement of goods throughout the region. The Project does not propose any truck routes in proximity to sensitive receptors. As such, the Project would not conflict with General Plan Policy 10.2.3.

**2. City of Beaumont Zoning Ordinance**

As previously discussed, the City of Beaumont Zoning Ordinance is contained within Title 17 of the City of Beaumont’s Municipal Code and establishes specific standards for the use and development of all properties within the City by regulating land uses, development intensity, including limits on building setbacks, landscaping standards, and building heights. Under existing conditions, the Project site is zoned as W-2-20 under Riverside County Ordinance No. 348. Since the Project site is within the City’s SOI within unincorporated Riverside County, the City has not adopted any zoning designations for the site. The City may pre-zone property within its SOI, which would become effect at the time that an annexation becomes effective.

The Project Applicant proposes to annex and incorporate the Project site into the City. As such, the Project Applicant is proposing Pre-Zone PLAN2019-0283 to amend the City of Beaumont’s Zoning Map to include the Project site and classify the Project site as “Specific Plan (Beaumont Pointe Specific Plan)”. The application of the Beaumont Pointe Specific Plan Zone would allow for the Project to be developed in accordance with Section 3, *Development Standards*, of the Specific Plan, which would constitute the zoning regulations applicable to any future development within the Project site. The City’s approval and implementation of PLAN2019-0283 would ensure that the Project would be consistent with the proposed zoning regulations identified in the Specific Plan. Based on the foregoing, the Project would have a less-than-significant impact with respect to a conflict with the City of Beaumont’s Zoning Ordinance.



3. *Connect SoCal*

SCAG’s Connect SoCal is the applicable SCAG planning document that applies to the Project. Connect SoCal identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. The Connect SoCal goals are meant to provide guidance for considering proposed project for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. As shown in Table 4.11-2, *SCAG Connect SoCal Consistency Analysis*, implementation of the Project would not result in an inconsistency with the adopted *Connect SoCal*. Accordingly, the Project would have a less-than-significant impact with respect to a conflict with the SCAG’s *Connect SoCal*.

**Table 4.11-2 SCAG Connect SoCal Consistency Analysis**

Connect SoCal Goal Number	Goal Statement	Consistency
1	Encourage regional economic prosperity and global competitiveness.	<b>No Conflict.</b> This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The City of Beaumont is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. The Project Applicant proposes to develop the Project site with industrial and commercial buildings that are designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users and are economically competitive with similar industrial buildings in the local area and region. The Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. New job opportunities generated by the Project would improve the jobs to housing balance within the City (see Section 4.14, <i>Population and Housing</i> , of this EIR). Accordingly, the Project would not impede the economic development in the City of Beaumont or the region.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>No Conflict.</b> The Project site is located approximately 12.4 miles east of March Air Reserve Base/Inland Port (MARB/IP). As such, development of the site with the Project would efficiently facilitate the movement of goods.  Additionally, the Project is located at the western edge of the City of Beaumont and is situated astride the regional transportation network which connects the Ports of Long Beach and Los Angeles, both major gateways for international trade, to the Inland Empire and the Western United States. The Project is along the south side of the SR-60 and access to the



Connect SoCal Goal Number	Goal Statement	Consistency
		<p>regional transportation system is provided from Potrero Boulevard and 4th Street.</p> <p>SR-60 also provides access to Interstate 10 (I-10), which is located approximately 2.0 miles north of the Project site, and I-215, which is located approximately 14.6 miles west of the Project site. Due to the Project site’s proximity to SR-60, trucks accessing the Project site would efficiently reach the State highway system to facilitate the movement of goods throughout the region.</p>
3	<p>Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p><b>No Conflict.</b> This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. Additionally, this policy provides guidance to City staff to monitor the transportation network and to continue to coordinate with other agencies as appropriate. The implementation of the Project would have no adverse effect on such planning or maintenance efforts.</p>
4	<p>Increase person and goods movement and travel choices within the transportation system.</p>	<p><b>No Conflict.</b> The Project involves the development of a contemporary industrial park that abuts a developing industrial area along a regional transportation network (SR-60, I-10 and I-79). The Project would generate approximately 5,456 permanent jobs. By providing job opportunities in a housing-rich area and industrial uses in close proximity to the regional transportation network; the Project increases person, goods movement, and travel choices within the transportation system.</p>
5	<p>Reduce greenhouse gas emissions and improve air quality.</p>	<p><b>No Conflict.</b> An analysis of the Project’s environmental impacts is provided throughout this EIR and mitigation measures are specified where warranted. Air quality impacts are addressed in Section 4.3, <i>Air Quality</i>. Impacts would be reduced to the maximum extent feasible through the implementation of Mitigation Measures and Project Design Features, which limit truck idling, provide incentives for using clean engines and equipment, require installation of conduit for EV truck charging stations, electric indoor material handling equipment and off-road equipment, preferential parking for fuel-efficient and carpool/van vehicles, EV charging stations.</p> <p>Additionally, as discussed herein, the Project would incorporate measures related to building design, landscaping, and energy systems to promote the efficient use of energy. The Project would be consistent with the CAP’s requirement to</p>



Connect SoCal Goal Number	Goal Statement	Consistency
		<p>achieve at least 100 points and would have less than significant individual and cumulatively considerable impact on GHG emissions.</p> <p>Moreover, the City of Beaumont is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced, thereby reducing greenhouse gas emissions and improving air quality.</p>
7	Adapt to changing climate and support an integrated regional development pattern and transportation network.	<p><b>No Conflict.</b> Connect SoCal indicates that since the adoption of the 2016 RTP/SCS, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands and shifts in trade policies. E-commerce continues to be one of the most influential factors shaping goods movement. As previously identified, the Project involves the development of a Project site, historically vacant and undeveloped, with industrial and commercial buildings that would diversify the City’s economy and bring employment opportunities closer to the local workforce. Co-locating jobs near housing improves the jobs to housing balance within the City and reduces greenhouse gas emissions caused by long commutes and contributes to integrated development patterns. Further, the Project site is located adjacent to an area surrounded by industrial development in the City, which is in close proximity to key freeway infrastructure (e.g., I-215, SR-60, I-10, etc.), thereby reducing travel distances. Development of the Project in western Riverside County, also would shorten the distance that goods need to travel between a logistics facility to their final destinations (“last mile” transit times).</p>
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<p><b>No Conflict.</b> Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Project would meet contemporary</p>



Connect SoCal Goal Number	Goal Statement	Consistency
		industry standards and operational characteristics relative to transportation technologies and data-driven solutions.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>No Conflict.</b> The implementation of the Project would result in the development of the Project site with industrial, commercial, and open space/conservation uses. Implementation of the Project would not interfere with the City’s ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.
10	Promote conservation of natural and agricultural lands and restoration of habitats.	<b>No Conflict.</b> The Project site is in a rural, yet developing area of the City of Beaumont. The Project site contains natural lands and contains suitable habitat for native wildlife or plant species. In general, the Project site’s natural lands are in the northwestern and southeastern portions, while development would occur in the northeast portion of the site. The Project Applicant proposes to designate 263.5 acres as Open Space and Open Space-Conservation (PAs 9 and 10), including the Project’s northwestern and southeastern portions. These areas would remain undeveloped. Additionally, the Project site does not support agricultural uses. Therefore, implementation of the Project would not interfere with the City’s ability to promote the conservation of natural and agricultural lands and the restoration of habitats.

**4. Western Riverside County MSHCP**

The Project site is in the MSHCP Criteria Area, including the Pass Area Plan (Cells 933, 936, 1030, 1032, and 1125) and the Reche Canyon/Badlands Area Plan (Cell Group A’). The Biological Resources Assessment (*Technical Appendix C1*), evaluated the Project’s consistency with MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). As discussed in Section 4.4, *Biological Resources*, of this EIR, the Project would be consistent with the West Riverside County MSHCP. Refer to Threshold f under Section 4.4, *Biological Resources*, of this EIR and Section 7.0 of the Project’s Biological Resources Assessment (*Technical Appendix C1*) for a detailed discussion on the Project’s consistency with the Western Riverside County MSHCP.



#### 4.11.6 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the vicinity of the Project site that are located in unincorporated Riverside County, and cities of Beaumont and Banning. As discussed under Threshold a, the Project would not physically divide an established community because the Project site is vacant and undeveloped and is within a developing portion of the City. Although there is one existing single-family residence located immediately south of the Project site, implementation of the Project would not obstruct access to and from the existing single-family residence. Therefore, the Project would have a less than cumulatively considerable impact with respect to a physical division of an established community.

As discussed under Threshold b, the Project would not conflict with any other aspects of the City's General Plan or any other applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted land use plan, policy, or regulation. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

#### 4.11.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less-than-Significant Impact. Currently the Project site is vacant and undeveloped and is within a developing portion of the City. The Project site does not serve as a connection point to any existing established communities. There is one existing conforming single-family residence located immediately south of the Project site. The implementation of the Project would not obstruct access to and from the existing single-family residence. Additionally, the Project would include improvements to Jack Rabbit Trail that would improve access along Jack Rabbit Trail. The implementation of the Project is not anticipated to physically divide an established community and impacts would be less than significant.

Threshold b: Less than Significant Impact. Implementation of the Project would not result in an inconsistency with the City of Beaumont General Plan, Zoning Ordinance, *Connect SoCal*, or Western Riverside County MSHCP. The Project would not result in significant land use and planning conflicts in the context of compliance with applicable environmental plans, policies, and regulations beyond those identified in other Sections of this EIR and impacts would be less than significant.

#### 4.11.8 MITIGATION

Impacts would be less than significant and mitigation is not required.

#### 4.11.9 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts would be less than significant and mitigation is not required.



## 4.12 MINERAL RESOURCES

This section assesses the Project's potential impacts associated with mineral resources. The sources of information used to support the analysis in this Subsection include the Phase I Environmental Site Assessment prepared by McAlister GeoScience (McAlister GeoScience, 2019), the City's General Plan 2040 (City of Beaumont, 2020a), and the Environmental Impact Report (EIR) prepared for the General Plan 2040 (City of Beaumont, 2020b). Refer to Section 7.0, *References*, for a complete list of reference sources used in this analysis.

### 4.12.1 EXISTING CONDITIONS

No significant amounts of mineral deposits have been found in the City of Beaumont. In addition, the City of Beaumont and its Sphere of Influence (SOI) do not contain any delineated sites or locations of mineral resources. However, because the majority of the area is flat and characterized by alluvial materials, which eroded and washed down from the mountains, there is potential for extracting aggregate resources from open spaces adjacent to drainage courses in the western portion of the City and its SOI. There are also likely accretions of aggregate along watercourses and drainage ways within the City or Sphere of Influence boundaries (City of Beaumont, 2020a, p. 211).

As detailed in the Project's Phase I Environmental Assessment conducted by McAlister GeoScience, the Project site is undeveloped and contains a water storage tank with associated valves and a concrete pad under existing conditions. Based on aerial photographs, between the 1900s and the present, the Project site has remained relatively unchanged in that it remains vacant and undeveloped (McAlister GeoScience, 2019, p. i). As such, there is no record that mineral extraction activities ever occurred on the Project site.

### 4.12.2 NOTICE OF PREPARATION/SCOPING COMMENTS

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made on the NOP or during the EIR Scoping Meeting that pertain to mineral resources.

### 4.12.3 REGULATORY FRAMEWORK

#### A. State

##### 1. *Surface Mining and Reclamation Act of 1975*

The Surface Mining and Reclamation Act of 1975 (SMARA, Public Resources Code, Sections 2710-2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. Public Resources Code Section 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations (CDC, n.d.).



SMARA, Chapter 9, Division 2 of the Public Resources Code, requires the State Mining and Geology Board to adopt State policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act, (Government Code) and are found in California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1 (CDC, n.d.).

2. *Mineral Resources and Mineral Hazards Mapping Program*

California's Mineral Resources and Mineral Hazards Mapping Program (MRMHMP) provides data about nonfuel mineral resources, naturally occurring mineral hazards (such as asbestos, radon, and mercury), and historic mining activities throughout the state. The MRMHMP is divided into two projects; the Mineral Resources Project, which provides information about California's nonfuel mineral resources, and the Mineral Hazards Project, which maps and monitors minerals related to public health and safety concerns.

**B. Regional**

1. *County of Riverside Ordinance No. 555*

Ordinance No. 555 implements SMARA and addresses the importance of mineral extraction to the economic well-being of Riverside County. It regulates all surface mining operations in the unincorporated portions of Riverside County, as authorized by SMARA, to ensure that:

- The production and conservation of minerals is encouraged while considering and balancing values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment and, at the same time, eliminating or minimizing the residual hazards to public health and safety.
- The adverse effects of surface mining operations are prevented or minimized and that mined lands are reclaimed to a useable condition readily adaptable for alternative land use.
- The reclamation of mined lands is carried out in a way that permits the continued mining of minerals.
- This ordinance is intended to ensure the conservation of mineral resources within the City's SOI which currently is under the jurisdiction of Riverside County.

**C. Local**

1. *County of Riverside General Plan*

The County of Riverside General Plan, Multipurpose Open Space Element, Figure OS-6 shows mineral resource zones in the County. As shown, the Project site is within Mineral Resource Zone (MRZ) 3 where the significance of mineral deposits is undetermined. (Riverside County, 2015)



2. *City of Beaumont General Plan*

The General Plan discusses mineral resources in the Conservation and Open Space Element. The General Plan does not establish goals, policies, and implementation measures that directly address mineral resources, due to the absence of specific mineral resources in the City and its SOI. As depicted in the General Plan Figure 5.11-1, Mineral Resources Zones, the Project site is located in the City's SOI in mineral resource zone MRZ-3 where the significance of mineral deposits is undetermined. (City of Beaumont, 2020b)

3. *Beaumont Municipal Code Section 17.03.160 – Mineral Resources Overlay Zone*

This section of the Beaumont Municipal Code is intended to facilitate mining and quarry activities within the properties subject to the land use regulations of the City. It currently permits mining, quarrying, excavating, beneficiating, concentrating, processing, and stockpiling of rock, sand, gravel, decomposed granite, clay gypsum, limestone, metallic ores, and similar materials, the reclamation of the resulting excavations and the manufacturing of cement, rock crushing plants, aggregate washing, screening and drying facilities and equipment, and concrete batching plants are permitted uses in conformance with certain development and performance standards provided the operator holds a valid surface mining permit issued pursuant to this section.

The City's Zoning Map does not include any land use designations regarding mineral resources. To be consistent with the lack of a mineral resources designation in the General Plan 2040 and the Zoning Map, General Plan 2040 indicated a revision to the City Zoning Ordinance to delete the Mineral Resources Overlay Zone that was previously set forth in Section 17.03.160. The City has since removed the Mineral Resources Overlay Zone.

**4.12.4 METHODOLOGY**

The Project site and surrounding areas were assessed to determine the presence of any past or present recoverable mineral resources. The County's General Plan, the City's General Plan and General Plan EIR, and the Project's Phase I Environmental Site Assessment were reviewed to determine whether there were any past or current mineral resources extraction activities on the Project site. This information was used to determine the Project's potential to affect any mineral resources.

**4.12.5 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section XII of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to aesthetics if the Project or any Project-related component would:

- a. *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state;*



- b. *Result in the loss of availability of a locally-important mineral resource recover site delineated on a local general plan, specific plan, or other land use plan.*

#### 4.12.6 IMPACT ANALYSIS

***Threshold a: Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?***

According to the City of Beaumont General Plan, the City has no known identified mineral resources of regional or statewide importance. The Project site is located MRZ-3, which is defined as an area where the significance of the deposit is undetermined (City of Beaumont, 2020b, Figure 5.11-1). Therefore, the Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Consistent with the findings of the General Plan EIR, no impacts to “known mineral resources” would occur with Project implementation. (City of Beaumont, 2020b, pp. 5.11-7) In addition, there are no delineated sites or locations of mineral resources within the City of Beaumont (City of Beaumont, 2020a, p. 211). Therefore, the potential for the implementation of the Project to result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State is considered less than significant.

***Threshold b: Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

According to the County’s General Plan, the Project site is within the MRZ-3 zone and not located within close proximity to the State designated Aggregate Mineral Resource areas (Riverside County, 2015). Additionally, according to the City’s General Plan, the Project site is not located within an area known to be underlain by locally-important mineral resources (City of Beaumont, 2020b, Figure 5.11-1). The Project site is not located within the City’s Mineral Resource Overlay and the City’s General Plan does not identify any locally-important mineral resource recovery sites on site or within proximity to the Project site (City of Beaumont, 2020b, p. 5.11-7). Additionally, as a future implementing action following adoption of the General Plan 2040, the City will delete the Mineral Resource Overlay from the City’s Zoning Ordinance. Therefore, the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan and impacts would be less than significant.

#### 4.12.7 CUMULATIVE IMPACT ANALYSIS

As discussed under Threshold a, the Project site is classified as MRZ-3 in the County’s and City’s General Plan and contains no known mineral resource deposits. Furthermore, there are no delineated sites or locations of known mineral resources within the City of Beaumont. Therefore, the Project has no potential to result in a cumulatively-considerable contribution to impacts related to mineral resources that would be of value to the region and residents of the state.



As discussed under Threshold b, the County and City of Beaumont General Plan does not identify any locally important mineral resource recovery sites on the Project site or within proximity to the Project site. Therefore, the Project has no potential to result in a cumulatively-considerable contribution to impacts to a locally-important mineral resource recovery site.

#### **4.12.8 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION**

Threshold a: Less than Significant Impact. The Project does not contain any known mineral resources that would be of value to the region or residents of the State. Accordingly, with implementation of the proposed Project there would be less than significant impacts to known mineral resources.

Threshold b: Less than Significant Impact. The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan; therefore, impacts would be less than significant.

#### **4.12.9 MITIGATION**

Impacts would be less than significant and mitigation is not required.

#### **4.12.10 SIGNIFICANCE OF IMPACTS AFTER MITIGATION**

Impacts would be less than significant without mitigation.



## 4.13 NOISE

The analysis in this section is based, primarily, on a site-specific noise impact analysis titled “Beaumont Pointe Noise Impact Analysis” and dated November 16, 2022 (Urban Crossroads, 2022e). The report (herein, “Noise Impact Analysis”) was prepared by Urban Crossroads, Inc. (hereafter, Urban Crossroads) and is included as *Technical Appendix J* to this EIR. Additional references used for this section are listed in Section 7.0, *References*.

### 4.13.1 NOISE AND VIBRATION FUNDAMENTALS

#### A. Noise

Noise is simply defined as “unwanted sound.” Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

A variety of reactions can be expected from people exposed to any given environment. Despite variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels: an increase of 1 dBA cannot be perceived except in carefully controlled laboratory experiments; a change of 3 dBA is considered “barely perceptible;” and a change of 5 dBA is considered “readily perceptible.”

#### B. Vibration

Vibration is the periodic oscillation of a medium or object. Sources of groundborne vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. Vibration is often described in units of velocity (inches per second) and decibels (dB) and is denoted as VdB.

The background vibration-velocity level in residential areas is generally 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

#### C. Blasting

Rock blasting is used when large boulders must be broken into smaller sizes for handling. Blasts typically occur for only a few seconds. Air overpressure, or “airblast,” levels generated by blasting can



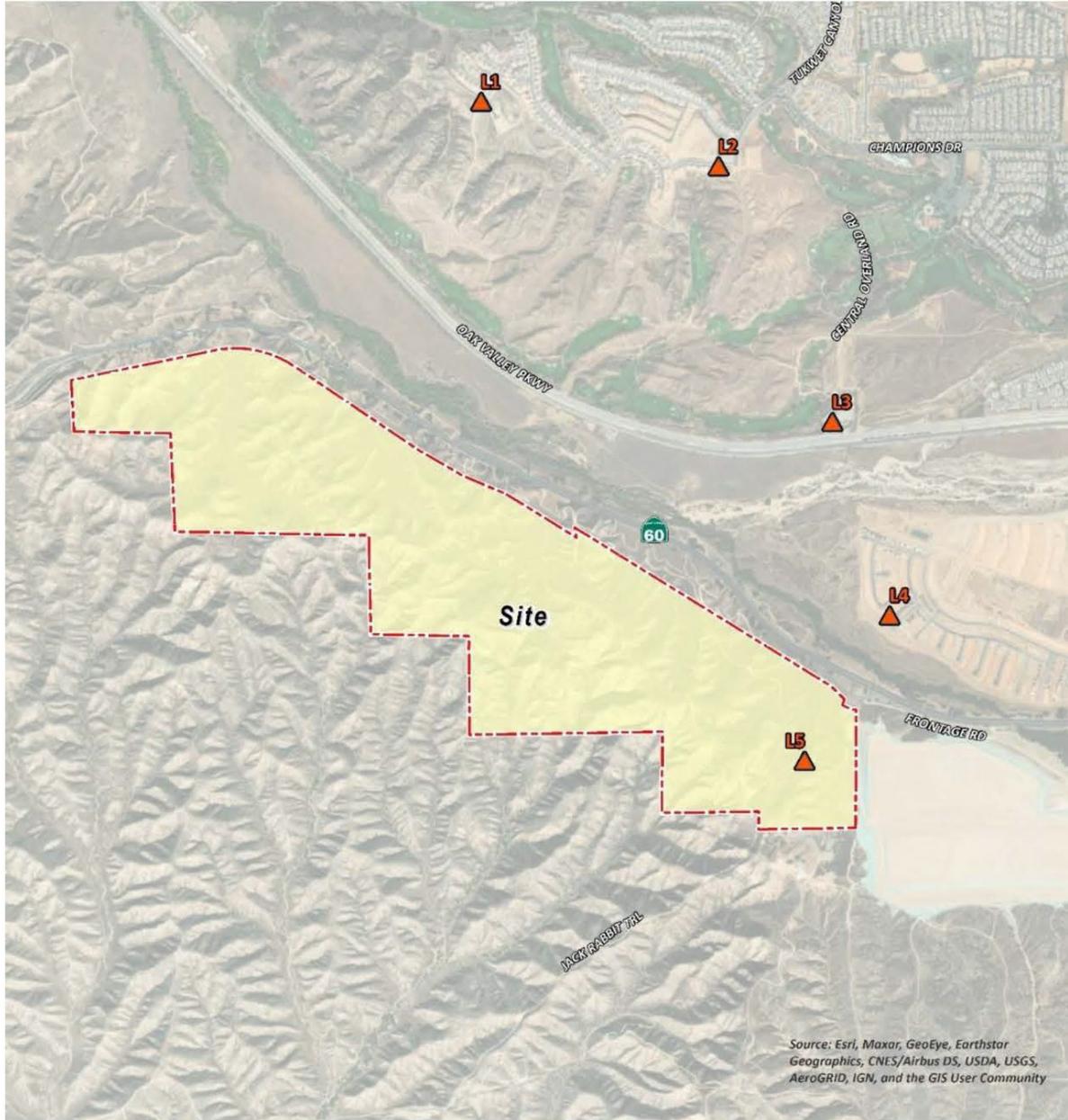
travel up to 1,100 feet per second, depending on the size of the blast, distance from the blast, and amount of charge confinement. For safety purposes, during blasting, no other construction equipment is operated on a site. The intensity of the noise and vibration impacts associated with rock blasting depends on location, size, material, shape of the rock, and the methods used to crack it. While a blasting contractor can design the blasts to stay below a given vibration level that could cause damage to nearby structures, it is virtually impossible to design blasts that are not perceptible by people in the vicinity. The noise produced by blasting activities is referred to as air overpressure, or an “airblast,” which is generated when explosive energy in the form of gases escape from the detonating blast holes. Much like a point source, airblasts radiate outward in a spherical pattern and attenuate with each doubling of distance from the blast location, depending on the design of the blast and amount of containment.

#### 4.13.2 EXISTING CONDITIONS

##### A. Existing Ambient Noise Environment

Urban Crossroads recorded 24-hour noise readings at five noise sensitive receiver locations near the Project site on April 22, 2020. The noise measurement locations are identified in Figure 4.13-1, *Noise Measurement Locations*. The results of the existing noise level measurements are summarized below. Refer to Appendix 5.2 of *Technical Appendix J* for the noise measurement worksheets used to calculate the noise levels, including a summary of the hourly noise levels and the minimum and maximum observed noise levels at each measurement location.

- Location L1 represents the noise levels north of the Project site on Roberts Place near existing single-family residential home at 34945 Roberts Place. The noise level measurements collected show an overall 24-hour exterior noise level of 51.8 dBA CNEL. The hourly average energy daytime noise level was calculated at 45.0 dBA Leq with an hourly average energy nighttime noise level of 45.2 dBA Leq.
- Location L2 represents the noise levels north of the Project site on Mickelson Drive near existing single-family residential homes. The noise level measurements collected show an overall 24-hour exterior noise level of 62.3 dBA CNEL. The hourly average energy daytime noise level was calculated at 62.7 dBA Leq with an hourly average energy nighttime noise level of 51.4 dBA Leq.
- Location L3 represents the noise levels northeast of the Project site by Oak Valley Parkway near the Tukwet Canyon Golf Course. The noise level measurements collected show an overall 24-hour exterior noise level of 68.8 dBA CNEL. The hourly average energy daytime noise level was calculated at 64.3 dBA Leq with an hourly average energy nighttime noise level of 60.8 dBA Leq.



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**LEGEND:**  
▲ Measurement Locations

Source(s): Urban Crossroads (10-12-2021)

Figure 4.13-1



Not to Scale

### Noise Measurement Locations



- Location L4 represents the noise levels northeast of the Project site on Olivewood near the Olivewood housing community. The noise level measurements collected show an overall 24-hour exterior noise level of 55.1 dBA CNEL. The hourly average energy daytime noise level was calculated at 52.9 dBA Leq with an hourly average energy nighttime noise level of 46.9 dBA Leq.
- Location L5 represents the noise levels southeast of the Project site on Jack Rabbit Trail just outside the Hoy Ranch Property. The noise level measurements collected show an overall 24-hour exterior noise level of 48.1 dBA CNEL. The hourly average energy daytime noise level was calculated at 44.9 dBA Leq with an hourly average energy nighttime noise level of 39.4 dBA Leq.

#### 4.13.3 NOTICE OF PREPARATION/SCOPING COMMENTS

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to noise.

#### 4.13.4 REGULATORY FRAMEWORK

The following is a brief description of the federal, state, and local environmental laws and related regulations related to noise. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

##### A. ***Federal***

##### 1. *Noise Control Act of 1972*

The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare. The Act also serves to (1) establish a means for effective coordination of Federal research and activities in noise control; (2) authorize the establishment of Federal noise emission standards for products distributed in commerce; and (3) provide information to the public respecting the noise emission and noise reduction characteristics of such products.

While primary responsibility for control of noise rests with State and local governments, Federal action is essential to deal with major noise sources in commerce, control of which require national uniformity of treatment. The Environmental Protection Agency (EPA) is directed by Congress to coordinate the programs of all Federal agencies relating to noise research and noise control. (EPA, 2020)

##### 2. *Federal Transit Administration*

The Federal Transit Administration (FTA) has published a Noise and Vibration Impact Assessment (NVIA), which provides guidance for preparing and reviewing the noise and vibration sections of



environmental documents. In the interest of promoting quality and uniformity in assessments, the manual is used by project sponsors and consultants in performing noise and vibration analyses for inclusion in environmental documents. The manual sets forth the methods and procedures for determining the level of noise and vibration impact resulting from most federally-funded transit projects and for determining what can be done to mitigate such impact. (FTA, 2018) The City of Beaumont does not identify specific vibration level limits and instead relies on the Federal Transit FTA methodology.

### 3. *Federal Highway Administration*

The Federal Highway Administration (FHWA) is the agency responsible for administering the Federal-aid highway program in accordance with Federal statutes and regulations. The FHWA developed the noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, 23 CFR 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, applies to highway construction projects where a State department of transportation has requested Federal funding for participation in the project. The regulation requires the highway agency to investigate traffic noise impacts in areas adjacent to federally-aided highways for proposed construction of a highway on a new location or the reconstruction of an existing highway to either significantly change the horizontal or vertical alignment or increase the number of through-traffic lanes. If the highway agency identifies impacts, it must consider abatement. The highway agency must incorporate all feasible and reasonable noise abatement into the project design.

Highway projects receiving federal aid and requiring a traffic noise analysis must use the latest version of the FHWA Traffic Noise Model (TNM) according to Title 23 of the United States Code of Federal Regulations Part 772.9(a). The FHWA Traffic Noise Model (TNM) Version 1.0 was initially released in March of 1998. Since then, there have been five additional releases which have contained fixes to software bugs. The FHWA TNM provides for the accurate prediction of traffic noise levels along the wayside of a highway. The Project's Noise Impact Analysis utilizes FHWA Traffic Noise Prediction Model FHWA-RD-77-108 for roadway noise level increases from vehicular traffic.

## **B. State**

### 1. *Noise Requirements*

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.



**2. *OPR General Plan Guidelines***

Though not adopted by law, the 2017 California General Plan Guidelines, published by the California Governor’s OPR, provides guidance for local agencies in preparing or updating General Plans. The Guidelines provide direction on the required Noise Element portion of the General Plans. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. Local governments must “analyze and quantify” noise levels and the extent of noise exposure through actual measurement or the use of noise modeling. Technical data relating to mobile and point sources must be collected and synthesized into a set of noise control policies and programs that “minimizes the exposure of community residents to excessive noise.” Noise level contours must be mapped and the conclusions of the element used as a basis for land use decisions. The element must include implementation measures and possible solutions to existing and foreseeable noise problems. Furthermore, the policies and standards must be sufficient to serve as a guideline for compliance with sound transmission control requirements. The Noise Element directly correlates to the Land Use, Circulation, and Housing Elements. The Noise Element must be used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels. The noise levels from existing land uses, including mining, agricultural, and industrial activities, must be closely analyzed to ensure compatibility, especially where residential and other sensitive receptors have encroached into areas previously occupied by these uses. (OPR, 2017, pp. 131-132)

**3. *Building Standards Code***

The State of California’s noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Standards Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies must be at least 50. For those developments in areas where noise contours are not readily available and the noise level exceeds 65 dBA Leq for any hour of operation, a wall and roof-ceiling combined STC rating of 45, and exterior windows with a minimum STC rating of 40 are required.

**C. Local**

**1. *City of Beaumont General Plan Noise Element***

The City of Beaumont (City) Noise Element addresses the control and abatement of environmental noise to protect the citizens from excessive exposure to noise. The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies several policies to minimize the impacts of excessive noise levels throughout the community



and establishes noise level requirements for all land uses. The Noise Element also contains noise programs to protect City residents from excessive noise (see Table 10.3, Noise Programs of the City's General Plan).

## 2. *City of Beaumont Municipal Code*

Noise impacts originating from a designated fixed location or private property noise from construction activities and stationary-source (operational) noise levels such as the expected loading dock activity, delivery van activity, truck movements, roof-top air conditioning units, parking lot vehicle movements and trash enclosure activity are evaluated against standards established under the City of Beaumont's Municipal Code (BMC).

### **Construction-Related Noise Standards**

The City has set restrictions to control noise impacts associated with the construction of the Project. These restrictions are generally limited to the nearby noise sensitive receiver locations that may be impacted by the short-term construction noise activities. BMC Section 9.02.110(F) establishes limits to the hours of operation of construction activities. Specifically,

*. . . it shall be unlawful for any person to engage in or permit the generation of noise related to landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement, at such sound levels, as measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under this Chapter, at other times than between the hours of 7:00 a.m. and 6:00 p.m. The person engaged in such activity is hereby permitted to exceed sound levels otherwise set forth in this Chapter for the duration of the activity during the above-described hours for purposes of construction. However, nothing contained herein shall permit any person to cause sound levels to at any time exceed 55 dB(A) for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school.*

Section 9.02.110.F.3 indicates that:

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

### **Operational Noise Standards**

BMC Section 9.02.050 contains exterior noise level standards for residential, industrial, and commercial land uses as shown in Table 4.13-1, *Operational Noise Standards*.



**Table 4.13-1 Operational Noise Standards**

Receiving Land Use	Time Period	Base Ambient Noise Level (dBA L <sub>eq</sub> ) <sup>1</sup>	Exterior Noise Standards (dBA) <sup>2</sup>			
			L <sub>25</sub> (15 mins)	L <sub>8</sub> (5 mins)	L <sub>2</sub> (1 min)	L <sub>max</sub> (0 min)
Residential	Daytime	55	60	65	70	75
	Nighttime	45	50	55	60	65
Industrial and Commercial	Daytime	75	_ <sup>3</sup>	_ <sup>3</sup>	_ <sup>3</sup>	_ <sup>3</sup>
	Nighttime	50	_ <sup>3</sup>	_ <sup>3</sup>	_ <sup>3</sup>	_ <sup>3</sup>

Source: (Urban Crossroads, 2022e, Table 3-1)

<sup>1</sup> BMC Section 9.02.050 Noise (Appendix 3.1).

<sup>2</sup> Noise levels shall not exceed for the duration periods specified in Section 9.02.070 BMC.

<sup>3</sup> No exterior noise level shall exceed the base ambient noise levels for nonresidential land uses. Section 9.02.090 BMC. The % noise level is the level exceeded “n” % of the time during the measurement period. L<sub>25</sub> is the noise level exceeded 25% of the time.

“Daytime” = 7:00 a.m. to 10:00 p.m.; “Nighttime” = 10:00 p.m. to 7:00 a.m.

The City’s percentile noise descriptors are provided to ensure that the duration of the noise source is fully considered. However, due to the relatively constant intensity of the Project stationary operational activities, the (base exterior noise level limit) or the average L<sub>eq</sub> noise level metric best describes the loading dock activity, delivery van activity, truck movements, roof-top air conditioning units, parking lot vehicle movements and trash enclosure activity. The equivalent L<sub>eq</sub> noise level metric accounts for noise fluctuations over time by averaging the louder and quieter events and giving more weight to the louder events. In addition, a review of the existing ambient noise level measurements shows that the L<sub>eq</sub> is generally greater than the L<sub>25</sub>. Therefore, this noise study conservatively relies on the average L<sub>eq</sub> sound level limits to describe the Project stationary operational noise levels (Urban Crossroads, 2022e).

In addition, the BMC, Section 9.02.110.G states that:

*it shall be unlawful for any person to operate, cause to operate or permit the operation of any machinery, equipment, device, pump, fan, compressor, air conditioning apparatus or similar mechanical device, including but not limited to the use of any steam shovel, pneumatic hammer, derrick, steam or electric hoist, blower or power fan, or any internal combustion engine, the operation of which causes noise due to the explosion of operating gases or fluids, or other appliance, in any manner so as to create any noise which would cause the noise level at the property line of the property upon which the equipment or machinery is operated to exceed the base ambient noise level by five dB(A).*

**4.13.5 METHODOLOGY**

**A. Construction Noise Analysis**

For the construction noise analysis, Urban Crossroads relies on reference noise level measurements published in the Update of Noise Database for Prediction of Noise on Construction and Open Sites by the Department for Environment, Food and Rural Affairs (DEFRA). The DEFRA database provides the most recent and comprehensive source of reference construction noise levels. The reference noise level measurements included the types of construction equipment that would be used on the Project site performing similar types of construction activities at a similar level of activity/intensity as is expected to occur on the Project site. Table 4.13-2, *Construction Reference Noise Levels*, provides a summary of the reference noise level measurements. All construction noise level measurements presented in Table 4.13-2 were normalized by Urban Crossroads to describe a common reference distance of 50 feet.

**Table 4.13-2 Construction Reference Noise Levels**

<b>Construction Stage</b>	<b>Reference Construction Activity</b>	<b>Reference Noise Level @ 50 Feet (dBA Leq)</b>	<b>Highest Reference Noise Level (dBA Leq)</b>
Grading	Graders	79	79
	Excavators	64	
	Compactors	67	
Building Construction	Cranes	67	72
	Tractors	72	
	Welders	65	
Paving	Pavers	70	70
	Paving Equipment	69	
	Rollers	69	
Architectural Coating	Cranes	67	67
	Air Compressors	67	
	Generator Sets	67	

Source: (Urban Crossroads, 2022e, Table 10-1)

The construction noise analysis evaluates Project construction-related noise levels at the closest nearby receiver locations in the Project study area. A total of five receiver locations were considered in the construction noise analysis. In addition, receiver locations BIO-1, BIO-2 and BIO-3 represent the existing open space areas and potential sensitive receiver locations for further consideration in the biology report for the Project (see *Technical Appendix C1*, of this EIR). The nearest noise sensitive residential receiver is located approximately 417 feet south of the Project site at the Hoy Ranch property.



The modeled noise-sensitive receiver locations are representative of existing receptors nearest the Project site. It is not necessary to study every single receiver location surrounding the Project's construction area because receivers located at a similar distance from Project-related construction activities with similar ground elevations, orientation, and intervening physical conditions as the five modeled receptor locations would experience the same or very similar noise effects as those disclosed herein, and those at a greater distance would experience lesser noise effects. The receiver locations used in the construction noise analysis are shown on Figure 4.13-2, *Noise Receiver Locations*, and described below. Noise measurements were taken near these locations to describe the existing ambient noise environment. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site.

R1: Location R1 represents the existing noise sensitive residence at 34945 Roberts Place, approximately 4,402 feet north of the Project site. Receiver R1 is placed at the backyard property line facing the Project site. A 24-hour noise measurement was taken near this location, L1.

R2: Location R2 represents the existing noise sensitive residence at 35339 Stewart Street, approximately 4,347 feet north of the Project site. Receiver R2 is placed at the backyard property line facing the Project Site. A 24-hour noise measurement was taken near this location, L2.

R3: Location R3 represents the existing Tukwet Canyon Golf Course, approximately 3,123 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3.

R4: Location R4 represents the existing noise sensitive residence at 14157 Bosana Lane, approximately 1,159 feet north of the Project site. Receiver R4 is placed at the backyard property line facing the Project Site. A 24-hour noise measurement was taken near this location, L4.

R5: Location R5 represents the existing noise sensitive residence at 13270 Jack Rabbit Trail (Hoy Ranch), approximately 92 feet south of the Project site. R2 is placed at the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L5.

BIO-1: Location BIO-1 represents the existing open space area near the wildlife underpass of the State Route 60, approximately 175 feet north of the Project site.

BIO-2: Location BIO-2 represents the existing open space area near the State Route 60, approximately 184 feet northeast of the Project site.

BIO-3: Location BIO-3 represents the existing open space area approximately 164 feet southwest of the Project site opposite the planned loading dock area of Building 4.

Receiver locations BIO-1, BIO-2 and BIO-3 are presented for informational purposes only. See Section 4.4 *Biological Resources*, and *Technical Appendix C1*, of this EIR for further discussion.



**LEGEND:**

- Site Boundary
- Receiver Locations
- Distance from receiver to Project site boundary (in feet)

Source(s): Urban Crossroads (10-12-2021)

Figure 4.13-2



Not to Scale

**Noise Receiver Locations**



***B. Nighttime Concrete Pour Noise Analysis***

It is our understanding that nighttime concrete pouring activities will occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building area. Since the nighttime concrete pours will take place outside the permitted City of Beaumont Municipal Code 9.02.110.F.1 hours of 7:00 a.m. to 6:00 p.m., the Project Applicant will be required to obtain authorization for nighttime work from the City of Beaumont. Any nighttime construction noise activities are evaluated against the City of Beaumont exterior construction noise level threshold of 75 dBA  $L_{eq}$ .

To estimate the noise levels due to nighttime concrete pour activities, sample reference noise level measurements were taken during a nighttime concrete pour at a construction site. Urban Crossroads, Inc. collected short-term nighttime concrete pour reference noise level measurements during the noise-sensitive nighttime hours between 1:00 a.m. to 2:00 a.m. at 27334 San Bernardino Avenue in the City of Redlands. The reference noise levels describe the expected concrete pour noise sources that may include concrete mixer truck movements and pouring activities, concrete paving equipment, rear mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling.

To describe the nighttime concrete pour noise levels associated with the construction of the Beaumont Pointe, this analysis relies on reference sound pressure level of 67.7 dBA  $L_{eq}$  at 50 feet representing a sound power level of 100.3 dBA  $L_w$ . While the Project noise levels will depend on the actual duration of activities and specific equipment fleet in use at the time of construction, the reference sound power level of 100.3 dBA  $L_w$  is used to describe the expected Project nighttime concrete pour noise activities.

***C. Stationary Noise Analysis***

For the operational stationary noise analysis, the noise impact analysis relies on reference noise level measurements collected from similar types of activities to represent the noise levels expected with the development of the Project. Consistent with similar warehouse uses, the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movements, parking lot activities, as well as loading and unloading of trucks and vans at designated loading bays. The on-site Project-related noise sources are expected to include loading dock activity, delivery van activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, drive-through speakerphone activity, and trash enclosure activity. To estimate the Project operational noise impacts, reference noise level measurements for these anticipated uses were collected by Urban Crossroads, Inc. from similar types of activities to represent the noise levels expected with the development of the proposed Project. The projected noise levels assume the worst-case noise environment with the loading dock activity, delivery van activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, drive-through speakerphone activity, and trash enclosure activity all operating continuously, 24 hours per day, seven days per week. These sources of noise activity will likely vary throughout the day.

Table 4.13-3, *Operational Reference Noise Levels*, provides a summary of the reference noise level measurements for the types of equipment and site operations that are expected on the Project site. All operational noise level measurements presented in Table 4.13-3 were normalized to describe a common reference distance of 50 feet.

**Table 4.13-3 Operational Reference Noise Levels**

Noise Source <sup>1</sup>	Noise Source Height (Feet)	Min./Hour <sup>2</sup>		Reference Noise Level (dBA Leq) @ 50 Feet	Sound Power Level (dBA) <sup>3</sup>
		Day	Night		
Loading Dock Activity	8'	60	60	65.7	111.5
Truck Movements	8'	60	60	59.8	93.2
Roof-Top Air Conditioning Units	5'	39	28	57.2	88.9
Parking Lot Vehicle Movements	5'	60	60	56.1	87.8
Drive-Through Speakerphone Activity	3'	60	60	50.0	84.0
Trash Enclosure Activity	5'	10	10	57.3	89.0

<sup>1</sup>As measured by Urban Crossroads, Inc.

<sup>2</sup>Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Day" = 7:00 a.m. to 10:00 p.m.; "Night" = 10:00 p.m. to 7:00 a.m.

<sup>3</sup>Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

<sup>4</sup>Truck Movements are calculate based on the number of events by time of day.

Source: (Urban Crossroads, 2022e, Table 9-1)

The stationary noise analysis evaluates Project-related noise levels at the nearby receiver locations in the Project study area. The receiver locations used in the stationary noise analysis are the same that are used in the construction analysis (refer to Figure 4.13-2, *Noise Receiver Locations*). As discussed earlier in this section, it is not necessary to study every single receiver location surrounding Project site because receivers located at similar distances from the Project site with similar ground elevations, orientation, and intervening physical conditions (e.g., walls, landscaping) as the modeled receptor locations would experience noise levels the same or very similar to those disclosed herein.

**D. Transportation-Related Noise Analysis**

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model FHWA-RD-77-108 (the "FHWA Model"). This methodology is commonly used to describe the off-site traffic noise levels throughout southern California and is consistent with the County of Riverside Office of Industrial Hygiene Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures, which specifically requires the FHWA RD-77-108 model to be used in analysis within the County's jurisdiction. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to



account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

Table 4.13-4, *Roadway Parameters*, presents the FHWA Model roadway parameters used for each of the six roadway segments in the Project’s study area. The roadway segments were selected based on Urban Crossroads, Inc. review of the Project study area evaluated in the Traffic Analysis (*Technical Appendix K1*) and the off-site truck trip distributions. To quantify transportation-related noise levels, the vehicular trips associated with the Project were assigned to the six roadway segments in the Project’s study area, using the trip distribution and vehicle mix information contained in the Project’s traffic impact analysis prepared by Urban Crossroads (refer to *Technical Appendix K1* of this EIR).

**Table 4.13-4 Roadway Parameters**

<b>ID</b>	<b>Roadway</b>	<b>Segment</b>	<b>Classification<sup>1</sup></b>	<b>Distance from Centerline to Receiving Land Use (Feet)<sup>2</sup></b>	<b>Vehicle Speed (mph)<sup>3</sup></b>
1	Potrero Bl.	s/o Oak Valley Pkway.	Urban Arterial	67'	40
2	California Av.	n/o 6th St.	Collector	33'	40
3	Oak Valley Pkway.	e/o Potrero Bl.	Urban Arterial Frontage Road	60'	40
4	4th St.	e/o Potrero Bl.	Major	59'	40
5	4th St.	e/o Veile Av.	Secondary	44'	40
6	4th St.	w/o Potrero Bl.	Secondary	33'	40

<sup>1</sup>County of Riverside General Plan Circulation Element.

<sup>2</sup>Distance to receiving land use is based upon the right-of-way distances.

<sup>3</sup>Beaumont Pointe Traffic Analysis, Urban Crossroads, Inc.

Source: (Urban Crossroads, 2022e, Table 6-1)

**E. Vibration**

Vibration levels were predicted using reference vibration levels and logarithmic equations contained in the Federal Transit Administration’s (FTA) 2018 publication: “Transit Noise and Vibration Impact Assessment.” The vibration source levels for Project construction equipment are summarized in Table 4.13-5, *Vibration Source Levels for Construction Equipment*.



**Table 4.13-5 Vibration Source Levels for Construction Equipment**

<b>Equipment</b>	<b>Vibration Decibels (VdB) at 25 feet</b>
Small bulldozer	58
Jackhammer	79
Loaded Trucks	86
Large bulldozer	87
Hoe Ram (Breaker)	87

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment  
Source: (Urban Crossroads, 2022e, Table 10-5)

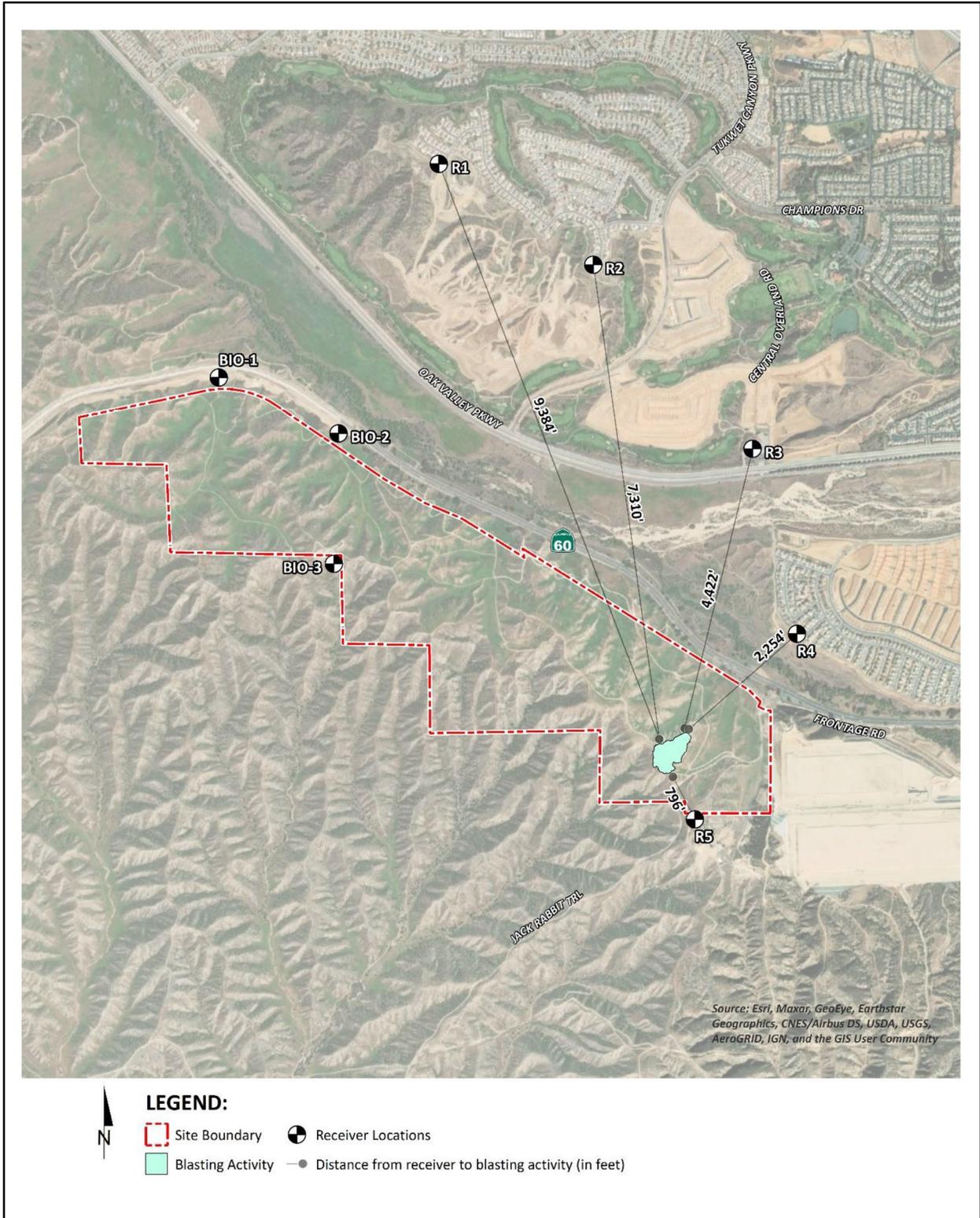
**F. Blasting**

The blasting contractor is required to obtain blasting permit(s) from the State, and to notify Riverside County Sheriff’s Department within 24 hours of planned blasting events. Air overpressure regulations are identified by the U.S. Bureau of Mines and the ISEE’s Blasters’ Handbook. To analyze blasting impacts originating from the construction of the Project, vibration-generating rock blasting activities are appropriately evaluated against standards established under a City’s Municipal Code, if such standards exist. However, the City of Beaumont does not identify specific blasting noise or vibration level limits. Therefore, this analysis relies on the following criteria to assess potential temporary construction-related impacts at adjacent receiver locations.

Based on findings in the geotechnical report (*Technical Appendix F1* of this EIR), blasting at the site is unlikely. However, if blasting is needed it is expected to be limited to the east ridgeline cut area as shown in Figure 4.13-3, *Blasting Noise Source Locations*. Recognizing that it is infeasible to foresee all the variables that may be encountered on various project sites, a site-specific blasting plan shall be developed for the Project. Blasting shall only be conducted by a licensed blaster. Further, the licensed blaster is required to design all blasts such that they remain below the significance thresholds identified by the USBM in addition to the permitting requirements of the State of California and Riverside County Sheriff’s Department.

**Blasting Noise Limits**

Based on Table 26.17 Typical Air Overpressure Damage Criteria of the Blasters’ Handbook, an air overpressure of 133 dB is identified as a perception-based criteria level for blasting. The blasting airblast impacts described below represent the worst-case (closest) blast locations describing the potential impacts when measured from the edge of the nearest blast area to the nearest receiver location. When measured at greater distances, the blasts will result in lower airblast noise levels.



Source(s): Urban Crossroads (10-05-2022)

Figure 4.13-3



Not to Scale

Blasting Noise Source Locations



**Blasting Vibration Limits**

The Caltrans Transportation and Construction Vibration Guidance Manual, Table 19, vibration criteria are used in this noise study to assess potential temporary construction-related impacts at adjacent receiver locations. The blasting vibration impacts represent the worst-case (closest) blast locations describing the potential impacts when measured from the edge of the nearest blast area to the nearest receiver location. When measured at greater distances, the blasts will result in lower vibration levels.

**4.13.6 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section XII of Appendix G to the CEQA Guidelines addresses typical adverse effects related to noise, and includes the following threshold questions to evaluate the Project's impacts on noise:

- a. *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;*
- b. *Generation of excessive ground borne vibration or ground borne noise levels;*
- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.*

Off-site traffic noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. Table 5.12-G of in the City of Beaumont General Plan Noise Element EIR outlines the allowable operational roadway noise exposure increases that are derived from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual. Operational stationary and construction noise is derived from Section 9.02.050 and 9.02.110 (F) of the City of Beaumont Municipal code, respectively. To describe the amount to which a given noise level increase is considered acceptable, the FTA criteria is used to evaluate the incremental noise level increase and establishes a method for comparing future project noise with existing ambient conditions. In effect, the amount to which a given noise level increase is considered acceptable is reduced based on existing ambient noise conditions.



**A. Summary of Significance Criteria**

Noise impacts will be considered significant if any of the following occur as a result of the Project. Table 4.13-6, *Summary of Noise Significance Criteria*, provides a summary of the allowable criteria used to identify potentially significant incremental noise level increases.

**1. *Off-Site Traffic Noise***

- When the existing ambient noise levels:
  - are less than 50 dBA CNEL and the Project creates a 7 dBA CNEL or greater Project-related noise level increase; or
  - range from 50 to 55 dBA CNEL and the Project creates a 5 dBA CNEL or greater Project-related noise level increase; or
  - range from 55 to 60 dBA CNEL and the Project creates a 3 dBA CNEL or greater Project-related noise level increase; or
  - range from 60 to 65 dBA CNEL and the Project creates a 2 dBA CNEL or greater Project-related noise level increase; or
  - range from 65 to 75 dBA CNEL and the Project creates a 1 dBA CNEL or greater Project-related noise level increase; or
  - exceed 75 dBA CNEL, and the Project creates a community noise level increase of greater than 0 dBA CNEL.

**2. *Operational Noise***

Project operational activities would result in a significant impact if operational noise exceeds the levels allowed by the BMC Section 9.02.050 as follows:

- If Project-related operational (stationary-source) noise levels exceed an exterior noise level of 55 dBA Leq, during the daytime hours of 7:00 a.m. to 10:00 p.m., and 45 dBA Leq during the nighttime hour of 10:00 p.m. to 7:00 a.m.

Consistent with the City of Beaumont Municipal Code, Section 9.02.110[G], the stationary operational Project noise source activities shall not create any noise which would cause the noise level at the property line to exceed the base ambient noise level by 5 dBA.

**3. *Construction Noise***

Project construction activities would result in a significant impact if construction noise conflicts with the BMC Section 9.02.110 (F) as follows:

- If Project-related construction activities take place outside the permitted hours of: 6:00 a.m. to 6:00 p.m. (June through September) and 7:00 a.m. to 6:00 p.m. (October through May).



Acceptable exterior construction noise level threshold is based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA reduction in noise associated with typical sensitive receptor building construction.

- If Project-related construction activities create noise levels which exceed the 75 dBA Leq acceptable noise level threshold.

**Table 4.13-6 Summary of Noise Significance Criteria**

Analysis	Condition(s)	Significance Criteria	
		Daytime	Nighttime
Off-Site Traffic <sup>1</sup>	If ambient is < 50 dBA CNEL	≥ 7 dBA CNEL Project increase	
	If ambient is 50 - 55 dBA CNEL	≥ 5 dBA CNEL Project increase	
	If ambient is 55 - 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
	If ambient is 60 - 65 dBA CNEL	≥ 2 dBA CNEL Project increase	
	If ambient is 65 - 75 dBA CNEL	≥ 1 dBA CNEL Project increase	
	If ambient is > 75 dBA CNEL	0 dBA CNEL Project increase	
Operational	Exterior Noise Level Standards <sup>2</sup>	55 dBA Leq	45 dBA Leq
	Base Ambient Noise Level <sup>3</sup>	≥ 5 dBA Leq Project increase	
Construction	Permitted between 7:00 a.m. to 6:00 p.m. <sup>3</sup>		
	Noise Level Threshold <sup>4</sup>	75 dBA Leq	n/a
	Vibration Level Threshold <sup>5</sup>	78 VdB	n/a
Blasting	Airblast Threshold <sup>6</sup>	133 dBA Leq	n/a
	Vibration Level Threshold <sup>7</sup>	0.5 PPV (in/sec)	n/a

<sup>1</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, consistent with the City of Beaumont General Plan EIR Update.

<sup>2</sup>BMC, Section 9.02.050

<sup>3</sup>City of Beaumont Municipal Code, Section 9.02.110(G)

<sup>4</sup>City of Beaumont Municipal Code, Section 9.02.110(F)

<sup>5</sup>Acceptable exterior construction noise level threshold based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction.

<sup>6</sup>Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

<sup>7</sup>SEE's Blasters' Handbook, Table 26.17 Typical Air Overpressure Damage Criteria, and U.S. Bureau of Mines standards.

<sup>8</sup>Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.

Source: (Urban Crossroads, 2022e, Table 4-1)

#### 4. Vibration

To analyze vibration impacts originating from the construction of the Project, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Beaumont does not identify specific vibration level limits and instead relies on the Federal Transit Administration (FTA) methodology. The FTA Transit Noise



and Vibration Impact Assessment methodology provides guidelines for the maximum-acceptable vibration criteria for different types of land uses. These guidelines, which are also the thresholds of significance outlined in the City of Beaumont General Plan EIR, allow 90 VdB for industrial (workshop) use, 84 VdB for office use and 78 VdB for daytime residential uses and 72 VdB for nighttime uses in buildings where people normally sleep.

#### 5. *Blasting*

To analyze blasting impacts originating from the construction of the Project, vibration-generating rock blasting activities are appropriately evaluated against standards established under a city's Municipal Code, if such standards exist. However, the City does not identify specific blasting noise or vibration level limits. Therefore, this analysis relies on the following criteria to assess potential temporary construction-related impacts at adjacent receiver locations.

Based on Table 26.17, Typical Air Overpressure Damage Criteria of the Blasters' Handbook, an air overpressure of 133 dB is identified as a perception-based criteria level for blasting. As such, the Project blasting-related vibration and airblast levels are based on the 133 dB criteria for airblasts identified by the ISEE and U.S. Bureau of Mines.

The Caltrans Transportation and Construction Vibration Guidance Manual, Table 19, vibration criteria are used in this noise study to assess potential temporary construction-related impacts at adjacent receiver locations. Since most of the buildings near the Project site can be described as older residential buildings, Caltrans guidance identifies a maximum acceptable transient peak-particle-velocity (PPV) vibration threshold of 0.5 inches per second (in/sec). Therefore, the 0.5 PPV (in/sec) vibration threshold is used to evaluate the potential blasting-related vibration levels experienced at the nearby residential homes.

#### 4.13.7 IMPACT ANALYSIS

***Threshold a:*** *Would the Project generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The analysis presented on the following pages summarizes the Project's potential construction noise levels and operational noise levels, including operational noise that would be generated on site as well as off-site noise that would be generated by Project-related traffic. The detailed noise calculations for the analysis presented here are provided in Appendices 7.1, 9.1, 10.1, and 10.2 of *Technical Appendix J* of this EIR.

#### **A. Construction Noise Impact Analysis**

Construction activities on the Project site would proceed in four stages: 1) grading; 2) building construction; 3) paving; and 4) architectural coating. These activities would create temporary periods of noise when heavy construction equipment (i.e., tractors, trucks, excavators, generators, pavers) is in



operation and would cause a short-term increase in ambient noise levels. The Project construction noise levels at nearby receiver locations are summarized in Table 4.13-7, *Project Construction Noise Levels*.

**Table 4.13-7 Project Construction Noise Levels**

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels <sup>2</sup>	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	61.2	75	No
R2	62.2	75	No
R3	64.7	75	No
R4	68.7	75	No
R5	73.4	75	Yes

<sup>1</sup> Noise receiver locations are shown on Exhibit 10-A of *Technical Appendix J*.

<sup>2</sup> Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-2 of *Technical Appendix J*.

<sup>3</sup> Acceptable exterior construction noise level thresholds based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?

Source: (Urban Crossroads, 2022e, Table 10-3)

Project-related construction activities are expected to occur on weekdays (and, potentially, on Saturdays) during the hours when the City’s Municipal Code does not restrict construction noise. The City’s Municipal Code Section 9.02.110.F.2 exempts construction activities from noise restrictions so long as construction activities occur between the hours of 6:00 a.m. to 6:00 p.m. (June through September) and 7:00 a.m. to 6:00 p.m. (October through May). In accordance with the City’s Municipal Code Section 9.02.110.F.4, if the building official should determine that the public health and safety will not be impaired by the construction related noise, the building inspector may issue a permit for construction within the hours of 6:00 p.m. and 7:00 a.m., upon application being made at the time the permit for the work is awarded or during the progress of the work. The building official may place such conditions on the issuance of the permit that are appropriate to maintain the public health and safety, as determined by the building official.

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearest sensitive receiver locations were completed. To assess the construction equipment noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown on Table 4.13-7, the highest construction noise levels are expected to range from 61.2 to 73.4 dBA Leq at the nearest receiver locations.

Acceptable exterior construction noise level threshold is based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction. As shown in Table 4.13-7, Project construction would not cause noise levels at receiver locations to



exceed 75 dBA Leq. Accordingly, Project construction would result in substantial noise-related health safety hazards and impacts would be less than significant.

In addition, rock blasting may be required to support Project construction, therefore, this analysis considers the potential blasting noise levels at the nearest noise sensitive receiver locations. The airblast levels from Project blasts are based on the ISEE’s Blasters’ Handbook equation for partially and substantially confined construction blasts, determined based on the anticipated depth of hard rock in each location. This analysis describes partially confined airblast levels since they are calculated using the Blasters’ Handbook equation for general construction blasting activities. The blasting impacts described below represent the worst-case (closest) blast locations describing the potential impacts when measured from the edge of the nearest blast area to the nearest receiver location. When measured at greater distances, the blasts will result in lower airblast noise levels. Table 4.13-8, *Project Blasting and Compliance Summary*, shows the calculated airblast levels, which are expected to range from 88 to 111 dB. The Project airblast noise levels are shown to satisfy the 133 dB airblast threshold at the nearest noise sensitive residential receiver locations. Therefore, the Project-related airblast noise level impacts would be less than significant.

**Table 4.13-8 Project Blasting and Compliance Summary**

Receiver Location <sup>1</sup>	Distance to Construction Activity (Feet)	Airblast (dB)		
		Airblast <sup>2</sup> (db)	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	9,384	88	133	No
R2	7,310	90	133	No
R3	4,422	95	133	No
R4	2,254	101	133	No
R5	796	111	133	No

<sup>1</sup>Noise receiver locations are shown in Figure 4.13-2.

<sup>2</sup> Based on input data provided by California Drilling & Blasting. Calculations are provided in Appendix A of *Technical Appendix J* for each blast location.

<sup>3</sup> Sources: Airblast threshold is based on ISEE's Blasters' Handbook, Table 26.17 Typical Air Overpressure Damage Criteria, and U.S. Bureau of Mines standards.

<sup>4</sup> Do the blast-related airblast levels exceed the thresholds?

Source: (Urban Crossroads, 2022e, Table 10-6)

**B. Nighttime Concrete Pour**

Nighttime concrete pouring activities will occur as a part of Project building construction activities. As shown in Table 4.13-9, *Nighttime Concrete Pour Noise Level Compliance*, the noise levels associated with the nighttime concrete pour activities are estimated to range from 26.8 to 45.4 dBA Leq. Nighttime concrete pour activities would not exceed the construction noise level threshold at all the nearest noise sensitive receiver locations. Therefore, the noise impacts due to Project construction nighttime concrete pour noise activity are considered less than significant at all receiver locations with prior authorization for nighttime work from the City of Beaumont.



**Table 4.13-9 Nighttime Concrete Pour Noise Level Compliance**

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA L <sub>eq</sub> )		
	Concrete Pour Noise Levels <sup>2</sup>	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	26.8	75	No
R2	28.5	75	No
R3	33.9	75	No
R4	40.9	75	No
R5	45.4	75	No

<sup>1</sup> Concrete pour noise source and receiver locations are shown on Exhibit 10-B of the Noise Analysis.

<sup>2</sup> Highest concrete pour noise level operating at the Project site boundary to nearby receiver locations.

<sup>3</sup> Acceptable exterior construction noise level thresholds based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?

Source: (Urban Crossroads, 2022e, Table 10-4)

**C. Operational Noise Impact Analysis – Stationary Noise**

Stationary (on-site) noise sources associated with long-term Project operation are expected to include loading dock activity, delivery van activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, drive-through speakerphone activity, and trash enclosure activity. As noted in Section 4.13.5B, the operational stationary noise analysis is based on reference noise level measurements collected from similar types of activities to represent the noise levels expected with the development of the Project. The reference noise level measurements included the types of equipment and site operations that are expected on the Project site and shown on Table 4.13-3.

**1. Loading Dock Activity**

The reference loading dock activities are intended to describe the typical operational noise source levels associated with the Project. This includes truck idling, deliveries, backup alarms, unloading/loading, docking including a combination of tractor trailer semi-trucks, two-axle delivery trucks, and background forklift operations. At a uniform reference distance of 50 feet, Urban Crossroads collected a reference noise level of 65.7 dBA Leq.

The loading dock activity noise level measurement was taken over a fifteen-minute period and represents multiple noise sources taken from the center of activity. The reference noise level measurement includes employees unloading a docked truck container included the squeaking of the truck’s shocks when weight was removed from the truck, employees playing music over a radio, as well as a forklift horn and backup alarm. In addition, during the noise level measurement a truck entered the loading dock area and proceeded to reverse and dock in a nearby loading bay, adding truck engine, idling, air brakes noise, in addition to on-going idling of an already docked truck.



**2. *Truck Movements***

The truck movements reference noise level measurement was collected over a period of 1 hour and 28 minutes and represents multiple heavy trucks entering and exiting the outdoor loading dock area producing a reference noise level of 59.8 dBA Leq at 50 feet. The noise sources included at this measurement location account for trucks entering and exiting the Project driveways and maneuvering in and out of the outdoor loading dock activity area. Consistent with the Beaumont Pointe Traffic Analysis, the Project is expected to generate a total of approximately 16,266 trips per day (actual vehicles) and includes 2,240 truck trips per day.

This noise study relies on the actual Project trips (as opposed to the passenger car equivalents) to accurately account for the effect of individual truck trips on the study area roadway network.

**3. *Roof-Top Air Conditioning Units***

The noise level measurements describe a single mechanical roof-top air conditioning unit. The reference noise level represents a Lennox SCA120 series 10-ton model packaged air conditioning unit. At the uniform reference distance of 50 feet, the reference noise levels are 57.2 dBA Leq. Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for an average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. These operating conditions reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. For this noise analysis, the air conditioning units are expected to be located on the roof of the Project buildings.

**4. *Parking Lot Vehicle Movements***

To describe the on-site parking lot activity a reference noise level of 56.1 dBA Leq at 50 feet is used. Parking activities are expected to take place during the full hour (60 minutes) throughout the daytime and evening hours. The parking lot noise levels are mainly due to cars pulling in and out of parking spaces in combination with doors opening and closing and alarm or car horn locking announcements.

**5. *Drive-Through Speakerphone Activity***

To describe the potential noise level impacts associated with the planned drive-thru speakerphones, this analysis relies on the drive-through intercom system manufactured by HME. This type of system is commonly used by the quick service restaurant (QSR) industry for drive-thru communications. The HME SPP2 speaker post intercom system produces a maximum noise level of 84 dBA at one foot from the speaker post. The system may also be equipped with an automatic volume control that can automatically reduce the sound levels as the ambient noise level decreases. The reference speakerphone noise level describes continuous drive-through operations and does not include any periods of inactivity.

**6. Trash Enclosure Activity**

To describe the noise levels associated with a trash enclosure activity, Urban Crossroads collected a reference noise level measurement at an existing trash enclosure containing two dumpster bins. The trash enclosure noise levels describe metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, and trash dropping into the metal dumpster. The reference noise levels describe trash enclosure noise activities when trash is dropped into an empty metal dumpster, as would occur at the Project Site. The measured reference noise level at the uniform 50-foot reference distance is 57.3 dBA Leq for the trash enclosure activity. The reference noise level describes the expected noise source activities associated with the trash enclosures for the Project proposed buildings. Typical trash enclosure activities are estimated to occur for 10 minutes per hour.

**7. Project Operational Noise Levels (Stationary)**

Table 4.13-10, *Project Daytime Operational Noise – Stationary Noise*, shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 32.1 to 43.6 dBA Leq.

**Table 4.13-10 Project Daytime Operational Noise – Stationary Noise**

Noise Source <sup>1</sup>	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock Activity	30.6	32.7	34.1	37.5	37.5
Truck Movements	22.3	25.0	25.8	29.1	33.2
Roof-Top Air Conditioning	18.5	20.6	24.1	29.5	34.2
Parking Lot Vehicle Movements	23.6	25.9	28.5	35.1	39.7
Drive-Through Speakerphone Activity	0.0	0.0	6.3	8.2	11.0
Trash Enclosure Activity	10.7	12.8	14.2	17.4	18.7
<b>Total (All Noise Sources)</b>	<b>32.1</b>	<b>34.3</b>	<b>36.0</b>	<b>40.3</b>	<b>43.0</b>

<sup>1</sup> See Exhibit 9-A of *Technical Appendix J* for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 of *Technical Appendix J*.

Table 4.13-11, *Project Nighttime Operational Noise -Stationary Noise*, shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 32.0 to 42.7 dBA Leq.



**Table 4.13-11 Project Nighttime Operational Noise -Stationary Noise**

Noise Source <sup>1</sup>	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock Activity	30.6	32.7	34.1	37.5	37.5
Truck Movements	22.3	25.0	25.8	29.1	33.2
Roof-Top Air Conditioning	16.1	18.2	21.7	27.1	31.8
Parking Lot Vehicle Movements	23.6	25.9	28.5	35.1	39.7
Drive-Through Speakerphone Activity	0.0	0.0	6.3	8.2	11.0
Trash Enclosure Activity	9.7	11.9	13.3	16.4	17.7
<b>Total (All Noise Sources)</b>	<b>32.0</b>	<b>34.2</b>	<b>35.8</b>	<b>40.1</b>	<b>42.7</b>

<sup>1</sup> See Exhibit 9-A of *Technical Appendix J* for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 of *Technical Appendix J*.

The daytime and nighttime Project stationary noise levels at nearby receiver locations are summarized in Table 4.13-12, *Project Operational Noise – Stationary Noise*, below.

**Table 4.13-12 Project Operational Noise – Stationary Noise**

Receiver Location <sup>1</sup>	Project Operational Noise Levels (dBA Leq) <sup>2</sup>		Noise Level Standards (dBA Leq) <sup>3</sup>		Noise Level Standards Exceeded? <sup>4</sup>	
	Day	Night	Day	Night	Day	Night
R1	32.1	32.0	55	45	No	No
R2	34.3	34.2	55	45	No	No
R3	36.0	35.8	55	45	No	No
R4	40.3	40.1	55	45	No	No
R5	43.0	42.7	55	45	No	No

<sup>1</sup>See Exhibit 8-A of *Technical Appendix J* for the receiver locations.

<sup>2</sup>Proposed Project operational noise levels as shown on Tables 9-3 and 9-4 of *Technical Appendix J*.

<sup>3</sup>Exterior noise level standards for residential land use, as shown on Table 4-2 of *Technical Appendix J*.

<sup>4</sup>Do the estimated Project operational noise source activities exceed the noise level standards?

“Day” = 7:00 a.m. to 7:00 p.m.; “; “Night” = 10:00 p.m. to 7:00 a.m.

Source: (Urban Crossroads, 2022e, Table 9-4)

As shown in Table 4.13-12, Project stationary noise would not expose nearby receivers to unacceptable daytime or nighttime noise levels during Project operations following Project buildout. Accordingly, Project operation would not result in the exposure of receivers near the Project site to stationary noise levels that exceed the exterior noise level standards established in the BMC. Impacts would be less than significant.

Noise levels that would be experienced at receiver locations when unmitigated Project-source noise is added to the ambient daytime, evening, and nighttime conditions are presented on Table 4.13-13,



*Project Operational Noise Level Contributions – Daytime* and Table 4.13-14, *Project Operational Noise Level Contributions – Nighttime*, respectively. As indicated in Table 4.13-13 and Table 4.13-14, the Project would not contribute an operational noise level increase during the daytime or nighttime hours. To describe the amount to which a given noise level increase is considered substantial, the City’s General Plan EIR outlines criteria to evaluate the incremental noise level increase and establishes a method for comparing future project noise with existing ambient conditions. In effect, the amount to which a given noise level increase is considered acceptable is reduced based on existing ambient noise conditions. As shown in Table 4.13-13 and Table 4.13-14, the Project-related operational noise level increases will satisfy the operational noise level increase criteria at the nearest sensitive receiver locations. On this basis, although the Project would increase noise levels in the Project vicinity, Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Noise impacts associated with long-term on-site operations would be less than significant.



**Table 4.13-13 Project Operational Noise Level Contributions – Daytime**

Receiver Location <sup>1</sup>	Total Project Operational Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels (dBA L <sub>eq</sub> ) <sup>4</sup>	Combined Project and Ambient (dBA L <sub>eq</sub> ) <sup>5</sup>	Project Increase (dBA L <sub>eq</sub> ) <sup>6</sup>	Increase Criteria (dBA L <sub>eq</sub> ) <sup>7</sup>	Increase Criteria Exceeded? <sup>7</sup>
R1	32.1	L1	45.0	45.2	0.2	5	No
R2	34.3	L2	62.7	62.7	0.0	5	No
R3	36.0	L3	64.3	64.3	0.0	5	No
R4	40.3	L4	52.9	53.1	0.2	5	No
R5	43.0	L5	44.9	47.0	2.1	5	No

<sup>1</sup>See Exhibit 8-A of *Technical Appendix J* for the receiver locations.

<sup>2</sup>Total Project daytime operational noise levels as shown on Table 9-3 of *Technical Appendix J*.

<sup>3</sup>Reference noise level measurement locations as shown on Exhibit 5-A of *Technical Appendix J*.

<sup>4</sup>Observed daytime ambient noise levels as shown on Table 5-1 of *Technical Appendix J*.

<sup>5</sup>Represents the combined ambient conditions plus the Project activities.

<sup>6</sup>The noise level increase expected with the addition of the proposed Project activities.

<sup>7</sup>Significance increase criteria as shown on Table 4-2 of *Technical Appendix J*.

Source: (Urban Crossroads, 2022e, Table 9-5)

**Table 4.13-14 Project Operational Noise Level Contributions – Nighttime**

Receiver Location <sup>1</sup>	Total Project Operational Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels (dBA L <sub>eq</sub> ) <sup>4</sup>	Combined Project and Ambient (dBA L <sub>eq</sub> ) <sup>5</sup>	Project Increase (dBA L <sub>eq</sub> ) <sup>6</sup>	Increase Criteria (dBA L <sub>eq</sub> ) <sup>7</sup>	Increase Criteria Exceeded? <sup>7</sup>
R1	32.0	L1	45.2	45.4	0.2	5	No
R2	34.2	L2	51.4	51.5	0.1	5	No
R3	35.8	L3	60.8	60.8	0.0	5	No
R4	40.1	L4	46.9	47.7	0.8	5	No
R5	42.7	L5	39.4	44.4	5.0	5	No

<sup>1</sup>See Exhibit 8-A of *Technical Appendix J* for the receiver locations.

<sup>2</sup>Total Project daytime operational noise levels as shown on Table 9-4 of *Technical Appendix J*.

<sup>3</sup>Reference noise level measurement locations as shown on Exhibit 5-A of *Technical Appendix J*.

<sup>4</sup>Observed daytime ambient noise levels as shown on Table 5-1 of *Technical Appendix J*.

<sup>5</sup>Represents the combined ambient conditions plus the Project activities.

<sup>6</sup>The noise level increase expected with the addition of the proposed Project activities.

<sup>7</sup>Significance increase criteria as shown on Table 4-1 of *Technical Appendix J*.

Source: (Urban Crossroads, 2022e, Table 9-6)



**D. Operational Noise Impact Analysis –Off-Site Traffic Noise**

To evaluate off-site noise increases that could result from Project-related traffic, noise levels were modeled for the following scenarios:

- Existing (2020) plus Project Conditions
  - Existing plus Project (Phase 1)
  - Existing plus Project (Phase 1 + 2)
  - Existing plus Project (Project Buildout)
- Opening Year Conditions
  - Opening Year (2023)
    - Without Project
    - With Project (Phase 1)
  - Opening Year (2025)
    - Without Project
    - With Project (Phase 1 + 2)
  - Opening Year (2027)
    - Without Project
    - With Project (Project Buildout)
- Horizon Year (2045) Conditions
  - Without Project
  - With Project

The Existing (2020) plus Project (E+P) analysis determines the Project’s traffic noise impacts under the theoretical scenario where traffic from the Project is added to existing conditions.

The Opening Year (2023, 2025, and 2027) analysis provides an evaluation of traffic noise conditions at the time the Project becomes operational in each of its three phases. The Opening Year analyses are utilized to determine the Project’s potential to cumulatively contribute to near-term noise impacts upon consideration of existing traffic + ambient growth + Project traffic + traffic from cumulative development projects.

The Horizon Year (2045) analysis includes the refined post-process volumes obtained from the Riverside County Transportation Analysis Model (RivTAM) (1.94% per year, compounded annually from 2020 to 2045), plus the traffic generated by the buildout of the Project.

The trip distribution for the Project was developed based on anticipated passenger car and truck travel patterns to-and-from the Project site. The traffic distribution pattern for Project-related truck trips and passenger car trips are shown and discussed in more detail in the Project’s Traffic Impact Analysis included as *Technical Appendix K1* to this EIR. Pursuant to Senate Bill (SB) 743, changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt a vehicle miles traveled (VMT) metric as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects.



Automobile delay, as measured by “level of service” (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Therefore, the Traffic Analysis is not used to analyze traffic impacts under CEQA, but is used to form the basis for the Noise Impact Analysis.

**1. Existing plus Project Conditions (Phase 1)**

As summarized in Table 4.13-15, *Existing plus Project Phase 1 Traffic Noise Levels*, Project off-site traffic noise level impacts will range from 0.0 to 14.9 dBA CNEL.

**Table 4.13-15 Existing plus Project Phase 1 Traffic Noise Levels**

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA) <sup>1</sup>		
				No Project <sup>3</sup>	With Project	Project Addition
1	Potrero Bl.	s/o Oak Valley Pkwy.	Non-Sensitive	61.9	62.2	0.3
2	California	n/o 6 <sup>th</sup> St.	Sensitive	64.6	64.6	0.0
3	Oak Valley	e/o Potrero Bl.	Sensitive	68.4	68.5	0.1
4	4 <sup>th</sup> St.	e/o Potrero Bl.	Non-Sensitive	64.2	66.4	2.2
5	4 <sup>th</sup> St.	e/o Veile Av.	Non-Sensitive	62.8	65.3	2.5
6	4 <sup>th</sup> St.	w/o Potrero Bl.	Non-Sensitive	53.9	68.8	14.9

<sup>1</sup>The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Source: (Urban Crossroads, 2022e, Table 7-13)

**2. Existing plus Project Conditions (Phase 1 + 2)**

As summarized in Table 4.13-16, *Existing plus Project Phase 1 + 2 Traffic Noise Levels*, Project off-site traffic noise level impacts will range from 0.3 to 21.0 dBA CNEL.

**Table 4.13-16 Existing plus Project Phase 1 + 2 Traffic Noise Levels**

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA) <sup>1</sup>		
				No Project <sup>3</sup>	With Project	Project Addition
1	Potrero Bl.	s/o Oak Valley Pkwy.	Non-Sensitive	61.9	63.0	1.1
2	California	n/o 6 <sup>th</sup> St.	Sensitive	64.6	64.9	0.3
3	Oak Valley	e/o Potrero Bl.	Sensitive	68.4	69.0	0.6
4	4 <sup>th</sup> St.	e/o Potrero Bl.	Non-Sensitive	64.2	69.8	5.6
5	4 <sup>th</sup> St.	e/o Veile Av.	Non-Sensitive	62.8	69.0	6.2
6	4 <sup>th</sup> St.	w/o Potrero Bl.	Non-Sensitive	53.9	74.9	21.0

<sup>1</sup>The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Source: (Urban Crossroads, 2022e, Table 7-14)



**3. Existing plus Project Conditions (Project Buildout)**

As summarized in Table 4.13-17, *Existing plus Project Buildout Traffic Noise Levels*, Project off-site traffic noise level increases will range from 0.4 to 21.2 dBA CNEL.

**Table 4.13-17 Existing plus Project Buildout Traffic Noise Levels**

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA) <sup>1</sup>		
				No Project <sup>3</sup>	With Project	Project Addition
1	Potrero Bl.	s/o Oak Valley Pkwy.	Non-Sensitive	61.9	63.5	1.6
2	California	n/o 6 <sup>th</sup> St.	Sensitive	64.6	65.0	0.4
3	Oak Valley	e/o Potrero Bl.	Sensitive	68.4	69.3	0.9
4	4 <sup>th</sup> St.	e/o Potrero Bl.	Non-Sensitive	64.2	70.0	5.8
5	4 <sup>th</sup> St.	e/o Veile Av.	Non-Sensitive	62.8	69.3	6.5
6	4 <sup>th</sup> St.	w/o Potrero Bl.	Non-Sensitive	53.9	75.1	21.2

<sup>1</sup>The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Source: (Urban Crossroads, 2022e, Table 7-15)

**4. Opening Year (2023) Conditions**

As summarized in Table 4.13-18, *Opening Year (2023) Traffic Noise Levels*, Project off-site traffic noise level increases will range from 0.1 to 4.0 dBA CNEL.

**Table 4.13-18 Opening Year (2023) Traffic Noise Levels**

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA) <sup>1</sup>		
				No Project <sup>3</sup>	With Project	Project Addition
1	Potrero Bl.	s/o Oak Valley Pkwy.	Non-Sensitive	63.6	63.8	0.2
2	California	n/o 6 <sup>th</sup> St.	Sensitive	65.3	65.4	0.1
3	Oak Valley	e/o Potrero Bl.	Sensitive	70.2	70.4	0.2
4	4 <sup>th</sup> St.	e/o Potrero Bl.	Non-Sensitive	66.4	67.8	1.4
5	4 <sup>th</sup> St.	e/o Veile Av.	Non-Sensitive	66.1	67.5	1.4
6	4 <sup>th</sup> St.	w/o Potrero Bl.	Non-Sensitive	66.9	70.9	4.0

<sup>1</sup>The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Source: (Urban Crossroads, 2022e, Table 7-16)



**5. Opening Year (2025) Conditions**

As summarized in Table 4.13-19, *Opening Year (2025) Traffic Noise Levels*, Project off-site traffic noise level increases will range from 0.2 to 7.3 dBA CNEL.

**Table 4.13-19 Opening Year (2025) Traffic Noise Levels**

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA) <sup>1</sup>		
				No Project <sup>3</sup>	With Project	Project Addition
1	Potrero Bl.	s/o Oak Valley Pkwy.	Non-Sensitive	64.2	64.9	0.7
2	California	n/o 6 <sup>th</sup> St.	Sensitive	65.6	65.9	0.3
3	Oak Valley	e/o Potrero Bl.	Sensitive	70.9	71.3	0.4
4	4 <sup>th</sup> St.	e/o Potrero Bl.	Non-Sensitive	67.1	67.3	0.2
5	4 <sup>th</sup> St.	e/o Veile Av.	Non-Sensitive	67.1	67.4	0.3
6	4 <sup>th</sup> St.	w/o Potrero Bl.	Non-Sensitive	68.4	75.7	7.3

<sup>1</sup>The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Source: (Urban Crossroads, 2022e, Table 7-17)

**6. Opening Year (2027) Conditions**

As summarized in Table 4.13-20, *Opening Year (2027) Traffic Noise Levels*, Project off-site traffic noise level increases will range from 0.3 to 5.2 dBA CNEL.

**Table 4.13-20 Opening Year (2027) Traffic Noise Levels**

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA) <sup>1</sup>		
				No Project <sup>3</sup>	With Project	Project Addition
1	Potrero Bl.	s/o Oak Valley Pkwy.	Non-Sensitive	65.6	66.4	0.8
2	California	n/o 6 <sup>th</sup> St.	Sensitive	66.3	66.6	0.3
3	Oak Valley	e/o Potrero Bl.	Sensitive	72.4	72.8	0.4
4	4 <sup>th</sup> St.	e/o Potrero Bl.	Non-Sensitive	68.7	71.7	3.0
5	4 <sup>th</sup> St.	e/o Veile Av.	Non-Sensitive	69.1	71.7	2.6
6	4 <sup>th</sup> St.	w/o Potrero Bl.	Non-Sensitive	71.4	76.6	5.2

<sup>1</sup>The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Source: (Urban Crossroads, 2022e, Table 7-18)



7. *Horizon Year (2045) Conditions*

As summarized in Table 4.13-21, *Horizon Year (2045) Traffic Noise Levels*, Project off-site traffic noise level increases will range from 0.1 to 4.6 dBA CNEL.

**Table 4.13-21 Horizon Year (2045) Traffic Noise Levels**

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA) <sup>1</sup>		
				No Project <sup>3</sup>	With Project	Project Addition
1	Potrero Bl.	s/o Oak Valley Pkwy.	Non-Sensitive	72.2	72.3	0.1
2	California	n/o 6 <sup>th</sup> St.	Sensitive	64.2	64.6	0.4
3	Oak Valley	e/o Potrero Bl.	Sensitive	74.4	74.6	0.2
4	4 <sup>th</sup> St.	e/o Potrero Bl.	Non-Sensitive	68.9	71.8	2.9
5	4 <sup>th</sup> St.	e/o Veile Av.	Non-Sensitive	68.2	71.2	3.0
6	4 <sup>th</sup> St.	w/o Potrero Bl.	Non-Sensitive	72.4	77.0	4.6

<sup>1</sup>The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Source: (Urban Crossroads, 2022e, Table 7-19)

8. *Summary*

Table 4.13-22, *Off-Site Traffic Incremental Noise Level Increase Summary*, presents a summary of the cumulative and project incremental noise level increases presented in Table 4.13-15 to Table 4.13-21 for each of the six-study area roadway segments by traffic condition. The cumulative traffic noise level increase increment describes the difference between the future Horizon Year 2045 With Project conditions and the Existing (baseline) conditions. The Project increment represents the difference between the Existing (baseline) conditions and the Existing plus Project Buildout conditions. As shown, four of the following study area roadway segments are shown to experience potentially significant off-site traffic noise level increases due to the added Project traffic. Therefore, the Project’s contribution to off-site traffic noise would result in a substantial permanent increase in ambient noise levels and Project-related impacts would be significant.

- Potrero Boulevard south of Oak Valley Parkway (Segment #1).
- 4<sup>th</sup> Street east of Potrero Boulevard. (Segment #4).
- 4<sup>th</sup> Street east of Veile Avenue (Segment #5).
- 4<sup>th</sup> Street west of Potrero Boulevard. (Segment #6).



Table 4.13-22 Off-Site Traffic Incremental Noise Level Increase Summary

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>					
				Existing No Project	Future With Project	Cumulative Increment	Project Increment	Cumulative Limit	Cumulative Impact?
1	Potrero Bl.	s/o Oak Valley Pkwy.	Non-Sensitive	61.9	72.3	10.4	<b>1.6</b>	1	<b>Yes</b>
2	California Av.	n/o 6 <sup>th</sup> St.	Sensitive	64.6	64.6	0.0	0.4	2	No
3	Oak Valley Pkwy.	e/o Potrero Bl.	Sensitive	68.4	74.6	6.2	0.9	1	No
4	4th St.	e/o Potrero Bl.	Non-Sensitive	64.2	71.8	7.6	<b>5.8</b>	1	<b>Yes</b>
5	4th St.	e/o Veile Av.	Non-Sensitive	62.8	71.2	8.4	<b>6.5</b>	1	<b>Yes</b>
6	4th St.	w/o Potrero Bl.	Non-Sensitive	53.9	77.0	23.1	<b>21.2</b>	0	<b>Yes</b>

<sup>1</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>2</sup> Does the Project create an incremental noise level increase exceeding the significance criteria?

Source: (Urban Crossroads, 2022e, Table 7-20)



***Threshold b: Would the Project generate excessive groundborne vibration or groundborne noise levels?***

The metric used to evaluate whether the Project’s vibration levels are considered “excessive” during either construction or operation is adapted from FTA, Transit Noise and Vibration Impact Assessment Manual. Accordingly, the FTA criterion of 78 VdB is used to assess impacts due to groundborne vibration.

**A. Construction**

Construction activities on the Project site would utilize construction equipment that has the potential to generate vibration. Vibration resulting from construction activities on the Project site was calculated at the same five receiver locations that were evaluated in the construction noise analysis (refer to Figure 4.13-2). Table 4.13-23, *Project Construction Vibration Levels*, summarizes Project construction vibration levels at the modeled receiver locations and the significance of the vibration levels using the FTA vibration level significance threshold of 78 VdB.

**Table 4.13-23 Project Construction Vibration Levels**

Receiver Location <sup>1</sup>	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB) <sup>2</sup>					Threshold VdB <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	4,402	0.0	11.6	18.6	19.6	19.6	78	No
R2	4,347	0.0	11.8	18.8	19.8	19.8	78	No
R3	3,123	0.0	16.1	23.1	24.1	24.1	78	No
R4	1,151	8.1	29.1	36.1	37.1	37.1	78	No
R5	92	41.0	62.0	69.0	70.0	70.0	78	No

<sup>1</sup>Noise receiver locations are shown on Exhibit 10-A of Technical Appendix J.

<sup>2</sup>Based on the Vibration Source Levels of Construction Equipment included on Table 10-5 of Technical Appendix J.

<sup>3</sup>Source: FTA Transit Noise and Vibration Impact Assessment Manual maximum acceptable vibration criteria.

<sup>4</sup>Does the vibration level exceeds the maximum acceptable vibration threshold?

Source: (Urban Crossroads, 2022e, Table 10-6)

As shown in Table 4.13-23, all receiver locations in the vicinity of the Project site would be exposed to vibration levels that fall far below the applicable significance threshold (i.e., 78 VdB). Impacts would be less than significant.

In addition, rock blasting may be required to support Project construction, therefore, this analysis considers the potential blasting vibration levels at the nearest noise sensitive receiver locations. Table 4.13-24, *Project Blasting Vibration and Compliance Summary*, shows the calculated vibration levels from the worst-case (closest) Project blasting activities. As shown, the vibration levels of Project blasts are expected to range from 0.00 to 0.05 in/sec PPV based on the distances to nearby residential noise sensitive receiver locations. The Project blasting vibration levels will remain below the maximum acceptable transient peak-particle-velocity (PPV) vibration threshold 0.5 PPV (in/sec) at the nearby



noise sensitive residential receiver locations. Therefore, the Project-related airblast vibration level impacts would be less than significant. Accordingly, Project construction would not generate temporary, excessive groundborne vibration or noise levels and a less than significant impact would occur.

**Table 4.13-24 Project Blasting Vibration and Compliance Summary**

Receiver Location <sup>1</sup>	Distance to Construction Activity (Feet)	Vibration (PPV)		
		Blasting Levels <sup>2</sup>	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	9,384	0.00	0.5	No
R2	7,310	0.00	0.5	No
R3	4,422	0.00	0.5	No
R4	2,254	0.01	0.5	No
R5	796	0.05	0.5	No

<sup>1</sup>Blasting noise source and receiver locations are shown on Figure 4.13-3.

<sup>2</sup>Based on input data provided by California Drilling & Blasting. Calculations are provided in Appendix A of *Technical Appendix J* for each blast location.

<sup>3</sup>Sources: Vibration threshold obtained from the Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.

<sup>4</sup>Do the blast-related vibration levels exceed the thresholds?

Source: (Urban Crossroads, 2022e, Table 10-7)

***Threshold c:*** *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?*

The Project site is not located within two miles of a public airport or within an airport land use plan. The closest major airport is the March Air Reserve Base located roughly 12 miles west of the Project site. Therefore, the Project site would not be exposed to excessive noise levels from airport operations and no impact would occur.

**4.13.8 CUMULATIVE IMPACT ANALYSIS**

**A. Substantial Noise Increase or Violations**

**1. Short-Term Cumulative Construction-Noise Impacts**

This cumulative impact analysis considers development of the Project in conjunction with other development projects in the vicinity of the Project site. Cumulative impacts would potentially occur if other projects are being constructed in the vicinity of the proposed Project at the same time. There are three projects identified in the Traffic Analysis (*Technical Report J1 of this EIR*) within approximately a quarter-mile radius of the proposed Project, listed below.



1. B2, Fairway Canyon SCPGA (3,300 residential units)
2. B4, Heartland (Olivewood; 981 residential units)
3. B5, Hidden Canyon Industrial (2,890,000 sf industrial)

All three projects are already under construction, and construction would be complete for the nearest related project (B5) prior to grading activities for proposed Project. Therefore, overlapping construction phases between that project and the Project would be minimal. Additionally, the two related projects (B2 and B4) are located across the SR-60 Freeway and would not combine with Project-related construction to result in cumulatively considerable construction-related noise impacts.

Construction activities associated with the Project, especially activities involving heavy equipment and blasting, would create intermittent periods of noise when construction equipment is in operation and cause a short-term increase in ambient noise levels. As shown in Table 4.13-7, the peak noise level anticipated during construction activities are estimated to reach a maximum noise level of 73.4 dBA Leq at receiver R5 (represents the existing noise sensitive residence at 13270 Jack Rabbit Trail (Hoy Ranch), approximately 92 feet south of the Project site) which does not exceed the construction noise threshold of 75 dBA Leq. Additionally, as shown in Table 4.13-8, Project airblast noise levels are shown to satisfy the 133 dB airblast threshold at the nearest noise sensitive residential receiver locations. As shown in Table 4.13-9, noise impacts due to Project construction nighttime concrete pour noise activity would not exceed the construction noise threshold of 75 dBA Leq. Therefore, Project construction-related activities would result in less than significant noise impacts.

Because the Project's construction noise levels would be less than significant, construction noise would be temporary in nature, and the Project and other cumulative projects would not combine with Project-related construction; cumulative construction impacts would be less than significant.

### 2. *Long-Term Cumulative Off-Site Traffic-Related Noise Impacts*

The traffic-related noise analysis contained in the Noise Impact Analysis for Opening Year (2023, 2025, 2027) and Horizon Year (2045) was based upon the Project's Traffic Impact Analysis (*Technical Appendix K1* of this EIR) which considers impacts based on the addition of related projects as well as ambient growth. The percentage of ambient growth and cumulative development traffic applied to each cumulative scenario is detailed in Section 4.7 of the Traffic Analysis Report (*Technical Appendix K1*). As previously shown in Table 4.13-22, the Project's traffic-related noise impacts would be significant for four roadway segments: #1 (Potrero Boulevard south of Oak Valley Parkway); #4 (4<sup>th</sup> Street east of Potrero Boulevard); #5 (4<sup>th</sup> Street east of Veile Avenue); and #6 (4<sup>th</sup> Street west of Potrero Boulevard). Therefore, the Project's traffic-related noise impacts along study area roadway segments would be cumulatively considerable and result in a significant cumulative impact.

### 3. *Long-Term Cumulative Stationary Noise Impacts*

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site. As previously shown in Table 4.13-12, the Project would not result in an increase in the cumulative noise levels at sensitive receiver locations.



The nearest sensitive receptor (R5) is located approximately 92 feet from the Project and 850 feet from the nearest related project (B5, Hidden Canyon Industrial). As shown on Table 4.13-9, Project's operational activities are below the established day and nighttime noise thresholds. Operational noise levels would not combine with operational noise levels from the nearest related project (B5, Hidden Canyon Industrial) to cause or contribute to the exposure of sensitive receptors to noise levels in excess of applicable standards. Consistent with the cumulative impact significance thresholds outlined in the Air Quality Impact Analysis (*Technical Appendix B1*), this noise analysis uses the same operational significance thresholds for project specific and cumulative impacts as discussed in Section 4.13.6A.2. Therefore, since the Project operational-noise levels satisfy the thresholds, the proposed Project operational activities are considered less than significant on a project-specific and cumulative basis. In addition, the City of Beaumont General Plan Noise Element and Municipal Code Section 9.02.050 identify stationary-source policies and noise level limits to control and abate potential environmental noise level impacts. The two other related projects (B2 and B4) are located across the SR-60 Freeway from the Project site and operational noise would not be additive. Accordingly, the Project would have less than significant direct and cumulative stationary operational noise impacts.

**B. Groundborne Vibration and Noise**

The types of construction equipment that would be used to implement the Project would not create vibration amplitudes that could cause structural damage to nearby structures. The nearest existing off-site structures would not be exposed to substantial ground-borne vibration due to the temporary operation of heavy construction equipment on the Project site. Additionally, as shown in Table 4.13-24, Project blasting vibration levels will remain below the maximum acceptable transient peak-particle-velocity (PPV) vibration threshold 0.5 PPV (in/sec) at the nearby noise sensitive residential receiver locations. Since construction would be complete for the nearest related project (B5) prior to grading activities for the proposed Project, overlapping construction phasing between that project and the Project is not expected to occur and construction vibration would not be additive. Additionally, the two related projects (B2 and B4) are located across the SR-60 Freeway and would not combine with Project-related construction to result in cumulatively considerable construction-related noise impacts.

Under long-term operating conditions, the Project would not involve the use of equipment, facilities, or activities that would result in perceptible groundborne vibration. In addition, there are no sources of substantial groundbourne-vibration associated with the Project or related projects. Accordingly, groundborne vibration and noise impacts would not be cumulatively considerable.

**C. Noise from Airport Operations**

As stated, the Project site is not located within two miles of a public airport or within an airport land use plan. The closest major airport is the March Air Reserve Base located roughly 12 miles west of the Project site. Therefore, the Project site would not contribute to the exposure of excessive noise levels from airport operations. Accordingly, noise impacts related to public airport or public use airport would not be cumulatively considerable.



#### 4.13.9 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Significant Direct and Cumulative Impact. The Project would result in a significant impact from traffic noise at four roadway segments (#1, #4, #5, and #6). Therefore, the Project-related construction and off-site traffic noise level increases at adjacent noise-sensitive land uses are considered a significant impact.

Threshold b: Less than Significant Impact. The Project's construction and operational activities would not result in a perceptible groundborne vibration or noise.

Threshold c: No Impact. The Project site would not be exposed to excessive noise levels from airport operations.

#### 4.13.10 MITIGATION

No feasible mitigation measures exist to reduce Project traffic noise impacts.

#### 4.13.11 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a: Significant and Unavoidable Direct and Cumulative Impact. As noted previously, the Project would result in a significant impact from operational traffic noise during Existing (2020) plus Project conditions, Opening Year (2023 and 2027) plus Project Conditions, and Horizon Year (2045) Plus Project Conditions for three roadway segments (#4, #5, and #6). Under Opening Year (2025) plus Project Conditions, the Project would result in a significant impact for one roadway segment (segment #6).

It should be noted that significant off-site traffic noise level increases identified under Existing Conditions do not have the potential to occur, since the Project will not be fully developed and occupied under existing conditions, but rather under future conditions. Additionally, Segments #4, #5, and #6 are located in industrial areas and are not located immediately adjacent to any noise sensitive land uses. This is consistent with the City's General Plan EIR that determined that buildout of the City's General Plan could result in new vehicular traffic which could exceed the FHWA thresholds and could substantially increase the ambient noise levels in the City and its SOI. The City's General Plan recognizes that an increase in noise levels will occur in industrial areas due to truck traffic. The City's General Plan goals and policies, therefore, are focused on protecting noise sensitive receptors from road noise, while encouraging timely and efficient goods movement that does not significantly contribute to noise in the City. The Project is located adjacent to the SR-60, which is identified as a Truck Priority roadway in General Plan Figure 4.9, and truck trips would be routed through an industrial area to Potrero Boulevard.

The City incorporated a number of General Plan policies and implementation programs to reduce traffic-related noise impacts, including the following polices: 10.1.2 (enforce noise standards), 10.1.3 (protect noise sensitive uses), 10.1.4 (require noise mitigation in the design of new development), 10.1.5 (require to new development to implement measures to normally compatible range), 10.1.8



(promote effective enforcement of federal, State, and City noise standards), 10.2.1 (work with Caltrans and FHA), 10.2.2 (enforce speed limits to reduce noise and enforce truck and bus routes), 10.2.3 (prohibit truck routes through neighborhoods with sensitive receptors), 10.2.4 (reduce roadway noise), 10.2.5 (traffic calming measures), 10.2.6 (encourage noise-reducing paving materials), and 10.2.7 (reduce noise generated from City-owned vehicles). Applicable implementation actions include: N2 (requirement for acoustical studies) and N5 (traffic noise assessments). Compliance with the City's General Plan policies and implementation actions would reduce impacts to the furthest extent feasible, but would remain significant and unavoidable.

**A. Rubberized Asphalt**

Due to the potential noise attenuation benefits, rubberized asphalt is considered as a mitigation measure for the off-site Project-related traffic noise level increases. To reduce traffic noise levels at the noise source, Caltrans research has shown that rubberized asphalt can provide noise attenuation of approximately 4 dBA for automobile traffic noise levels. Changing the pavement type of a roadway has been shown to reduce the amount of tire/pavement noise produced at the source under both near-term and long-term conditions. Traffic noise is generated primarily by the interaction of the tires and pavement, the engine, and exhaust systems. For automobiles noise, as much as 75 to 90% of traffic noise is generated by the interaction of the tires and pavement, especially when traveling at higher and constant speeds. According to research conducted by Caltrans and the Canadian Ministry of Transportation and Highways a 4 dBA reduction in tire/pavement noise is attainable using rubberized asphalt under typical operating conditions.

The effectiveness of reducing traffic noise levels is higher on roadways with low percentages of heavy trucks, since the heavy truck engine and exhaust noise is not affected by rubberized alternative pavement due to the truck engine and exhaust stack height above the pavement itself. Per Caltrans guidance a truck stack height is modeled using a height of 11.5 feet above the road. With the primary off-site traffic noise source consisting of heavy trucks with a stack height of 11.5 feet off the ground, the tire/pavement noise reduction benefits associated rubberized asphalt will be primarily limited to autos.

While the off-site Project-related traffic noise level increases would theoretically be reduced with the 4 dBA reduction provided by rubberized asphalt, the reduction would not provide reliable benefits for the noise levels generated by heavy truck traffic. This is, as previously stated, due to the noise source height difference between automobiles and trucks. While rubberized asphalt will provide some noise reduction, this noise study recognizes that this is only effective for tire-on-pavement noise at higher speeds and would not reduce truck-related off-site traffic noise levels associated with truck engine and exhaust stacks to less than significant levels. Since the use of rubberized asphalt would not lower the off-site traffic noise levels below a level of significance, rubberized asphalt is not proposed as mitigation for the Project and the off-site Project-related traffic noise level increases at adjacent land uses under Existing Conditions would remain significant.



**B. Off-Site Noise Barriers**

Since existing and future noise-sensitive receiving land uses are located adjacent to the impacted roadway segments in the Project study area, off-site noise barriers were considered in this analysis as a potential traffic noise mitigation measure to reduce the impacts. Off-site noise barriers are estimated to provide a *readily perceptible* 5 dBA reduction which, according to the FHWA, is *simple* to attain when blocking the line-of-sight from the noise source to the receiver. As previously discussed, Caltrans guidance in the Highway Design Manual, Section 1102.3(3), indicates that for design purposes, *the noise barrier should intercept the line of sight from the exhaust stack of a truck to the receptor*, and an 11.5-foot-high truck stack height is assumed to represent the truck engine and exhaust noise source. Therefore, any exterior noise barriers at receiving noise sensitive land uses experiencing Project-related traffic noise level increases would need to be high enough and long enough to block the line-of-sight from the noise source (at 11.5 feet high per Caltrans) to the receiver (at 5 feet high per FHWA guidance) in order to provide a 5 dBA reduction per FHWA guidance.

As such, off-site noise barriers would not be feasible and would not lower the off-site traffic noise levels below a level of significance, and therefore, noise barriers are not proposed as mitigation for the Project.

**C. Summary**

Both rubberized asphalt and off-site noise barriers are considered as potential noise mitigation measures to reduce the potentially significant off-site traffic noise level increases. However, due the reasons outlined about neither form of mitigation is recommended for implementation since they would not eliminate the off-site traffic noise level increases at the adjacent land uses to the impacted roadway segments. Therefore, Project-related off-site traffic noise level increases are considered significant and unavoidable under Project-level and cumulative conditions.



**4.14 POPULATION AND HOUSING**

The following analysis discloses existing population and housing data for the City of Beaumont (City) and assesses the potential for the Project to result in direct or indirect impacts on population and housing. The analysis in this section is based, in part, on information contained within the City’s General Plan, and population and housing projections from the California Department of Finance (DOF) and Southern California Association of Governments (SCAG). All references used in this section are listed in the EIR Section 7.0 *References*.

**4.14.1 EXISTING CONDITIONS**

The Project site is within unincorporated Riverside County within the Sphere of Influence (SOI) of the City of Beaumont. The Project site consists of undeveloped vacant land. Therefore, the Project site does not currently contain or support a population, nor does it generate employees.

**A. *Southern California Association of Governments (SCAG)***

SCAG’s Connect SoCal, adopted in September 2020, is a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) plan developed pursuant to SB 375 to assist in the State’s reduction of greenhouse gas emissions by considering land use allocation in its regional transportation plan. Connect SoCal thus builds upon and expands land use and transportation strategies to increase mobility options and achieve more sustainable growth patterns. Table 4.14-1, *SCAG Population, Households, and Employment Projections*, summarizes SCAG’s Connect SoCal growth projections to the year 2045 for both the City and Riverside County.

**Table 4.14-1 SCAG Population, Households, and Employment Projections**

<b>Jurisdiction</b>	<b>2016</b>	<b>2045</b>	<b>Increase</b>	<b>%Change</b>
Population				
City of Beaumont	45,000	80,200	35,200	78.2%
Riverside County	2,364,000	3,252,000	888,000	37.6%
Households				
City of Beaumont	14,200	25,100	10,900	76.8%
Riverside County	716,000	1,086,000	370,000	51.7%
Employment				
City of Beaumont	9,300	15,900	6,600	71.0%
Riverside County	743,000	1,103,000	360,000	48.5%

<sup>1</sup>Housing units in SCAG projections are estimated based on number of households plus a healthy vacancy rate of 5%. These figures were included in Connect SoCal’s September, 2020 report and do not include the City of Beaumont’s updated projections from its December, 2020 General Plan.

Source: (SCAG, 2020)



**2. Jobs-Housing Ratio**

The jobs-housing ratio is a general measure of the number of jobs as compared to housing in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing ratio as well as the type of jobs versus the price of housing, has implications for mobility, air quality, and the distribution of tax revenues. A project’s effect on the jobs-housing ratio is one indicator of how it will affect growth and quality of life in the project area. SCAG applies the jobs-housing ratio at the regional and subregional levels in order to analyze the fit between jobs, housing, and infrastructure. SCAG’s April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California (SCAG-D)*, states that:

*... a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs-to-housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply.*

The concept of jobs-housing balance has been widely discussed by SCAG and the South Coast AQMD over the past decade as a means of achieving regional air quality improvement goals. The basic concept is directed at minimizing commute distances, reducing infrastructure needs and costs, mitigating traffic congestion, conserving energy, and improving air quality. SCAG has incorporated jobs-housing balance into its growth forecast, transportation, and air quality policies. The term jobs-housing balance is the concept that if an area is balanced, it includes the correct number (or balance) of housing and employment opportunities so that the majority of the people living within a given subregion can also work in that same subregion. Job-rich subregions have ratios greater than the regional average, and housing-rich subregions have ratios lower than the regional average. An appropriate jobs-housing ratio for any given geographic area is area specific, in that each locale presents differing demographic characteristics. Jobs-housing ratios are also dynamic and fluctuate over time. Generally, a ratio of less than 1 to 1 indicates a jobs-poor area, and a ratio of one or more than 1 to 1 indicates a jobs-rich area (SCAG-D, p.15). The majority of Beaumont residents commute to cities within Riverside and San Bernardino.

As shown in Table 4.14-2, *Jobs-Housing Ratio*, the City is below the recommended jobs-housing ratio target of 1.0 and is anticipated to decrease by 3.3% between 2016 and 2045. Riverside County overall is closer the recommended range for the jobs-housing ratio but anticipated to decrease by 2.1% by the year 2045.

**Table 4.14-2 Jobs-Housing Ratio (SCAG Projections)**

Jurisdiction	2016	2045	Decrease	% Change
City of Beaumont	0.66	0.63	-0.02	-3.3%
Riverside County	1.03	1.01	-0.02	-2.1%

Based on values in Table 4.14-1. Calculated by Employment / Housing Units.



The imbalanced jobs-housing ratio projected for the City is indicated by the increasing population growth within the Inland Empire as families newly locate or relocate to this region to take advantage of relatively plentiful and affordable housing and favorable climate. New employment centers within the Planning Area and relocation of existing business near residential areas can slowly improve the jobs-housing balance. SCAG projections for the region anticipate that housing-rich/job-poor areas will persist in the Inland Empire (City of Beaumont, 2020b).

**B. Unincorporated Riverside County**

The western portion of Riverside County includes the cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, and Wildomar. Census Designated Places within the western portion of Riverside County include Aguanga, Anza, Cabazon, Cherry Valley, Coronita, East Hemet, El Cerrito, El Sobrante, French Valley, Good Hope, Green Acres, Highgrove, Home Gardens, Homeland, Idyllwild-Pine Cove, Lakeland Village, Lake Matthews, Lake Riverside, Lakeview, March Air Reserve Base (ARB), Meadowbrook, Mead Valley, Nuevo, Romoland, Temescal Valley, Valle Vista, Warm Springs, Winchester, and Woodcrest. Table P-3 of the Riverside County General Plan 6th Cycle Housing Element Update Housing Background Report shows the estimated population, housing units, households, and employment for the unincorporated areas of Riverside County for 2018. As shown, unincorporated Western Riverside County has a population of 252,841 persons within 70,160 households, and 101,361 employees, and 78,231 housing units and a vacancy rate of 8.7%. Therefore, the average household for unincorporated Western Riverside County is 3.6 persons (Riverside County, 2021b).

The Project site is within the Pass Area Plan of unincorporated Riverside County (RCIT, 2020). The prevailing planning documents for the Pass Area are the Riverside County General Plan and Pass Area Plan. The Pass Area Plan includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench. As shown in Table 2 of the Pass Area Plan, Statistical Summary of the Pass Area Plan the projected development capacity of the plan if all uses are built as proposed includes 20,025 dwelling units, 54,787 residents, and 8,051 employees (Riverside County, 2017).

**C. City of Beaumont**

In 2020, the California Department of Finance (DOF) estimated the population in the City of Beaumont to be 51,475 individuals in 13,592 households and 474 group quarters. The City's housing demographic consists of 14,832 single-family detached residences, 310 single-family attached residences, 686 two to four family residences, 881 five plus family residences, and 523 mobile residences. The City has a total of 17,232 dwelling units and a vacancy rate of 4.8%. The average household consists of 3.14 persons (DOF, 2021).

As shown in Table 4.14-3, *City of Beaumont General Plan Population, Households and Employment Projections vs. SCAG*, the City's Updated General Plan projected buildout for the year 2040 exceeded the



SCAG’s 2040 projections. The City forecasts the employment housing ratio to increase to 0.93, which is closer to the recommended range for the jobs-housing ratio.

**Table 4.14-3 City of Beaumont General Plan Population, Households and Employment Projections vs. SCAG**

	<b>City of Beaumont General Plan (City limits and SOI)</b>	<b>SCAG 2040</b>	<b>Increase</b>	<b>% Change</b>
Population	131,949	80,600	51,349	63.7%
Employment	38,224	18,000	20,224	1.1%
Households	40,849	27,200	13,849	51.3%
Jobs-Housing Ratio	0.93	0.66	0.27	29%

Source: (City of Beaumont, 2020b, Table 5.13-H); (SCAG, 2020)

Connect SoCal figures were included in Connect SoCal’s September, 2020 report and do not include the City of Beaumont’s updated projections from its December, 2020 General Plan.

The City’s General Plan forecast of jobs-housing ratio is anticipated to increase over SCAG projections. Although the jobs-housing ratio is still considered jobs-poor, General Plan buildout would increase the ratio much closer to 1:1, providing for a better jobs-housing balance.

**4.14.2 NOTICE OF PREPARATION/SCOPING COMMENTS**

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to population and housing.

One comment related to land use and planning from the Southern California Association of Governments (SCAG) was received on October 14, 2020. SCAG provided informational resources to facilitate consistency of the Project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, encouraged side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format, and recommends that the City review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance.

**4.14.3 REGULATORY FRAMEWORK**

The following is a brief description of the federal, State, regional, and local environmental laws and related regulations governing environmental topics related to population and housing.



**A. Regional Regulations**

1. *Southern California Association of Governments (SCAG)*

SCAG allocates regional housing needs and the share of the regional needs to be addressed by Riverside County and its constituent cities. SCAG is a Joint Powers Agency and is the designated Council of Governments (COG), Regional Transportation Planning Agency (RTPA), and Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial counties. SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Housing Needs Assessment (RHNA) are tools for coordinating regional planning and housing development strategies in southern California.

On September 3, 2020, SCAG's Regional Council adopted *Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy)*. Connect SoCal is intended to create a plan for integrating transportation and land use planning by bringing jobs and housing closer together which will improve regional problems including housing, traffic, air quality, greenhouse gas emissions, and other regional challenges. Connect SoCal projects growth in employment, population, and households taking into account economic and demographic trends and provides a general blueprint for where and how the southern California area will grow (SCAG, 2020).

State Housing Law (California Government Code Article 10.6, Sections 65580-65590) mandates that local governments, through COGs (council of governments), identify existing and future housing needs in a Regional Housing Needs Assessment (RHNA). SCAG's RHNA provides an allocation of the existing and future housing needs by jurisdiction; this is based on income level, existing housing needs in each city and county, and the fair share allocation of the projected regional population growth.

The allocations are driven by the intent that a better balance between jobs and housing should occur in various areas of the region and that every city and county should incur its fair share in the development of affordable housing units and in meeting future housing needs. All local governments, including the City, are required to set aside sufficient land, adopt programs, and provide funding (to the extent feasible), to facilitate and encourage housing production commensurate with that housing need. The 6<sup>th</sup> Cycle RHNA prepared by SCAG projects the City's share of regional housing needs for 2021-2029 as 4,210 new housing units (SCAG, 2021a).

**B. Local Regulations**

1. *Riverside County General Plan*

The County's General Plan was approved and adopted by the County on December 8, 2015. The Project site is within the Pass Area Plan of unincorporated Riverside County (RCIT, 2020). The prevailing planning documents for the Pass Area is the Riverside County General Plan and Pass Area Plan. Adopted on October 24, 2017, the Pass Area Plan is an extension of the Riverside County General Plan and Vision Statement and focuses on preserving the unique features found only in the Pass Area while accommodating future growth. The Pass Area Plan contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that describe the physical, environmental, and



regulatory characteristics of the area and future growth. According to the Pass Area Land Use Plan, the Project site is designated as Rural Mountainous (RM). The RM designation allows single-family residential uses with a minimum lot size of 10 acres. The designation allows for limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a Surface Mining Permit) and associated uses and governmental use (Riverside County, 2017).

Adopted on September 28, 2021, the County's 2021- 2029 General Plan Housing Element identifies and establishes policies intended to fulfill the housing needs of existing and future residents in Riverside County. It establishes policies that guide County decision-making and set forth an action plan to implement its housing goals. The Housing Element includes a review of previous housing goals, an assessment of the effectiveness of those goals, and an assessment of housing needs. Additionally, the Housing Element includes an inventory of resources and constraints related to meeting housing needs in Riverside County; an analysis of affordable housing developments and programs intended to preserve such housing; community goals for the maintenance, preservation, improvement and development of housing; and a program which sets forth a five-year schedule of actions that the County is undertaking or intends to undertake in implementing the policies set forth in the Housing Element (Riverside County, 2021a, p. H-3).

## 2. *City of Beaumont General Plan*

The City's General Plan was approved and adopted by the City in December 2020. The Land Use and Community Design Element (Chapter 3) of the City's General Plan was prepared according to State law, mandating that cities and counties include a Housing Element in their General Plan. The City's General Plan covers aspects of population growth, residential development trends, population characteristics, and housing unit characteristics (City of Beaumont, 2020a).

### 4.14.4 BASIS FOR DETERMINING SIGNIFICANCE

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section XIV of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to population and housing if the Project or any Project-related component would:

- a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);*
- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.*



4.14.5 IMPACT ANALYSIS

***Threshold a:*** *Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure?)*

The Project proposes to construct a maximum of 4,995,000 square feet of industrial uses and a maximum of 246,000 square feet of commercial uses plus a 125-room hotel that are estimated to collectively generate approximately 5,456 permanent jobs. This analysis assesses whether the construction and operation of the Project would induce direct substantial unplanned population growth or indirect substantial unplanned population growth.

**A. Construction**

The Project would be developed over a 56-month construction period with final buildout anticipated in 2027. Project construction activities would require contractors and laborers. It is anticipated that general construction labor would be available from the local and regional labor pool and would not result in substantial population growth because the construction workers would commute from their respective homes. Additionally, each construction phase (e.g. grading, paving, electrical etc.) requires different skills and specialties, which would be needed for the length of time of that phase. Because of that, the Project’s construction phases would not result in a long-term increase in employment which could induce substantial unplanned population growth from short-term construction activities. Therefore, the Project would not directly or indirectly induce substantial population growth in the City during construction.

**B. Operation**

The 539.9-acre Project site has an existing Rural Mountainous (RM) land use designation under the County General Plan and Pass Plan, which permits one single family residence with a minimum lot size of 10 acres. Although the Project site is located in the City’s SOI and outside of the City’s jurisdiction, the City has established a designation for the Project site in its General Plan. As shown in Table 3.2c, the Project site, under the City’s existing SOI Rural Residential 1 land use designation, would allow up to 383 dwelling units, which would generate a maximum population of approximately 1,203 residents (383 dwelling units x 3.14 persons per household = ~1,203 persons) (City of Beaumont, 2020a). As such, the City’s General Plan anticipated that the development of the Project site based on current planning documents would result in modest population growth.

The Project Applicant would not develop the Project site with the existing General Plan land use designation. The proposed Industrial and General Commercial land uses are evaluated below to determine whether the Project’s proposed employment growth or planned infrastructure has the potential to directly or indirectly induce substantial unplanned population growth. The Project’s direct and indirect impacts are discussed below.



1. *Direct Impacts*

Under Appendix G, implementation of the Project could result in a substantial and unplanned level of population growth if estimated increase in businesses would exceed local or regional population growth projections and result in a substantial job-housing imbalance.

In 2020, the City had a population of approximately 51,475 residents and according to SCAG, growth in the City is projected to continue in the future. By 2045, the City is anticipated to have a population of 80,200 residents according to SCAG's Connect SoCal and 131,949 by 2040 based on City's estimates. Because the Project's ultimate tenant mix is currently unknown, it is speculative at this time to estimate what percentage of employees generated by the Project would originate from the City or relocate to the City, and, thus, it is not possible to quantify any specific changes to the City's population or number of households that would result from development of the Project. It is nevertheless anticipated that the employees would come from within the City or the surrounding region because there is an imbalance of jobs and housing in Western Riverside County and the jobs that an industrial and commercial project in the region is likely to provide would be consistent with the job skills of residents in the area. For example, according to SCAG's Pre-Certified Local Housing Data, Beaumont has 19,385 workers living within its borders who work across 13 major industrial sectors. The most prevalent industry is Education & Social Services with 5,714 employees (29.5% of total) and the second most prevalent industry is Retail trade with 2,593 employees (13.4% of total). Additionally, the Construction industry has 1,071 employees (0.06% of total) and the Manufacturing industry has 1,483 employees (0.08% of total). (SCAG, 2021b) The Project's employment generation would not induce substantial growth in the area because the Project would result in service-oriented and industrial-oriented jobs, which are jobs that are anticipated to be filled by existing and future residents of the City and surrounding area.

According to the Bureau of Labor Statistics (BLS), in August 2021, the Riverside-San Bernardino-Ontario region's civilian labor force exceeded 2,090,800 persons with more than 1,931,500 people employed and an unemployment rate of 7.6% (or 159,300 persons) (BLS, 2021). Accordingly, the Riverside-San Bernardino-Ontario region contains an ample supply of potential employees under existing conditions and the Project's labor demand is not expected to draw a substantial number of new, unplanned residents to the area. Furthermore, approximately 91.1% of Beaumont residents commute outside of the City for work and more housing units are expected to be built within the City over the next 20 years. The Project would provide job opportunities close to home for existing and future Beaumont residents, which would subsequently help achieve a better job-to-housing balance within the City, as analyzed below.



At full-Project build out, the Project is estimated to generate approximately 5,456 permanent jobs.<sup>1</sup> As discussed previously, SCAG forecasted 15,900 jobs in the City by the year 2045; the Project’s proposed jobs would represent approximately 34% of SCAG’s forecast.

The City’s December 2020 Updated General Plan contains newer projections than SCAG used. The Updated General Plan forecasted that the City would provide 21,497 jobs within the City limits (exceeding SCAG forecasts) and 16,727 jobs within the SOI, totaling 38,224 jobs within the City and its SOI by 2040 (City of Beaumont, 2020b). The City General Plan forecasted 22,774 more jobs as compared to SCAG’s job forecast for the City. As such, the Project’s proposed 5,456 total jobs were anticipated by the City’s General Plan and represent approximately 33% of the anticipated jobs within the City’s SOI and approximately 14% of the City’s total job pool. Therefore, the Project’s employment is within both SCAG and City growth forecasts.

As shown in Table 4.14-4, *Estimated Population and Housing Growth in Beaumont with Project*, the City has jobs-housing ratio of 0.61 (existing) and 0.93 (buildout year), which is still below the recommended jobs-housing ratio range of 1.0. The Project would contribute new employment to a housing-rich area contributing to an improved jobs-housing ratio of 0.92 for the City under existing plus Project conditions and 0.93 at Project buildout. Therefore, the Project would have a beneficial impact on the City’s jobs-housing ratio and contribute to the City goal of reaching the recommended jobs-housing ratio of approximately 1.0.

**Table 4.14-4 Estimated Population and Housing Growth in Beaumont with Project**

	Existing (2020/21)	Buildout Year (2027) Without Project <sup>2</sup>	Existing (2021) Plus Project	Buildout Year (2027) Plus Project	City of Beaumont General Plan (2040)
Population	51,475 <sup>1</sup>	58,757	51,475	58,757	131,949
Household	17,232 <sup>1</sup>	19,487	17,232	19,487	40,849
Employment	10,440 <sup>2</sup>	12,808	15,896	18,264	38,224
Job-Housing Ratio	0.61	0.66	0.92	0.93	0.93

<sup>1</sup> Values are from the California Department of Finance (DOF), as shown in Section 4.14.1C.

<sup>2</sup> These values are prorated from SCAG’s demographic data contained in Table 4.14-1.

In summary, the Project would be within the anticipated business growth projections of the City and would contribute to a more balanced job-housing ratio. Therefore, the Project would not result in substantial unplanned population growth. Impacts would be less than significant.

<sup>1</sup> Based on standard employment factors in the City’s General Plan. Specifically, 1,000 s.f./employee for 4,500,000 s.f. Industrial Warehouse, 750 s.f./employee for 500,000 s.f. General Light Industrial, and 1,163 s.f./employee for 336,000 s.f. of Commercial.



## 2. *Indirect Impacts*

Implementation of the Project could result in a substantial and unplanned level of growth if it would result in the extension of new roads or other infrastructure that could induce population growth. As detailed in Section 3.0, *Project Description*, of this EIR, the Project would require construction of roadways and utility infrastructure to serve the development.

Figure 3-8, *Conceptual Circulation Plan*, shows the Project's proposed circulation and roadway sizes and classifications. As shown, the Project would construct four main roadways for on-site circulation—4th Street, Jack Rabbit Trail, Entertainment Avenue, and Industrial Way. The main roadway that would provide access to the Project site is 4th Street, which would be constructed from Jack Rabbit Trail at the easterly edge of the Project site to provide a looped road system around the entire site. Since all proposed roadways would be constructed on site and for the exclusive purpose of serving the proposed development, the Project would not create major new infrastructure that could result in substantial, unplanned growth.

Water, reclaimed water, and sewer infrastructure is currently under construction to the center line of 4th Street 350 feet east of the eastern boundary of the Project site. As shown in Figures 3-9, 3-10, and 3-11, the proposed potable water, reclaimed water, and sewer system would connect to infrastructure lines from the Hidden Canyon Industrial Park project located immediately to the east to the Project to provide service to the Project site. The Project site is located at the end of a cul-de-sac and is surrounded by existing development to the east, the SR-60 to the north, and MSHCP conservation land to the west and to the south/southwest of the site, with rural mountainous lands directly to the south/southeast. Therefore, infrastructure would not extend beyond the Project site and induce population growth. Since all proposed utility infrastructure would connect to lines at the eastern edge of the Project site and would exclusively serve the proposed development, this Project infrastructure would not indirectly induce substantial unplanned population growth.

## 3. *Summary*

Based on the foregoing analysis, the Project is not expected to be a catalyst for any substantial, unplanned population increases. Based on the foregoing analysis, neither the Project nor any Project-related component would directly or indirectly result in substantial unplanned population growth that would cause a significant impact to the environment. Impacts would be less than significant.

***Threshold b: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

Under existing conditions, the Project site is uninhabited, disturbed, and vacant. The Project site does not contain any existing structures, including residential structures. Therefore, implementation of the Project would not displace a substantial number of existing people or housing. As such, the implementation of the Project would not necessitate construction of replacement housing elsewhere. No impacts would occur.



**4.14.6 CUMULATIVE IMPACT ANALYSIS**

The Project’s employment generation would not induce substantial growth in the area because the Project would result in service-oriented industrial-oriented jobs, which are jobs that are anticipated to be filled by existing and future residents of the City and surrounding area who live in the area due to the presence and planned construction of more affordable housing units, and it is not anticipated to attract new residents to move to the City or immediate surrounding area to become employees. The Project most likely would supply employment opportunities to people already residing in the area.

With the related projects (see Section 4.0, for the related projects list), there would be an increase of 13,317 residential units, 6,318,000 square feet of industrial uses, and 60,899 square feet of commercial uses. The related projects’ industrial and commercial uses would generate approximately 6,370 jobs<sup>2</sup>, which when combined with the Project, results in 11,826 jobs.<sup>3</sup> As shown in Table 4.14-5, *Cumulative Projects Population, Housing, and Employment Growth Trends in Beaumont*, the projected population, housing units, and employment growth generated by the Project and related projects would be within the anticipated growth for the City. Additionally, by adding housing and non-residential uses in the City, the Project, along with related projects, would increase the City’s jobs-housing ratio from 0.66 (Buildout Year Without Project) to 0.75 (Buildout Year With Project Plus Related Projects), which is within the City’s projected growth of 0.93 in 2040. The increase in housing and jobs from the related projects and jobs generated by the Project would contribute to the City’s projected growth and jobs-housing ratio. Therefore, the Project with related projects would improve the City’s jobs-housing balance and impacts would be less than significant.

**Table 4.14-5 Cumulative Projects Population, Housing, and Employment Growth Trends in Beaumont**

	<b>Existing (2020/21)</b>	<b>Buildout Year (2027) Without Project<sup>2</sup></b>	<b>Project + Related Projects in Beaumont</b>	<b>Buildout Year (2027) Plus Related Projects</b>	<b>City of Beaumont General Plan (2040)</b>	<b>SCAG Growth Projections (2045)</b>
Population	51,475 <sup>1</sup>	58,787	41,815 <sup>3</sup>	100,602	131,949	80,200
Housing Units	17,232 <sup>1</sup>	19,487	13,317	32,804	40,849	25,100
Employment	10,440 <sup>2</sup>	12,808	11,826	24,634	38,224	15,900
Job-Housing Ratio	0.61	0.66	-	0.75	0.93	0.63

<sup>1</sup> Values are from the California Department of Finance (DOF), as shown in Section 4.14.1C.

<sup>2</sup> These values are prorated from SCAG’s demographic data contained in Table 4.14-1.

<sup>3</sup> 13,317 dwelling units x 3.14 persons per household = ~41,815 persons

<sup>2</sup> Based on standard employment factor’s in the City’s General Plan. Specifically, 1,000 s.f./employee for 6,318,000 s.f. Industrial Warehouse, and 1,163 s.f./employee for 336,000 s.f. of Commercial.

<sup>3</sup> 6,370 jobs (related projects) + 5,456 jobs (Project-related) = 11,826



The Project plus related projects are based on the more recent projections from the City's General Plan. These figures exceed SCAG's growth projections for the City in 2045, but as determined by the City's updated numbers, the cumulative growth would improve the City's projected jobs-housing ratio from 0.63 to 0.75 at Project buildout and the goal of 1.0 jobs-housing ratio in 2040. Because the jobs generated by the Project are anticipated in the City's projections and would improve the City's and SCAG's projected jobs-housing ratio, Project impacts would be less than significant.

Population growth in the City and surrounding areas resulting from the employment opportunities offered at the Project site are not expected. The City and surrounding area have an ample supply of housing (with additional housing development expected in the City into the future) to accommodate population growth that is anticipated to occur whether or not the Project proceeds. Therefore, the Project would not induce substantial population growth. The creation of employment opportunities would benefit the City and the larger Inland Empire region by helping to achieve a better jobs-to-housing balance. The Project does not propose construction of new homes or dwelling units that would directly introduce new residents to the area. As such, the Project's contribution to unplanned housing and population growth would not be cumulatively considerable.

Under existing conditions, the Project site is undeveloped and vacant. There are no existing people or housing located on site. As such, the Project has no potential to contribute to a cumulatively significant impact associated with the need to construct unplanned housing units.

#### **4.14.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION**

Threshold a: Less-than-Significant Impact. The jobs generated by the Project are expected to be filled by the existing labor force in the City and the larger Inland Empire area from the east via State Highway (SR-60) Freeway and Interstate 10. Project generated jobs are within the SCAG's and City's growth projections and the Project would improve the job-housing balance in the City. Accordingly, the Project would not induce substantial unplanned population growth and impacts would be less than significant.

Thresholds b: No impact. The Project site does not contain any existing structures, including structures relating to residential uses. The implementation of the Project would not displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. No impacts would occur.

#### **4.14.8 MITIGATION**

Impacts would be less than significant and mitigation is not required.

#### **4.14.9 SIGNIFICANCE OF IMPACTS AFTER MITIGATION**

Impacts would be less than significant and mitigation is not required.



## 4.15 PUBLIC SERVICES

The following analysis is based on information obtained from a technical report entitled, *Fire Protection Plan Beaumont Pointe Specific Plan*, which was prepared by Dudek, is dated December 2021, and is included as *Technical Appendix M1* to this Environmental Impact Report (EIR) (Dudek, 2022); Public Service Correspondences (included as *Technical Appendix O* to this EIR); Google Earth (Google Earth, 2021); City General Plan (City of Beaumont, 2020a); City of Beaumont Municipal Code (City of Beaumont, 2021); Beaumont Unified School District (BUSD, 2021); and Riverside County Fire Department (RCFD, n.d.). All references used in this section are listed in EIR Section 7.0, *References*.

### 4.15.1 EXISTING CONDITIONS

In 2020, the California Department of Finance (DOF) estimated the population in the City of Beaumont to be 51,475 individuals in 13,592 households. The City's housing demographic consists of 14,832 single-family detached residences, 310 single-family attached residences, 686 two-to-four family residences, 881 five-plus family residences, and 523 mobile residences. The City has a total of 17,232 dwelling units and a vacancy rate of 4.8%. Therefore, the average household consists of 3.18 persons (DOF, 2021).

#### A. Fire Protection Services

##### 1. *Fire Stations, Staffing, and Equipment*

The City of Beaumont contracts with the Riverside County Fire Department (RCFD) in conjunction with CalFire for Citywide fire protection, emergency medical services, and fire safety education. Additionally, the United States Forest Service, a federal agency, manages nearby public land in national forests and grasslands. As shown in Table 4.15-1, *Riverside County Fire Department Stations*, there are two fire stations within the City limits: Station 66 and Station 20. Station 66, located at 628 Maple Avenue, is staffed 24/7 with career firefighters and would provide initial response. Station 66 has one staffed Type 1 engine, one Type I engine (unstaffed reserve), and one squad unit (also not staffed) and can respond within 7 minutes to the proposed entrance of the Project site. (Dudek, 2022). RCFD engine companies are also advanced life support paramedic assessment units. Riverside County resources include 30 battalion chiefs, two medical squads, eight truck companies, and two hazmat units (City of Beaumont, 2020b, pp. 5.14-2).

Secondary response would be provided from RCFD Station 20, which is located at 1550 E. 6th Street in Beaumont, and can respond within approximately 9 minutes to the Project entrance. Beaumont Station 20 has one staffed Type 1 engine, two staffed Type 3 engines, and a state-owned dozer and dozer tender. According to the Final Municipal Services Review (prepared by the Riverside Local Agency Formation Commission) published in 2017, the City is in discussions with a private landowner to dedicate five acres in the western area of the City for a fire station (City of Beaumont, 2020b, pp. 5.14-2).



**Table 4.15-1 Riverside County Fire Department Stations**

Station No.	Location	Equipment (Engine Number)	Staffing <sup>1</sup>	Maximum Travel Distance**	Travel Time <sup>2</sup>
66	628 Maple Avenue Beaumont, CA 92223	E66	One staffed Type 1 engine; three staff total.	3.7 miles	6.94
20	1550 E. 6th Street Beaumont, CA 92223	E20, E3160, E3170	One staffed Type 1 engine, two staffed Type 3 engines; 11 staff total.	5.0 miles	9.15

<sup>1</sup> Staffing levels from 2016 RCFD Tri Data Report.

<sup>2</sup> Assumes travel distance and time to the Project site entrance under current conditions.

Source: (Dudek, 2022, Table 5)

Within the area’s emergency services system, fire and emergency medical services are also provided by other Riverside County Fire Stations. Generally, each agency is responsible for structural fire protection and wildland fire protection within their area of responsibility. However, mutual aid agreements enable non-lead fire agencies to respond to fire emergencies outside their district boundaries. In the Project area, fire agencies cooperate under a statewide master mutual aid agreement for wildland fires. There are also mutual aid agreements in place with neighboring fire agencies and typically interdependencies that exist among the region’s fire protection agencies for structural and medical responses; these are primarily associated with the peripheral “edges” of each agency’s boundary (Dudek, 2022).

**2. Calls for Service and Response Times**

According to the RCFD 2016 TriData Report, units should travel to calls within the defined response time goal for the appropriate population density classification 80% of the time. As noted in the report, Station 66 was in compliance of meeting the defined response time 81.4% of the time and Station 20 was in compliance 83.9% of the time. Additionally, areas that have fewer units available or are farther from neighboring stations are more impacted than others by an increase in emergency calls. They have greater workload sensitivity—as the workload increases their ability to meet the demand decreases. Station 66 is considered to have a low sensitivity workload, and Station 20 is considered to have moderate sensitivity, both with the capacity for more workload (Dudek, 2022).

Based on the 2017 RCFD Annual Report, the following shows the per capita data for 2017 from RCFD calls within their jurisdiction:

- Total population served by: 46,712 (as of 2015, RCFD 2016 TriData Report)
- Total annual calls: 3,225. Per capita call generation: 0.07
- Total annual fire calls, including structure, vegetation, vehicle fires, and other fire calls (2.60% of total calls): 84. Per capita call generation: 0.002



- Total annual Emergency Medical Services (75% of total calls): 2,429. Per capita call generation: 0.052
- Total other calls (Rescue, Traffic Collisions, Hazardous Materials, Public Service, etc.; 22.1% of total calls): 712. Per capita call generation: 0.015 (Dudek, 2022)

***B. Police Protection Services***

Under existing conditions, the Project site places no demand on the police department because the Project site is undeveloped and vacant. The Beaumont Police Department (BPD) provides police services to the Project site. The Beaumont Police Department Station is located at 660 Orange Ave, Beaumont (approximately 3.6 roadway miles east of the Project site) (Google Earth, 2021). BPD currently operates with a total of 38 sworn staff members and includes: patrol officers, detectives, and a sergeant; task force members; motor officers; community policing team member; multiple enforcement team members; and a K-9 unit. Additionally, the BPD staffs a total of 18 non-sworn staff members which includes: three animal control officers (Beaumont and two City contracts); one tribal contract; one code enforcement officer; one police analyst; one support services supervisor; eight dispatchers; one training manager, two records staff, and one evidence clerk. (City of Beaumont, 2020b) BPD has a three-minute response time objective. As of 2017, the BPD met this goal with average response times of three minutes for in-progress calls (City of Beaumont, 2020a).

***1. Crime Statistics and Calls for Service***

Crime statistics and calls for service gathered by BPD from 2017-2020 are listed below in Table 4.15-2, *2018-2020 Crime Statistics*. As shown, the number of crimes rose in 2018 and 2019, but decreased significantly in 2020. Similarly, calls for services increased between 2018 and 2019, but decreased in the following year. BPD’s response time goal for emergency call is less than 4 minutes and varies based on priority for non-emergency calls.

**Table 4.15-2 2018-2020 Crime Statistics**

	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Homicide	1	0	2	2
Rape	13	12	11	6
Robbery	10	12	27	15
Felony Assaults	111	130	28	48
Arson	1	1	9	4
Burglary	142	126	132	74
Larceny	407	430	411	4
Vehicle Theft	36	94	159	74
<b>Total</b>	<b>721</b>	<b>805</b>	<b>779</b>	<b>227</b>
<b>Calls for Service</b>	<b>19,519</b>	<b>19,594</b>	<b>20,715</b>	<b>10,205</b>



Officer Initiated	17,425	14,741	10,360	3,464
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Sources: (BPD, 2018; BPD, 2019; BPD, 2020)

**C. School Services**

Under existing conditions, the Project site places no demand on the public school system because the Project site is undeveloped and vacant. The Project site is within the attendance boundaries of Beaumont Unified School District (BUSD). Currently, BUSD operates seven elementary schools, two middle schools, one high school, two alternative high schools and an extensive preschool and adult education program (City of Beaumont, 2020a, p. 187).

The elementary schools serving the Project site are Tournament Hills Elementary School, located at 36611 Champions Drive, Beaumont, and Three Rings Ranch Elementary School, located at 1040 Claiborne Avenue, Beaumont. The middle school serving the Project site is Mountain View Middle School, located at 200 West Cougar Way, Beaumont. The high school serving the Project site is Beaumont High School located at 39139 Cherry Valley Boulevard, Beaumont (BUSD, 2021).

**1. Capacity and Enrollment**

As shown in Table 4.15-3, *BUSD School Capacity and Enrollment (2020-2021)*, there is adequate capacity at all school levels for the 2020/2021 school year. In the next five years, BUSD expects to continue experience growth. The BUSD’s 2021 School Facility Needs Analysis identifies that BUSD can expect an additional 11,695 residential units through calendar year 2045 (SDFA, 2021).

**Table 4.15-3 BUSD School Capacity and Enrollment (2020-2021)**

School Level	2020/2021 Facility Capacity	2020/2021 Student Enrollment	Capacity Excess or (Shortage)
Elementary (Grades K-6)	5,577	5,226	351
Middle School (Grades 7-8)	2,957	2,636	321
High School (Grades 9-12)	3,325	3,290	35
<b>Total</b>	<b>11,859</b>	<b>11,152</b>	<b>707</b>

Source: (SDFA, 2021, Table 9)

**D. Parks**

Under existing conditions, the Project site places no demand on the County and City park systems because the Project site is undeveloped and vacant. As described in the Section 4.16, *Recreation*, of this EIR, the Project site does not currently contain any public parkland or public recreational facilities and is not proposed to contain any such facilities in the future. The nearest recreational facilities to the Project site include:

Noble Creek Park located approximately 3.0 miles northeast of the Project site; City of Beaumont Sports Park located approximately 3.7-mile northeast of the Project site; Palmer Park located



approximately 1.3 miles north of the Project site, and Trevino Park located approximately 1.5 miles northeast of the Project site. Refer to EIR Section 4.16, *Recreation*, for a more detailed discussion regarding parks and recreational facilities in the region.

**E. Other Public Facilities**

Under existing conditions, the Project site places no demand on the County library system because the Project site is undeveloped and vacant. Upon annexation into the City, the Project site would be served by the Beaumont Library District (BLD), which provides library services to the City of Beaumont, unincorporated Cherry Valley, part of the City of Banning, and unincorporated areas of Riverside County. The Beaumont Library, located at 125 E. 8<sup>th</sup> Street (approximately 3.2 roadway miles east of the Project site), currently serves over 80,000 residents in these areas. Beaumont Library provides services for adults as well as children and teens with a total of 56,745 volumes and has 14,490 registered borrowers utilizing the collections. As of the most recent data published for 2015, the library circulated approximately 64,300 children's books and 30,250 adult books, in addition to other items such as DVDs, audio books, and use of library equipment. Currently, the Library building is about 12,000 square feet or 0.17 square feet per capita. Over the last several years, architectural plans and drawings for a building totaling slightly more than 40,000 square feet have been developed. (City of Beaumont, 2020a)

**4.15.2 NOTICE OF PREPARATION/SCOPING COMMENTS**

A Notice of Preparation for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to public services.

**4.15.3 REGULATORY FRAMEWORK**

The following is a brief description of the federal, State, regional, and local environmental laws and related regulations related to public services.

**A. State**

**1. Fire Protection Services**

**Public Resources Code Sections 4290-4299**

This portion of the Public Resources Code requires minimum statewide fire safety standards pertaining to: road standards for fire equipment access; standards for signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fuel breaks and greenbelts. With certain exceptions, all new construction in potential wildland fire areas is required to meet the statewide standards. State requirements, however, do not supersede more restrictive local regulations.



Public Resources Code Sections 4102-4127 - State Responsibility Areas (SRAs)

Public Resources Code Section 4102 specifies that “‘State responsibility areas’ means areas of the state in which the financial responsibility of preventing and suppressing fires has been determined by the [State Fire] Board pursuant to Section 4125, to be primarily the responsibility of the state.” These areas may contain state or privately-owned forest, watershed, and rangeland. Sections 4126-4127 of the Public Resources Code further specify the standards that define what does and does not constitute an SRA. The Project is currently located in a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone within an SRA by the Riverside County General Plan and CalFire.

California Code of Regulations (CCR) Title 24, Parts 2 and 9 – Fire Codes

Part 2 of Title 24 of the CCR refers to the California Building Code which contains complete regulations and general construction building standards of State of California adopting agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, Chapter 7A, “Materials and Construction Methods for Exterior Wildfire Exposure,” in the 2010 California Building Code addresses fire safety standards for new construction and Section 701A.3.2 addresses “New Buildings Located in Any Fire Hazard Severity Zone.”

CCR Title 14 – Natural Resources

These regulations constitute the basic wildland fire protection standards of the California Board of Forestry. They were prepared and adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development within SRAs. Among other things, Title 14 requires the design and construction of structures, subdivisions, and developments in an SRA provide for basic emergency access and perimeter wildfire protection measures (fire fuel modification zones, etc.).

California Government Code (CGC) Sections 51178-51179 – Very High Fire Hazard Severity Zones

Section 51178 specifies that the Director of CalFire, in cooperation with local fire authorities, must identify areas that are Very High Fire Hazard Severity Zones (VHFHSZs) in Local Responsibility Areas (LRAs), based on consistent statewide criteria and the expected severity of fire hazard. It further specifies that VHFHSZs “shall be based on fuel loading, slope, fire weather and other relevant factors,” including areas subject to Santa Ana winds which are a “major cause of wildfire spread.” Section 51179 states that a local agency must also designate (and map) the VHFHSZs in its jurisdiction by ordinance. Other portions of the Government Code outline when a local agency may use its discretion to exclude areas from VHFHSZ requirements or add areas not designated by the State of California to its VHFHSZ areas.



CGC Section 51182 – Defensible Space

Pursuant to this code, a person who “owns, leases, controls, operates or maintains an occupied dwelling or occupied structure in, upon or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land or land that is covered with flammable material” in a very high fire hazard severity zone designated by the local agency pursuant to Section 51179, shall at all times maintain a specified amount of “defensible space” to protect structures in high fire hazard areas.

CGC Section 66474.02

Before approving a tentative or parcel map for land within a SRA or VHFHSZ, as defined in Section 51177, the local agency must (subject to certain limited exceptions) find that (1) the subdivision and each lot within it are consistent with applicable state fire regulations, (2) state or local fire protection services will be available, and (3) to the extent practicable, ingress and egress meet state and local fire emergency access requirements.

Health and Safety Code Section 13159.5

Senate Bill 190 was signed into law October 2, 2019, and requires the Office of the State Fire Marshal to develop; in consultation with representatives from local, state, and federal fire services, local government, building officials, utility companies, the building industry, insurers and insurance research organizations, and the environmental community; a model defensible space program to be made available for use by a city, county, or city and county in the enforcement of the defensible space provisions. The bill also adds Health and Safety Code Section 13159.5 to require the Office of the State Fire Marshal to development and make available on its website a Wildland-Urban Interface Fire Safety Building Standards Compliance training intended for use in the training of local building officials, builders, and fire service personnel.

Public Resources Code Section 4213 - Fire Prevention Fees

Pursuant to Public Resources Code Section 4213, in July of 2011, the State of California began assessing an annual “Fire Prevention Fee” for all habitable structures within the State’s Responsibility Area (SRA) to pay for fire prevention services. The SRA is the portion of the state where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within incorporated city boundaries, Tribal or federally owned land. As of 2013, the fee is up to \$150 per habitable structure (i.e., a building that can be occupied for residential use, which does not include incidental buildings such as detached garages, barns, outdoor bathrooms, sheds, etc.).

2. *School Services*

Assembly Bill (AB) 16

In 2002, AB 16 created the Critically Overcrowded School Facilities program, which supplements the new construction provisions within the School Facilities Program (SFP). The SFP provides State of California funding assistance for new facility construction projects and modernization projects. The Critically Overcrowded School Facilities program allows school districts with critically overcrowded



school facilities, as determined by the California Department of Education (CDE), to apply for new construction projects in advance of meeting all SFP new construction program requirements. Districts with SFP new construction eligibility and school sites included on a CDE list of source schools may apply.

Leroy F. Greene School Facilities Act of 1998 (Senate Bill [SB] 50)

Senate Bill 50 (SB 50) was enacted by the State Legislature in 1998, which amended existing state law governing school fees. In particular, SB 50 amended prior California Government Code (CGC) Section 65995(a) to prohibit state or local agencies from imposing school impact mitigation fees, dedications, or other requirements in excess of those provided in the statute in connection with “any legislative or adjudicative act...by any state or local agency involving...the planning, use, or development of real property....”

The legislation also amended CGC Section 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “legislative or adjudicative act [involving] the planning, use or development of real property.” Further, SB 50 established the base amount of allowable developer fees: \$1.93 per square foot for residential construction and \$0.31 per square foot for commercial. These base amounts are commonly called “Level 1 fees” and are the same caps that were in place at the time SB 50 was enacted. Level 1 fees are subject to inflation adjustment every two years.

In certain circumstances, for residential construction, school districts can impose fees that are higher than Level 1 fees. School districts can impose Level 2 fees, which are equal to 50% of land and construction costs if they: (1) prepare and adopt a school needs analysis for facilities; (2) are determined by the State Allocation Board to be eligible to impose these fees; and (3) meet at least two of the following four conditions:

- At least 30% of the district’s students are on a multi-track year-round schedule.
- The district has placed on the ballot within the previous four years a local school bond that received at least 50% of the votes cast.
- The district has passed bonds equal to 30% of its bonding capacity.
- Or, at least 20% of the district’s teaching stations are relocatable classrooms.

Additionally, if the State of California’s bond funds are exhausted, a school district that is eligible to impose Level 2 fees is authorized to impose even higher fees. Commonly referred to as “Level 3 fees,” these fees are equal to 100% of land and construction costs of new schools required as a result of new developments.

**B. Local**

**1. City of Beaumont General Plan**

The General Plan identifies goals related to public services throughout its elements. The Project-applicable goals and policies and a discussion of the Project’s consistency are discussed in Table 4.11-



1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*. The specific General Plan policies related to utilities and service system that are relevant to the Project are as follows:

*Goal 7.10 Access to high-quality education and community services for all residents.*

Policy 7.10.1 Work with the Beaumont Unified School District to anticipate potential adjustments in new student enrollment and potential impacts on existing schools.

*Goal 9.1 A City with a high standard of law enforcement services that has a focus on community-based crime prevention.*

Policy 9.1.1 Maintain sufficient levels of City law enforcement services and facilities to support existing residents and future growth. Coordinate with the Riverside County Sheriff in its efforts to provide adequate law enforcement services within the City's Sphere of Influence.

*Goal 9.2 A City with improved community safety and reduced opportunities for criminal activity through appropriate physical design.*

Policy 9.2.1 Implement Crime Prevention Through Environmental Design (CPTED) principles with:

- Site design techniques that maximize natural surveillance and reduce the potential for criminal activity.
- Policies and regulations that encourage a mixture of compatible land uses to promote visibility and higher levels of activity and increase the safety of public use areas and of pedestrian travel.
- Improve lighting and nighttime security across all City neighborhoods, especially in existing or potential crime problem areas.
- Involve the City's Police Department in the development review process for evaluation of building and site plan vulnerabilities to criminal activities, especially for public areas within developments.

*Goal 9.5 A City with enhanced fire and emergency response services.*

Policy 9.5.1 Ensure that the locations of new and existing fire protection facilities provide a consistent level of service across the City. Fund and support new fire stations, personnel, and equipment as needed to meet NFPA and County Fire response standards. Partner with CAL FIRE to establish minimum staffing levels for each fire company or each duty shift.



Policy 9.5.2 Increase Fire Department resources and facilities to the western portion of Beaumont to decrease current response times to the targeted response time of five minutes.

Policy 9.5.3 Provide an adequate level of paramedic service for emergency medical aid for patients.

2. *City of Beaumont Municipal Code*

The City of Beaumont Municipal Code identifies polices related to public services. The specific Municipal Code policy that is relevant to the Project is as follows:

**Title 3 – Revenue and Finance.** Title 3 enables the City to charge fees for licenses and permits and other certain services are provided by the City. The fees, charges, and taxes are used for the purpose of raising revenue, providing police regulation, and protecting the public health, safety, and welfare. The City Development Related Fee Schedule adopted July 1, 2020 shows fees for Fire Protection, Police Facilities, and Public Facilities.

**Chapter 3.36 – Emergency Preparedness Facilities Fees.** City Council finds that the cumulative impact of all new development under the General Plan will result in population growth that will overwhelm the City’s ability to temporarily care for and shelter victims of disaster and other emergencies. To prevent these undesirable consequences, Emergency Preparedness Centers must be provided at a rate which will accommodate the expected growth in the City. The City Council acknowledges that the demand for such Center is shared by new development as well as by existing development. The proposed facilities fee apportions the cost of the necessary public improvements among the different categories of new and existing users according to the reasonably estimated demand that each group of users places upon such facilities.

**Chapter 15.20 – Fire Code.** The California Fire Code, Title 24, California Code of Regulations, Part 9, including Chapter 1, Division II – Scope and Administration, except that Section 103.2 and 109. 3 are not adopted, and Chapters 3, 25, and Sections 403.12, 503, 510.2, and 1103.2 are adopted, including any and all amendments set forth in Chapter 15.20, including any and all amendments thereto that may hereafter be made and adopted by the State of California, is adopted as the City Fire Code.

**4.15.4 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section XIV of Appendix G to the CEQA Guidelines, the Project would result in a significant impact to public services if the Project or any Project-related component would:

- a. *Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental*



*facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

- i. Fire Protection Services;*
- ii. Police Protection Services;*
- iii. School Services;*
- iv. Parks; or*
- v. Other Public Facilities*

#### 4.15.5 IMPACT ANALYSIS

***Threshold a:*** *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

- i. Fire Protection Services;*
- ii. Police Protection Services;*
- iii. School Services;*
- iv. Parks; or*
- v. Other Public Facilities*

The Project would allow for the development on the Project site of a maximum of 246,000 square feet (sf) of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses. The Project would provide 124.7 acres of open space to accommodate landscaped manufactured slopes, fuel modification areas, and natural open space as a buffer to adjacent conservation area and 152.4 acres of open space – conservation. The Project does not include construction of new fire station, police, school, public park or recreation or other public facilities.

The Project impacts would arise from the construction and operation of commercial and industrial uses at the Project site. The Project does not propose the construction of new homes or dwelling units that would directly introduce new residents to the area. Additionally, the Project’s employment generation would not induce substantial residential population growth in the area because: 1) it is anticipated in the business growth projections of the City, 2) it would contribute to a more balanced job-housing ratio, and 3) the Project would result in service-oriented and industrial-oriented jobs, which are anticipated to attract employees from City and surrounding area (see Section 4.14, *Population and Housing*, of this EIR). The Project would supply employment opportunities to people already residing in the area.

##### **A. Fire Protection Services**

The Project is currently located in the jurisdiction of the County of Riverside, and as it is unincorporated, is in a State Responsibility Area and serviced by the RCFD. The Project site is



classified as a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) within a SRA. With implementation of the Project, the Project site would be annexed into the City of Beaumont. Development of the Project is expected to create the typical range of fire and emergency service calls, and would increase call volumes, which impacts response times for emergency and non-emergency services. As stated, the RCFD provides fire protection services to the Project area.

Following annexation, the Project site would continue to be primarily served by the Riverside County Fire Station (Station No. 66), an existing station located approximately 3.6 roadway miles east of the Project site and secondarily served by Station 20, located approximately 5 roadway miles east of the Project site (Google Earth, 2021). As discussed previously, Station 66 is considered to have a low sensitivity workload, and Station 20 is considered to have moderate sensitivity with the capacity for more workload.

Development of the Project would impact fire services by placing an additional demand on existing RCFD resources and personnel but would not increase the level of personnel or resources beyond that currently provided by these stations.

Based on the per capita data from Section 4.15.1A.2) above, the estimated annual emergency call volume generated by the Project was calculated. As discussed in Section 4.14, *Population and Housing*, the Project is estimated to generate approximately 5,456 permanent jobs at Project buildout. The number on site at any given time may likely be half the estimated employee population, due to employee shift work, estimated transient population and operating hours of individual businesses. Based on this information, the total maximum estimated total population (which includes employees and transient use) of the Project site at any given time, is projected to be 2,728 persons. Based on this population estimate, the calculated call volumes by type of call are provided in 0,

*Project Estimated Call Volumes*, which shows the estimated annual call volumes.

**Table 4.15-4 Project Estimated Call Volumes**

Type of Call	Per Capita Call Generation Factor	Number of Estimated Annual Calls (2,728 persons)
Total Other	0.015	41
Total Fire	0.002	6
Total EMS	0.052	142
<b>Total</b>	<b>0.07</b>	<b>191</b>

Source: (Dudek, 2022)

Based on the assumptions above, the Project development is estimated to increase call volume up to 191 calls per year (4 calls per week or 16 calls per month). In 2017, Fire Stations 66 and 20 had a combined emergency responses of 4,943 calls per year (1,982 and 2,961 respectively), or 5.43 and 8.11



calls per day per station, respectively. The level of service demand for the Project raises overall call volume, but is not anticipated to impact the existing fire stations to a point that they cannot meet the demand. For perspective, five calls per day are typical in an urban or suburban area. A busy fire station company would be one with 10 to 15 or more calls per day. Upon buildout of the Project site, Fire Station 66 could respond to an additional 4 calls per week, although the number will likely be lower than that based on the conservative nature of the population and calls per capita data used in this estimate. (Dudek, 2022)

Therefore, considering the existing firefighting resources available in the City, implementation of the Project is not expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact. Additionally, Project development would occur in an area of the City already served by RCFD; therefore, the Project would not result in an expansion of RCFD's service area. In the event of an emergency within the Project site that requires more resources than the primary fire stations that serve the area could provide, RCFD would direct resources to the site from other RCFD stations nearby.

A number of California regulations, including Public Resources Code Sections 4290-4299 and California Government Code (CGC) Section 51178, also would apply to the Project and would address fire safety. In particular, these regulations require minimum state-wide fire safety standards pertaining to: roads for fire equipment access; signage for identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and, fire fuel breaks. In addition, they set fire safety standards for all buildings and structures in, or adjoining, mountainous areas, or forest-, brush- or grass-covered lands or any land covered with flammable material to protect property from wildland fires. Furthermore, in order to offset the increased demand for fire protection services, the Project would be conditioned by the City to provide fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, and paved access.

Implementation of the Project would result in an increase in calls for service; however, RCFD has indicated that this increase would not adversely impact RCFD's existing resources or impose a requirement for additional facilities over and above current facilities. Moreover, the Project would be required to pay a development impact fee (DIF) to the City to assist in providing for future fire protection facilities, including fire stations. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and fire station construction when they are needed.

The Project is also required to comply with Beaumont Municipal Code Chapter 3.36, which requires payment of a development mitigation fee prior to issuance of building permits to assist in providing revenue that the City can use to improve Emergency Preparedness Center to offset the incremental increase in the demand for public services that would be created by the Project. Because the Project does not include construction of new fire station facilities and does not generate a need for additional facilities and the Project Applicant will pay fees that will provide its fair share of future fire and EMS



needs established by the City. Project-related impacts to fire protection services are evaluated as less than significant.

**B. Police Protection Services**

The Project is currently located in the jurisdiction of the County of Riverside and is served by the Riverside County Sheriff's Department. With implementation of the Project, the Project site would be annexed into the City of Beaumont and would be served by the City of Beaumont Police Department (BPD). Buildout of the Project would increase demands for police protection services in the Project area. During the construction and operation of the Project, the need for police services is expected to grow due to the increase in employment and associated potential for additional crime and accidents. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. After construction, the Project is anticipated to generate a typical range of police service calls as similar developments, such as vehicle burglaries, disturbances, and driving under the influence.

The increase in demands on police services resulting from the implementation of the Project would not adversely impact BPD's existing resources. There are currently no staffing or equipment deficiencies in the service area. The increase in potential services needed would not require the construction of a new police station or improvements to the existing station that serves the Project site. Implementation of the Project would result in an increase in calls for service; however, BPD has indicated that this increase would not adversely impact BPD's existing resources. BPS is currently expanding into an additional off-site facility to accommodate growth and develop a downtown bike patrol program. Additionally, BPD has indicated that as the City population continues to grow, BPD is anticipating an 8% increase in sworn personnel and 12% increase in support staffing.

Moreover, the Project would be required to pay DIF fees to the City to assist in providing for future police protection facilities, including police stations. Because the Project does not include construction of new police facilities and does not generate a need for additional facilities, and the Project Applicant will pay Police Facilities Development fees that will provide its fair share of future police needs established by the City, increases in demands for police protection resulting from implementation of the Project would not have significant impacts on BPD services.

**C. School Services**

As stated previously, there is adequate capacity under current conditions for all school levels for the 2021/2022 school year. Moreover, the Project would be required to pay development impact fees to BUSD. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. BUSD would be able to collect these school impact fees pursuant to SB 50. The State Legislature has declared that the payment of those fees constitutes full mitigation for the impacts generated by new development, per Government Code Section 65995. Because the Project does not include construction of new school facilities and does not generate a need for additional facilities and the Project applicant will pay fees that are deemed by State legislation to provide mitigation, the Project would not have an impact on school services.



**D. Parks**

As described in further detail in Section 4.14, *Population and Housing*, of this EIR, the Project would not directly or indirectly induce population growth. Employees and visitors who visit the Project site would have access to several recreational amenities on site. Due to the availability of active and passive recreational amenities and entertainment proposed on site, the potential for employees and visitors to travel to existing City parks during breaks or before and after business operations is low. Employees and visitors who may occasionally use the City's neighborhood parks, regional parks, or other recreational facilities, would not cause a substantial deterioration of park facilities. The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreational facilities or the need for new or physically altered parks or recreational facilities. Refer to Section 4.16, *Recreation*, for further discussion.

**E. Other Public Facilities**

As previously stated, development of the Project would not result in an increase in the population of the Project area. Therefore, the Project would not increase the demand for other public facilities, including library services which would require the construction of new or expanded public facilities. The Beaumont Library is owned and operated by BLD, not the City, and is funded by property taxes, contributions from individuals, and foundations. Development under the Project would result in the conversion of vacant land to commercial and industrial development, which in turn will increase property tax revenue to the BLD. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities and no impact would occur.

**4.15.6 CUMULATIVE IMPACT ANALYSIS**

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development within the City and its Sphere of Influence, listed in Table 4.0-1, *Cumulative Development Land Use Summary*.

**A. Fire Protection Services**

Residential and employment population increases and associated increases in the demand for public services have been taken into account in long-range planning efforts on behalf of the City of Beaumont and the agencies providing public services to the area.

As would the Project, related projects within the City of Beaumont would also be required pay DIF fees to their respective cities to assist in providing for fire protection facilities, including fire stations. Increased property and sales tax from future new developments would provide additional funding for any capital improvements necessary to maintain adequate fire protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion of facility improvements, RCFD would be able to ensure that its performance objectives are consistently met. In addition, compliance with the existing regulations would maintain adequate access within the Project site, which further ensures an adequate level of service for fire protection and emergency services to visitors and



workers in the Project site. Furthermore, individual development projects pursuant to the City's General Plan would be reviewed by the City and RCFD and would be required to comply with all applicable building code and other code requirements in effect at the time building permits are issued. Therefore, the Project's increased demand for fire protection services, in conjunction with the increased demand for cumulative development pursuant to the City's General Plan, would not result in significant cumulative impacts.

***B. Police Protection Services***

Local population growth would result in an increased demand for public services and facilities, including law enforcement. Service providers would continue to evaluate levels of service and potential funding sources to meet demand. The City performs long-range planning for the provisions of public services and facilities based on its growth projections, which are revised over time and includes areas within the City's sphere of influence. Through assessments of the City's capital improvement needs and annual budget review process, police department needs are assessed, and budget allocations are revised accordingly to ensure that adequate levels of police services, including police protection facilities, equipment, and/or personnel, are maintained throughout the City.

As would the Project, related projects within the City would also be required to pay DIF fees to the City to assist in providing for police protection facilities, including police stations. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate police protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements on parcels assumed for development in the City's General Plan, BPD would be able to ensure that its performance objectives are consistently met. Furthermore, individual development projects pursuant to the City's General Plan would be reviewed by the City and would be required to comply with the requirements in effect at the time building permits are issued.

Therefore, the demand for police services would not be adversely affected by the Project in conjunction with cumulative development pursuant to the City's General Plan. No significant cumulative impacts related to police services are anticipated.

***C. School Services***

Cumulative development in the BUSD service area, including the related projects, may generate a substantial increase in student population in BUSD schools. Assuming BUSD's enrollment increases, administrators will need to seek short-term and long-term remedies to accommodate those added students. In recognition of these conditions, the State Legislature provided authority for school districts to assess impact fees for both residential and nonresidential development projects. Those fees, as authorized under Education Code Section 17620(a) and Government Code Section 65995(b), are collected by municipalities at the time building permits are issued and conveyed to the affected school district in accordance with a defined fee structure, and the payment of these fees constitutes full mitigation for the impacts generated by new development, per Government Code Section 65995.



Since the Project would have no impact on school services and cumulative development must pay appropriate impact fees, no cumulative impact would occur as a result of the implementation of the Project in conjunction with other area-wide development activities. Cumulative project impacts would be less than significant.

**D. Other Public Facilities**

Cumulative population growth within the service area as a result of the related projects will likely increase the demand for library services. Funding for library services is from by property taxes, contributions from individuals, and foundations. Therefore, as new developments within the service area of BLD occur, property tax would increase in rough proportion, consequently increasing property tax revenue to the BLD towards library services.

The Project does not include any residential land uses and, therefore, is not expected to result in any additional significant demand for libraries. As concluded in the City's General Plan DEIR, development and redevelopment in the City will result in increased tax revenue to BLD and impacts to library facilities are considered less than significant. Therefore, cumulative project impacts would be less than significant.

**4.15.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION**

Threshold a: Less than Significant. Implementation of the Project would result in an increased requirement for fire and police protection services. However, considering the existing resources available, the Project is not expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact.

Development of the Project would not result in an increase in the population of the Project area and therefore would not increase the demand for schools, parks or libraries, which would require the construction of new or expanded public facilities. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities and no impact would occur.

**4.15.8 MITIGATION**

No mitigation is required. Impacts would be less than significant and mitigation is not required.

**4.15.9 SIGNIFICANCE OF IMPACTS AFTER MITIGATION**

Impacts would be less than significant and mitigation is not required.



## 4.16 RECREATION

This section provides an overview of the existing parks and recreational facilities that exist within the Project vicinity and that could potentially be indirectly physically affected by implementation of the Project. The analysis herein is based on City of Beaumont (“City”) General Plan Community Facilities and Infrastructure Element and the City of Beaumont Municipal Code. Additional references used for this section are listed in Section 7.0, *References*.

### 4.16.1 EXISTING CONDITIONS

#### A. State Parks

The nearest California State Park is San Timoteo Canyon located approximately 2.9 miles west of the Project site. Additionally, Wildwood Canyon is located approximately 5.8 miles north of the Project site. Both San Timoteo Canyon and Wildwood Canyon features hiking trails, horseback riding, picnic areas, nature and wildlife viewing, and geocaching (CDPR, 2020; Google Earth, 2021).

#### B. Regional and Local Parks

The following information is summarized from the City’s General Plan Community Facilities and Infrastructure Element. Park and recreation services for the City are provided by the City and the Beaumont-Cherry Valley Recreation and Park District (BCVRPD). BCVRPD is a Special District within the City.

There are two (2) regional parks that serve the City, and the City owns and operates eighteen (18) existing parks, including several baseball/softball fields and two soccer fields, within the City’s limits. Additionally, eight (8) future parks are planned within the City’s limits. There is a demand for multi-use recreational fields to accommodate soccer, football, and baseball leagues throughout the City. Thirteen other private parks are provided and maintained by various Homeowners Associations (HOA).

As shown in Table 4.16-1, *Existing Park and Recreational Facility Inventory in Beaumont*, the City owns 140.69 acres of parkland and the various HOAs together own and maintain about 142.2 acres. BCVRPD operates approximately 60.5 acres of parks within the City limits, including Noble Creek Park, which includes a 20-acre sports park a dog park and a one-mile walking trail, and is highly utilized by all sports leagues in the City. BCVRPD also operates the Beaumont Women’s Club facility, which supports community activities. Together with the 60.5 acres maintained by the BCVRPD, there are a total of 343.4 acres of publicly- and privately-owned parkland within the City. Additionally, Figure 7.1, Park and Recreational Facilities, of the City’s General Plan identifies all the City’s existing and planned future parks.



**Table 4.16-1 Existing Park and Recreational Facility Inventory in Beaumont**

<b>Ownership</b>	<b>Facility</b>	<b>Location</b>	<b>Acres</b>
City	Three Rings Ranch Park	Claiborne Avenue & Brookside Lane	7
City	Albert A Chatigny Sr. Community Recreation Center	1310 Oak Valley Parkway	2.6
City	Beaumont Civic Center	550 E 6th Street	5.78
City	De Forge Park	Seneca Springs Parkway	12
City	Fallen Heroes Park	Oak View Drive & Iris Street	15
City	Mountain View Park	Sundance Circle	5
City	Nicklaus Park	11270 Palmer Avenue	22
City	Palmer Park	Palmer Avenue & Trevino Trail	5
City	Rangal Park	4th & B Street	5
City	Seneca Springs Park	Malaga Avenue	5
City	Shadow Hills Park	Park Way Drive	3.9
City	Beaumont Sports Park	39200 Brookside Avenue	20
City	Stetson Park	Monte Verde Drive	7
City	Stewart Park	985 Maple Avenue	15
City	Sunny Hills Park	Cougar Way	0.32
City	Trevino Park	Cherry Valley Blvd & Trevino Trail	7
City	Veteran's Park	California & 7th Street	0.09
City	Wild Flower Park	Tulip Circle	3
<b>City Subtotal</b>			<b>140.69</b>
BCVRPD	Noble Creek Community Park	390 Oak Valley Parkway	60
BCVRPD	Beaumont Women's Club	306 E 6th Street	0.5
<b>BCVRPD Subtotal</b>			<b>60.5</b>
HOA	The Canyon Club (Fairway Canyon)	36189 Champions Drive	3.92
HOA	Tournament Hills 1 Park 1	Champions Drive	7.16
HOA	Tournament Hills 1 Park 2	Amateur Way	7.35
HOA	Tournament Hills 2 Park	Links man Dr	3.12
HOA	The Lodge (Four Seasons Rec Center 1)	1518 Four Seasons Circle	10.4
HOA	The Summit (Four Seasons Rec Center 2)	370 Four Seasons Circle	2.4
HOA	Four Seasons Trails/ Open Space Corridors	Four Seasons Community	81.1
HOA	Solera Club House	1615 Fairway Drive	4.32
HOA	Solera Park and Trails	1615 Fairway Drive	16.68
HOA	Sundance PA 45	1380 Mary Lane	3.72
HOA	Sundance PA 51	1650 Croton Street	1.4
HOA	Sundance PA 25	Sunset Place	0.557



<b>Ownership</b>	<b>Facility</b>	<b>Location</b>	<b>Acres</b>
HOA	Sunshine Park	Starlight and Sunburst	0.085
<b>HOA Subtotal</b>			<b>142.2</b>
<b>Total Park Acreage</b>			<b>343.4</b>

Source: (City of Beaumont, 2020)

**2. Public Parks Serving the Project Site**

The nearest existing regional and City-owned parks to the Project site are listed below.

- **Noble Creek Park (regional park):** Noble Creek Community Park, which is located approximately 3.0 miles northeast of the Project site, contains baseball fields, community center, playground, remote controlled car race track, dog park, and tennis court within its approximately 60-acre site.
- **City of Beaumont Sports Park (regional park):** City of Beaumont Sports Park, which is located approximately 3.7 miles northeast of the Project site contains baseball/softball fields, basketball courts, bike trail, parking, picnic areas, playground, restrooms, snack bar, soccer fields, walking track, and water fountains within its 20-acre site.
- **Palmer Park (City-owned):** Palmer Park, which is located approximately 1.3 miles north of the Project site, contains a baseball field, a basketball court, an outdoor grill and picnic area, a playground, and a parking lot within its approximately 5-acre site.
- **Trevino Park (City-owned):** Trevino Park, which is located approximately 1.5 miles northeast of the Project site, contains a baseball field, a grass field, two basketball courts, an outdoor grill and picnic area, a playground, and parking lot within its approximately 7-acre site.

**3. Parkland Standard**

The City’s current park ratio requirement is 5 acres of parkland (and full improvements) per 1,000 residents (City of Beaumont, 2020). Based on the City’s 2020 estimated population of 51,475 (DOF, 2021), the City requires 257.38 acres of parkland to meet parkland ratio requirements. Based on the total acres of all parks and facilities maintained by the City, HOA, and BCVRPD within the City limits, a total of 343.4 acres of parkland is being provided for a current park ratio of 6.52 acres of parkland per 1,000 residents. Therefore, the City currently exceeds required parkland ratios.

In addition, access to parks in Beaumont is generally high. However, while 55% of all residents have access to a park within a quarter mile and 82% have access to a park within a half mile, many park facilities are located within gated or HOA communities. Additionally, while newer residential



developments include parks and/or recreation centers, the older parts of Beaumont such as El Barrio and Downtown have limited access to local parks (City of Beaumont, 2020).

#### **4.16.2 NOTICE OF PREPARATION/SCOPING COMMENTS**

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made on the NOP or during the EIR Scoping Meeting that pertain to recreation.

#### **4.16.3 REGULATORY FRAMEWORK**

The following is a brief description of the state and local environmental laws and related regulations related to recreation.

##### **A. State**

###### **1. *Mitigation Fee Act***

The California Mitigation Fee Act, Government Code Sections 66000, et seq., allows cities to establish fees that are imposed on development projects for the purpose of mitigating the impact that the projects have on the city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act a city must follow four primary requirements: 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; 2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; 3) For fees that have been in the possession of the city for five years or more and for which the dollars have not been spent or committed to a project the city must make findings each fiscal year describing the continuing need for the money; and 4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

###### **2. *California Public Park Preservation Act***

The primary instrument for protecting and preserving parkland in the state is California's Public Park Preservation Act of 1971. Under Public Resources Code Sections 5400 - 5409, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both, are provided to replace the parkland acquired. This ensures no net loss of parkland and facilities.

###### **3. *Quimby Act (California Government Code 66477)***

As part of approval of a final tract or parcel map, the Quimby Act allows a city to require dedication of land, the payment of in-lieu fees, or a combination of both to be used for the provision of parks and recreational services. Cities can require land or in-lieu fees for a minimum of three acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of 5 acres per 1,000 residents if the city already provides more than three acres per 1,000 residents. Assembly Bill (AB) 1191, which was approved by the Governor of California on September 8, 2015, amended the



definition of park and recreation purposes to include land and facilities for the activity of “recreational community gardening,” which activity consists of the cultivation by persons other than, or in addition to, the owner of the land, of plant material not for sale.

**B. Local**

1. *City of Beaumont General Plan*

The General Plan identifies goals related to recreation throughout its elements. The Project-applicable goals and policies and a discussion of the Project’s consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*.

2. *City of Beaumont Municipal Code*

The City of Beaumont Municipal Code identifies policies related to recreation maintenance. The specific Municipal Code policy is as follows:

**Chapter 3.34 – Regional Park, Multipurpose Trail and Open Space and Open Space Facility Fee.** The City Council is advised that the cumulative impact of all new development permitted under the General Plan will exceed the capacity of the two regional parks. To meet the increased demand, facilities at the two regional parks must be upgraded and expanded, and two new regional parks are needed on the east and south sides of the City, connected to existing and future open space by a system of multipurpose trails.

As defined under Section 3.34.020, Development means “new residential unit, including conversion of an existing unit to more than one residential unit” Additionally, Chapter 16.66 of the City of Beaumont Municipal Code also discussed the dedication of parkland or the payment of fees in-lieu pursuant to the Quimby Act. However, as stated in Section 16.66.020, “the provisions of this chapter do not apply to industrial and commercial subdivisions, or to condominium projects or stock cooperatives that consist of the subdivision of air space in an existing apartment building that is more than five years old when no new dwelling units are being added.” Therefore, both the facility fee and dedication of land for park and recreational purposes and payment of in-lieu fees are not applicable to the Project.

**4.16.4 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section XV of Appendix G to the CEQA Guidelines, the Project would result in a significant impact to recreation if the Project or any Project-related component would:

- a. *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;*



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

#### 4.16.5 IMPACT ANALYSIS

***Threshold a:*** *Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The Project proposes a mixture of General Commercial, Industrial, and Open Space and Open Space-Conservation uses. As described in further detail in Section 4.14, *Population and Housing*, of this EIR, the Project would not directly or indirectly induce population growth. As indicated in the City's General Plan, the City identifies residential development as land uses that will contribute to population growth and not industrial and commercial uses. Additionally, the dedication of parkland or the in-lieu payment of fees only applies to residential development and industrial and commercial developments are not viewed as generators of park activity. Therefore, it is not anticipated that the Project would result in an increased demand for recreational facilities. As such, the Project would not result in an increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. However, the Project would introduce development on vacant and undeveloped land, which would generate 5,456 permanent employees and visitors to the Project area.

Employees and visitors who visit the Project site would have access to several recreational amenities on site. The 30.2 acres of General Commercial land uses include a combination of hospitality, restaurant, and recreation commercial uses. The "Activities Park" within the General Commercial land uses would consist of landscaping, seating, video screen walls, and programming for wellness activities such as yoga, movies on the lawn, "biergarten" games, and a large climbing wall. In addition, to encourage social interaction, the Industrial and General Commercial building sites within Project site may include outdoor employee break areas with tables affixed to the ground to provide employees with a location to eat, gather, and enjoy being outside. Shading of these areas would be achieved through a combination of shade trees, umbrellas, or man-made shade structures. Other recreational amenities within the Industrial areas may include, but are not limited to, pedestrian walkways, pocket parks, seating areas, overhead structures, and open space areas.

Due to the availability of active and passive recreational amenities and entertainment proposed on site, the potential for employees and visitors to travel to existing City parks during breaks or before and after business operations is low. Employees and visitors who may occasionally use the City's neighborhood parks, regional parks, or other recreational facilities, would not cause a substantial deterioration of park facilities. Impacts would be less than significant.



***Threshold b: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

1. *On-Site*

The Project would result in the development of General Commercial, Industrial, and Open Space and Open Space-Conservation uses. Approximately 152.4 acres (PA 10) is designated as Open Space - Conservation in order to preserve habitats to be dedicated to the Western Riverside County Regional Conservation Authority (RCA) for inclusion in the Multiple Species Habitat Conservation Plan (MSHCP) Reserve. Approximately 124.7 acres in PA 9 are designated as Open Space to accommodate landscaped manufactured slopes, fuel modification areas, project signage, sewer lift station, optional water tank, and natural open space as a buffer for the Open Space - Conservation area in PA 10.

The Project would provide active and passive recreational opportunities for its future employees and visitors through climbing walls, pedestrian walkways, pocket parks, seating areas, overhead structures, and open space areas. The construction of these recreational facilities would occur within the boundaries of the Project site and would be inherent to the Project's construction phase. The Project's construction impacts are analyzed throughout this EIR and mitigation is incorporated where necessary. As concluded in this EIR, the Project's construction activities would be less than significant. Additionally, future open space and recreational facility development in the Project site would be required to adhere to the development standards and design guidelines of the Project. Therefore, impacts associated with the Project's on-site recreational facilities would be less than significant.

2. *Off-Site*

As stated above, the City currently has a park ratio of 6.52 acres of parkland per 1,000 residents (343.4 acres of parkland in total), exceeding the goal of 5 acres of parkland per 1,000 residents. Implementation of the Project would not introduce new residents into the City (see Section 4.14, *Population and Housing*, of this EIR); therefore, the City's park ratio would remain unchanged with the Project. Implementation of the Project would include adequate recreation and open space facilities and would not cause the deterioration of existing facilities.

Since the City is currently meeting its park ratio requirement and the Project would not increase the residential population in the City (see Section 4.14, *Population and Housing*, of this EIR), there is no need for the construction or expansion of recreational facilities within the City. Therefore, the Project impacts would be less than significant.

#### **4.16.6 CUMULATIVE IMPACT ANALYSIS**

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development within the City and its Sphere of Influence.

The Project does not propose any residential uses or other land use that would result in an increase in population, thereby, increasing the use of existing neighborhood and regional parks or other



recreational facilities. Although there may be a nominal increase in the use of local recreation facilities, Project employees and visitors who do not already reside in the area are not anticipated to utilize local recreational facilities to the extent that physical deterioration would occur or be accelerated, even when considered in the context of cumulative developments in the area. New residential development is required to dedicate parkland or pay in-lieu fees in accordance with Beaumont Municipal Code Section 16.66.020 pursuant to the Quimby Act. In-lieu Parkland fees that are utilized by the City are required to be used for the development and acquisition of park facilities. Moreover, in compliance with the City's Municipal Code Chapter 3.34, residential projects would pay the City's Regional Park, Multipurpose Trail and Open Space and Open Space Facility Fee, which would ensure that improvements to the City's regional parks, multipurpose trail and open space facilities would occur.

Further, the Project would provide active and passive recreational facilities on site, further reducing the frequency of future employees and visitors using the City's existing off-site parks. Other cumulative developments in the local area that involve residential uses would be required to comply with the City's Municipal Code, Chapter 3.34 and Section 16.66 to accommodate the City's anticipated population growth. As such, the Project's contribution to such effects would be de minimus and would be less than significant on both a direct and cumulative basis.

The City currently meets its park ratio of 5 acres of parkland per 1,000 residents. As shown in Table 4.14-5, *Cumulative Projects Population, Housing, and Employment Growth Trends in Beaumont*, the City's General Plan projects a population of 131,949 by 2040. As concluded in the City's General Plan Draft Environmental Impact Report (DEIR), based on the projected population of 131,949, which results in an increase of approximately 82,699 persons, a total of 415 new acres of parkland would be required. With the existing 343.4 acres of parkland and approximately 10,252 acres of open space projected in the City's General Plan, the adoption of the Revised Zoning Ordinance making parks a permitted use in all of City's residential zoning districts, and compliance with Chapter 3.34 of the Beaumont Municipal Code and applicable Beaumont 2040 Plan goals, policies, and implementation measures, impacts regarding maintaining acceptable service ratios and performance standards for park and recreation facilities would be less than significant (City of Beaumont, 2020b, pp. 5.15-18). Therefore, the construction or expansion of recreational facilities would not be required and cumulative impacts would be less than significant.

#### 4.16.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The Project proposes industrial and commercial uses and does not propose residential uses or other land uses the City General Plan and Municipal Code identify as generators of increased demand for neighborhood and regional parks and other recreational facilities. The City is currently exceeding the required parkland ratio and the City's General Plan identifies that it will be able to continue to maintain increases in parkland commensurate with population growth through 2040. Accordingly, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and impacts would be less than significant.



Threshold b: Less than Significant Impact. The Project involves General Commercial, Industrial, and Open Space and Open Space-Conservation uses and would include active and passive recreational facilities for the Project's future employees and visitors. The construction of the Project's proposed recreational facilities is inherent to the Project's construction phase, the impacts of which are evaluated throughout this EIR and mitigation measures are implemented where necessary to reduce Project impacts to less than significant levels. Additionally, the Project does not propose to expand any existing recreational facilities. Therefore, impacts associated with recreational facilities would be less than significant.

#### **4.16.8 MITIGATION**

Impacts would be less than significant and mitigation is not required.

#### **4.16.9 SIGNIFICANCE OF IMPACTS AFTER MITIGATION**

Impacts would be less than significant and mitigation is not required.



## 4.17 TRANSPORTATION

This section assesses transportation impacts resulting from implementation of the Project. Pursuant to Senate Bill (SB) 743, changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt a vehicle miles traveled (VMT) metric as a replacement for automobile delay-based “level of service” (LOS) as the measure for identifying transportation impacts for land use projects. Automobile delay, as measured by LOS and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California are required to use VMT to evaluate project-related transportation impacts. This statewide mandate went into effect July 1, 2020. CEQA Guidelines Section 15064.3, effective January 1, 2019, “describes specific considerations for evaluating a project’s transportation impacts” and provides that, except for roadway capacity projects, “a project’s effect on automobile delay (or LOS)” shall not constitute a significant environmental impact” (CEQA Guidelines Section 15064.3(a)).

The following analysis is based on (1) a traffic impact analysis (TIA) prepared by Urban Crossroads, Inc. (hereafter, Urban Crossroads), titled “Jack Rabbit Trail Specific Plan Traffic Analysis City of Beaumont” dated April 5, 2022, included as *Technical Appendix K1* to this EIR and (2) the report titled “Beaumont Pointe Specific Plan Vehicle Miles Traveled (VMT) Analysis” dated July 28, 2021 included as *Technical Appendix K2* to this EIR (VMT Analysis). Refer to Section 7.0, *References*, for a complete list of references. The information and the conclusions contained in the TIA related to consistency with programs, plans, and polices related to transit, bicycle, and pedestrian facilities; and geometric design features are included in this EIR section; LOS analyses is not required to be analyzed under CEQA and has been excluded.

Notwithstanding the requirements of State law that the VMT method of analysis, rather than LOS, be utilized to determine transportation impacts, the City of Beaumont traffic study guidelines requires a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects. In addition, the trip generation and distribution conclusions in the TIA are utilized elsewhere in this EIR as the basis for calculating the off-site noise and air quality impacts associated with Project generated automobile and truck trips.

### 4.17.1 NOTICE OF PREPARATION/SCOPING COMMENTS

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to transportation. One NOP comment letter from Southern California Association of Governments (SCAG), dated October 14, 2020 (EIR *Technical Appendix A*), addressed the topic of transportation, specifically, the consistency of the Project with the adopted *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal)*. SCAG encourages the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format. SCAG also recommends review of the Final Program Environmental Impact Report for



*Connect SoCal* for guidance, as appropriate. The SCAG *Connect SoCal* consistency analysis is provided in Section 4.8, *Greenhouse Gas Emissions*, and Section 4.11, *Land Use and Planning*.

#### 4.17.2 EXISTING CONDITIONS

The Project site is located immediately south of State Route 60 (SR-60) and west of the Jack Rabbit Trail exit. The only existing paved access to the Project site is via Jack Rabbit Trail, which is an unmaintained County road extending from the SR-60 south to Gilman Springs Road. Existing traffic on nearby roads consists of both passenger vehicles and trucks passing along SR-60 and passenger vehicles along 4th Street, which does not currently extend to the Project site. The primary regional vehicular travel route serving the Project area is SR-60, which is a designated truck route in the City of Beaumont. Other regional vehicular travel routes within the Project vicinity include Interstate 10 (I-10), located approximately 1.5 miles to the north of the site and California State Route 79 (SR-79), located approximately 1.5 miles to the east of the site. As shown on Table 3-2 of the Traffic Analysis (*Technical Appendix K1*), under existing conditions, there are no queuing issues at the I-10 eastbound and westbound ramps at Oak Valley Parkway or Beaumont Avenue, which are the closest on and off ramps in proximity to the Project site that would be utilized for the Project.

##### A. Transit Services

The vicinity of the Project site is served by Pass Transit with bus services along 6<sup>th</sup> Street, California Avenue, and Beaumont Avenue via Route 3 and Route 4. Riverside Transit Agency (RTA) Route 34 and Route 210 run along SR-60, but do not provide bus service/stops within the Project site vicinity. There does not appear to be existing transit routes that could potentially serve the Project. Transit service is reviewed and updated by Pass Transit and RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate (Urban Crossroads, 2022f).

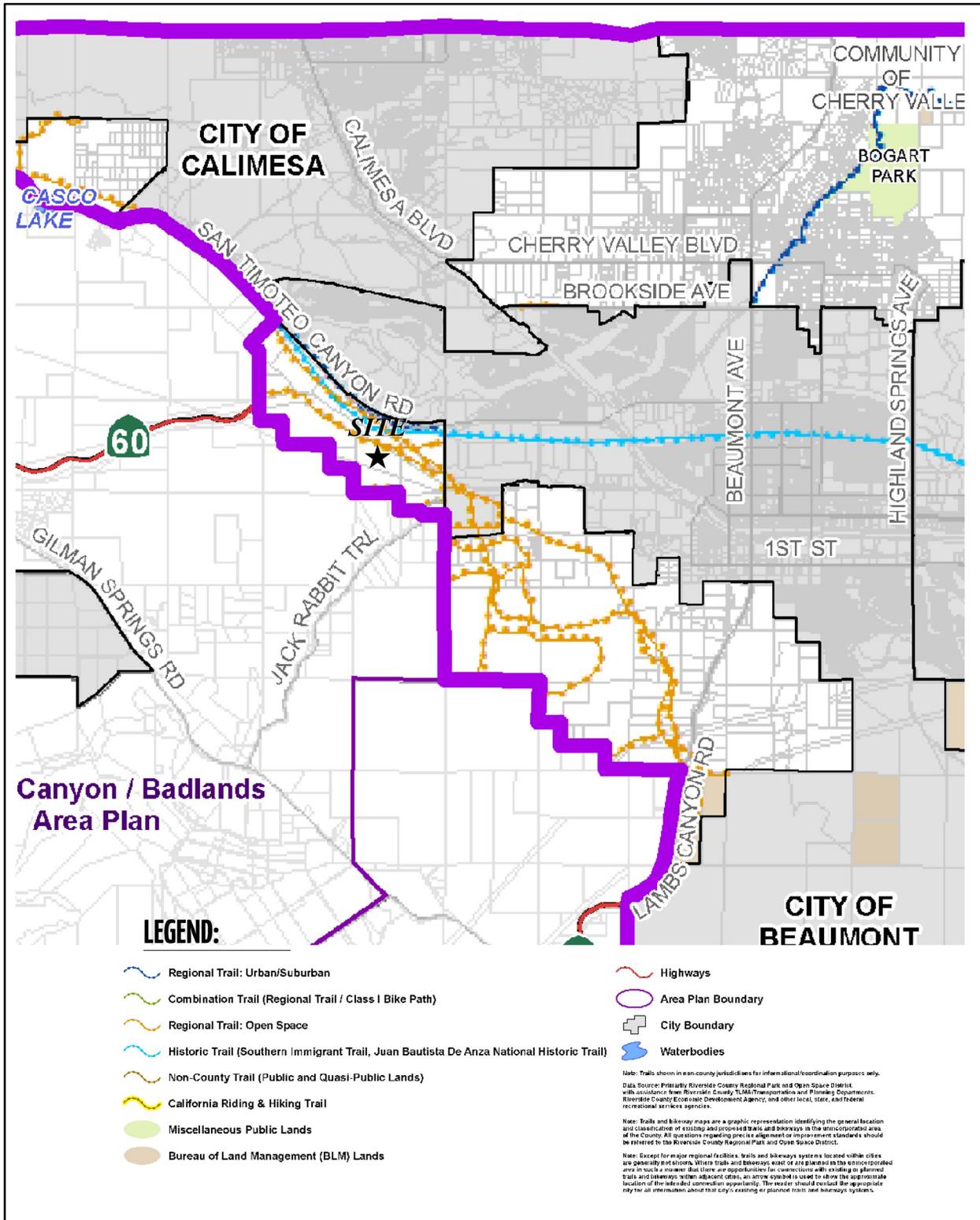
##### B. Bicycle Facilities

The County of Riverside General Plan (Figure C7) shows the Trails and Bikeway System throughout the County. No bicycle facilities are located within the vicinity of the Project site. Additionally, the City of Beaumont General Plan does not include a bicycle system map (Urban Crossroads, 2022f).

##### C. Trails and Pedestrian Facilities

As shown on Figure 4.17-1, *County of Riverside Trails and Bikeway System*, a regional trail is located near the northern boundary of the Project site connecting areas east of the site to the north near San Timoteo Canyon Road and ending at the Project site's western boundary (Urban Crossroads, 2022f).

Figure 4.17-2, *Existing Pedestrian Facilities*, shows the existing pedestrian facilities, including sidewalks and crosswalks, in the Project vicinity. Field observations conducted by Urban Crossroads in January 2020 indicate nominal pedestrian and bicycle activity near the Project site. There are no sidewalk or equestrian facilities within the vicinity of the Project site. The nearest sidewalk is located approximately 0.5-mile north of the Project site (Urban Crossroads, 2022f).



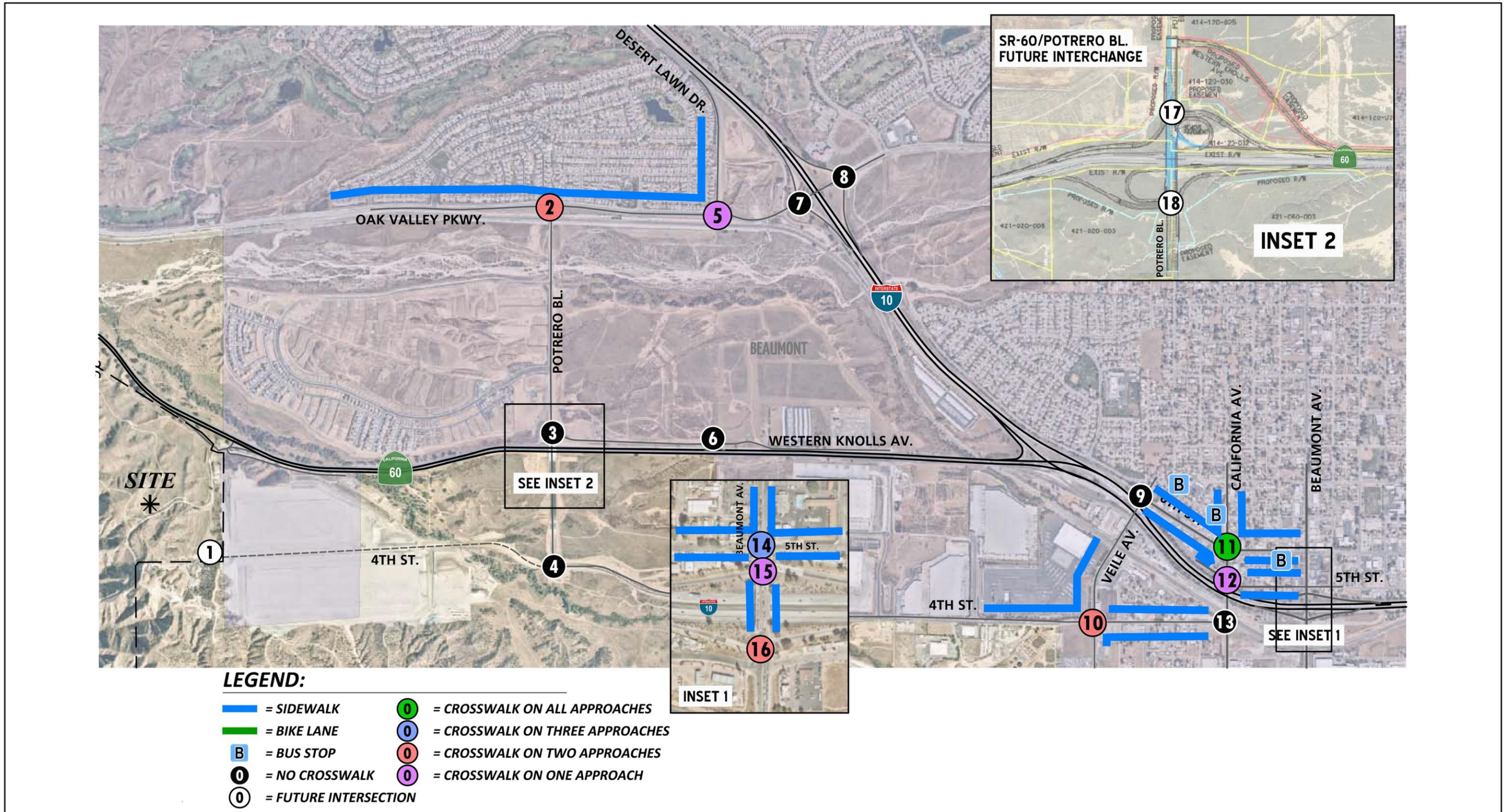
Source(s): Urban Crossroads (07-21-2020)

Figure 4.17-1



Not to Scale

County of Riverside Trails and Bikeway System



Source(s): Urban Crossroads (07-21-2020)

Figure 4.17-2



Existing Pedestrian Facilities



### 4.17.3 REGULATORY FRAMEWORK

There are no federal regulations that are applicable to the topic of transportation in the City of Beaumont. The following is a brief description of the State, regional, and local environmental laws and regulations related to transportation.

#### A. State

##### 1. *SB 743 and VMT-Based Analysis*

SB 743 (Steinberg, 2013), which was codified in Public Resources Code Section 21099, required changes to the guidelines implementing CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to Section 21099(b)(1), the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (see generally, adopted CEQA Guidelines, Section 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) With the California Natural Resources Agency’s certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by “level of service” and other similar metrics, no longer constitutes a significant environmental effect under CEQA, except in specific circumstances identified in the CEQA Guidelines (Public Resources Code, Section 21099, subd. (b)(2)).

#### B. Regional

##### 1. *SCAG Regional Transportation Plan/Sustainable Communities Strategy*

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG’s regional authority. On September 3, 2020, SCAG adopted the 2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (“RTP/SCS”; also referred to herein as “Connect SoCal”) with goals to: 1) Encourage regional economic prosperity and global competitiveness; 2) Improve mobility, accessibility, reliability, and travel safety for people and goods; 3) Enhance the preservation, security, and resilience of the regional transportation system; 4) Increase person and goods movement and travel choices within the transportation system; 5) Reduce greenhouse gas emissions and improve air quality; 6) Support healthy and equitable communities; 7) Adapt to a changing climate and support an integrated regional development pattern and transportation network; 8) Leverage new transportation technologies and data-driven solutions that result in more efficient travel; 9) Encourage development of diverse housing types in areas that are supported by multiple transportation options; and 10) Promote conservation of natural and agricultural lands and restoration of habitats (SCAG, 2020). Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP.

Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal also



provides objectives for meeting emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in a direct response to SB 375 which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning (SCAG, 2020). Connect SoCal is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods.

The Goods Movement Technical Report of Connect SoCal is applicable to the Project because the Project includes industrial uses, which are closely associated with, and rely directly on, the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing). In April 2018, SCAG published a document entitled Industrial Warehousing in the SCAG Region. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, State highways, and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet (s.f.) of warehouse building space, and undeveloped land that could accommodate an additional 338 million s.f. of new warehouse building space. These warehouses attract robust logistics activities and are a major reason the region is a critical mode in the global supply chain (SCAG, 2018).

Moreover, the City of Beaumont is identified as one of the priority growth areas for job centers in the region under Connect SoCal. Job Centers have been identified in all six counties in the SCAG region and represent areas that have a significantly higher employment density than surrounding areas. Employment growth and residential growth are prioritized in existing Job Centers in order to leverage existing density and infrastructure. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced. The Project is located within the City of Beaumont and proposes a variety of land uses (commercial and industrial) for the region.

## *2. Western Riverside Council of Governments Recommended Traffic Impact Analysis Guidelines*

In 2020, The Western Riverside Council of Governments (WRCOG) established the Transportation Impact Analysis (TIA) Guidelines for VMT and LOS Assessment. The TIA guidelines focus on two major components: 1) VMT guidance consistent with information from the WRCOG SB 743 Implementation Pathway Study, and 2) updates to the LOS guidelines currently being utilized in the subregion. The VMT guidelines tiered from the WRCOG study and includes "likely" VMT thresholds of significance that would be considered by each member jurisdiction. The City's VMT guidelines refer to the WRCOG screening tool that was developed for the SB 743 Implementation Pathway Study and provides directions for model use of projects that are likely not screened out. Mitigation measures and methods for quantification were also identified.



3. *Transportation Uniform Mitigation Fee (TUMF)*

In 2000, the WRCOG established the Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of projected future growth and new development on the region’s arterial highway system. The TUMF Program applies a uniform mitigation fee to new development projects that is collected by each WRCOG member agency, including the City of Beaumont. The collected funds are pooled and used by WRCOG to fund transportation network improvements, including roads, bridges, interchanges, and railroad grade separations, identified by the public works departments of WRCOG member agencies and listed in the Regional System of Highways and Arterials (RHSA) (WRCOG, 2016).

**C. Local**

1. *City of Beaumont General Plan Mobility Element*

The City of Beaumont’s General Plan Mobility Element is intended to develop a transportation network for the City that balances modal priorities and addresses the safe and efficient operation, maintenance, and management of the circulation network. The goals and policies in this Element have been developed to ensure that all streets within the City are reviewed through a “complete street” lens – meaning that all streets should provide accessible mobility options for users of all ages and abilities. The specific policies and recommendations for implementation of the General Plan are relevant to the proposed Project and are listed in Table 4.11-1, *General Plan Applicability Analysis*, of Section 4.11, *Land Use and Planning*, of this EIR.

2. *City of Beaumont Development Impact Fee (DIF) Program*

The City of Beaumont has created its own local DIF program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City’s General Plan Mobility Element. The City’s DIF includes a Street & Bridges Impact Fee, Traffic Signal Impact Fee and Railroad Crossing Impact Fee. Under the City’s DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program (Urban Crossroads, 2022f).

3. *City of Beaumont VMT Guidelines*

In June 2020, the City of Beaumont adopted the Vehicle Miles Traveled’ (VMT) Thresholds of Significance for Purposes of Analyzing Transportation Impact Under the California Environmental Quality Act. The City’s VMT analysis methods and impact thresholds utilized the research conducted by OPR and Western Riverside Council of Governments (WRCOG). The City of Beaumont VMT Guidelines includes the following: 1) Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its methodology to measure VMT; 2) Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its method to analyze a project’s VMT impact; and 3) Utilizing a threshold consistent with the City’s current average VMT per service population (“SP;” population plus employment).



#### 4.17.4 METHODOLOGY

##### A. Consistency with Plans, Programs, or Policies

CEQA Appendix G Threshold (a) requires an analysis of the Project's potential to conflict with plans, programs, ordinances, or policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This EIR relies on the analysis in the TIA attached as *Technical Appendix K1* to evaluate the consistency of the Project with adopted City General Plan plans and policies. If a conflict is identified, improvements that prioritize access for and improve walking, bicycling, and riding transit facilities in order to provide safe and convenient streets for all users are identified. As such, in accordance with the TIA, a project that generally conforms with and does not obstruct the City's development policies and standards would be considered consistent under Appendix G Threshold (a).

##### B. VMT Evaluation Criteria and Methodology

As indicated above, under CEQA Guidelines Section 15064.3, transportation impacts are to be evaluated based on a project's effect on VMT. Lead agencies were required to use the new guidelines starting July 1, 2020. As of June 16, 2020, the City of Beaumont adopted their own VMT analysis methods and impact thresholds which utilized the research conducted by OPR and WRCOG (City VMT Guidelines) (Urban Crossroads, 2021).

The City in its VMT Guidelines has adopted a significance threshold for projects as follows: a project results in a significant project generated VMT impact if baseline project generated VMT per service population exceeds 3% below the City of Beaumont current average VMT per service population.

The Riverside County Transportation Analysis Model (RIVTAM) has been used to estimate both the Project VMT and Project's effect on VMT as advised in the City's TIA Guidelines. The RIVTAM model is based on socio-economic data, therefore, the first step in preparing the analysis is to convert Project land use information (e.g., building square footage) into socio-economic data inputs (e.g., Project employment) that can be used to represent the Project within RIVTAM. Because specific tenants have not been identified for the Project, this analysis estimates employment based on future building tenants utilizing standard employment factors consistent with the City's recently adopted General Plan Update (November 2020) to estimate employment for both the industrial and commercial land uses. Table 1 of *Technical Appendix K2* summarizes the conversion of building square footage to employment estimates for the proposed Project. Applying these General Plan estimates, the Project would generate approximately 5,456 new employees.

RIVTAM establishes a series of geographic transportation analysis zones (TAZ). Consistent with the WRCOG Guidelines, adjustments to employment within the TAZ in which the Project is located were made to both the RIVTAM base year and cumulative year traffic models. Each model was then run with the updated employment factors included for the Project TAZ.



Consistent with City VMT Guidelines, Project generated VMT includes all vehicle trips that are traced to the Project TAZ. This includes internal to the zone of study, those trips that begin inside the zone of study and end outside of it, and those that begin outside of the zone of study and end within it. Project generated VMT is extracted from the RIVTAM model using the origin-destination (OD) trip matrix and that matrix is then multiplied by the final assignment (distance) skims. Project generated VMT (i.e., 213,809 miles) was calculated from the base year travel forecasting model used to establish the City's baseline VMT threshold. Project VMT was then normalized by dividing by the Project's service population (SP) (i.e., 5,456 employees). This calculation changes the raw VMT value into an efficiency metric for ease of comparison. The Project's baseline VMT per SP is 39.19.

In addition, since the proposed Project also contains a significant amount of industrial land use, a calculation of Project VMT related to heavy-trucks has also been provided for informational purposes. Using the trip generation rates and estimates obtained from the Project's TIA the number of heavy-truck trips is estimated at 2,276 trip-ends per day.

### **C. Freeway Ramp Queuing**

The City does not have established requirements or standards for queueing analysis and does not require this analysis for CEQA compliance. At the request of the City, supplemental queueing analysis was provided for informational purposes only and is not part of the significance criteria for impact evaluation.

For purposes of queueing analysis, the 95th percentile queueing of vehicles has been assessed on the off-ramps to determine potential queueing deficiencies at the freeway ramp intersections at the I-10 Freeway at Oak Valley Parkway and Beaumont Avenue interchanges and at the SR-60 Freeway at Potrero Boulevard (future traffic conditions only). Specifically, the queueing analysis is utilized to identify any potential queueing and "spill back" onto the I-10 or SR-60 Freeway mainline from the off-ramps.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. For more information on the freeway ramp queueing analysis methodology, refer to Section 2.4 of *Technical Appendix K1*.

#### **4.17.5 BASIS FOR DETERMINING SIGNIFICANCE**

As indicated above, the City of Beaumont adopted VMT thresholds in June 16, 2020. Significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. According to Section XVI of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to transportation and traffic if the Project or any Project-related component would (OPR, 2018):

- a. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;*



- b. *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);*
- c. *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*
- d. *Result in inadequate emergency access.*

**4.17.6 REGULATORY REQUIREMENTS**

**A. Regulatory Requirements**

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project’s Mitigation Monitoring and Reporting Program to further ensure the implementation of the mandated RRs.

**RR 17-1** Prior to issuance of any building permits, the Project Applicant shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF) and the City of Beaumont Development Impact Fee (DIF).

**RR 17-2** Prior to the issuance of grading or building permits, the Project Applicant shall prepare and the City of Beaumont shall approve, a temporary traffic control plan for construction. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices. A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors.

**4.17.7 IMPACT ANALYSIS**

***Threshold a: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

**A. SCAG’s 2020-2045 RTP/SCS**

The fundamental goals of SCAG’s 2020-2045 RTP/SCS are to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Section 4.11, *Land Use and Planning*, of this EIR, addresses the Project’s consistency with the 2020-2045 RTP/SCS. As demonstrated through that analysis and on Table 4.11-2, implementation of the Project would be consistent with the goals and policies of SCAG’s regional planning program and would not conflict with SCAG’s ability to implement the regional strategies outlined in the 2020-2045 RTP/SCS. Therefore, impacts would be less than significant.



**B. City of Beaumont General Plan Mobility Element**

Table 4.17-1, *General Plan Applicability Analysis*, provides an analysis of the Project’s consistency with applicable General Plan policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As shown, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and impacts would be less than significant.

**Table 4.17-1 General Plan Applicability Analysis**

General Plan Policy	Applicability
<b>Mobility (Chapter 4)</b>	
<i>Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.</i>	
<p>Policy 4.1.1: Reduce vehicular congestion on auto-priority streets to the greatest extent possible.</p>	<p><b>No Conflict.</b> The Project Applicant would be required to pay TUMF fees, DIF fees, and fair share improvement fees that the City would use to ensure the implementation of roadway improvements in the area in order to minimize traffic congestion. Additionally, the Project would include the following improvements to accommodate site access and maintain acceptable peak hour operations: install a traffic signal, and construct southbound left turn lane with a minimum of 200-feet of storage and a right turn lane, an eastbound left turn lane with a minimum of 100-feet of storage and a through lane, and westbound through lane and a right turn lane with a minimum of 100-feet of storage at the intersection of Jack Rabbit Trail &amp; 4th Street; construct an eastbound shared left-through lane and stripe the southbound right turn lane at the intersection of Potrero Boulevard and 4th Street; construct 4th Street at its ultimate full-width as a Collector (66-foot right-of-way) from the western Project boundary to Jack Rabbit Trail and with a minimum of one lane of travel in each direction from Jack Rabbit Trail to Potrero Boulevard. Therefore, the Project would not conflict with General Plan Policy 4.1.1.</p>
<p>Policy 4.1.5: Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.</p>	<p><b>No Conflict.</b> The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Additionally, the Project would provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities to the east along 4th Street.</p>



General Plan Policy	Applicability
	Therefore, the Project would not conflict with General Plan Policy 4.1.5.
Policy 4.1.6: Review and coordinate circulation requirements with Caltrans, as it pertains to freeways and state highways.	<b>No Conflict.</b> The TIA has been prepared in accordance with the Caltrans Guide for the Preparation of Traffic Impact Studies. The TIA analyzed freeway mainline and ramp junction impacts to the State Highway System, including the I-10 and SR-60. Therefore, the Project would not conflict with General Plan Policy 4.1.6.
<i>Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.</i>	
Policy 4.2.2: Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.	<b>No Conflict.</b> Consistent with SB 743, the City of Beaumont adopted thresholds based on VMT. The VMT assessment ( <i>Technical Appendix K2</i> ) prepared for the Project included analysis of VMT impacts resulting from implementation of the Project. The VMT assessment for the Project has been reviewed and approved by the City.  The City has not adopted MMLOS methodologies, however, the TIA ( <i>Technical Appendix K1</i> ) analyzes LOS and multi-modal transportation. Accordingly, the Project not conflict consistent with General Plan Policy 4.2.2.
Policy 4.2.5: Ensure that existing and future roadway improvements balance the needs of all users, including pedestrians and bicyclists.	<b>No Conflict.</b> As discussed in Chapter 4, <i>Design Guidelines</i> , of the Specific Plan, the Project includes installation of sidewalks along the Project site’s frontage with Jack Rabbit Trail and 4th Street and along Industrial Way, a proposed private road located along the north side of the proposed industrial buildings. Access to the Project’s proposed industrial and commercial uses would be separated to allow for safe access for visitors to the Project’s commercial uses. Jack Rabbit Trail provides access to PAs 1 and 2 while primary access to the Industrial PAs 3 through 8 is provided by 4th Street along the south, with Industrial Way providing secondary access along the north. Additionally, the Project would include the installation of bicycle racks and lockers at each of the proposed light industrial buildings and the Project proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. Therefore, the Project would not conflict be consistent with General Plan Policy 4.2.5.



General Plan Policy	Applicability
<p><i>Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.</i></p>	
<p>Policy 4.3.1: Reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence.</p>	<p><b>No Conflict.</b> The Project site is currently undeveloped and therefore is not in an area with a high level of collision incidences. Roadways would be constructed consistent with the Specific Plan (see Figure 3-8, <i>Conceptual Circulation Plan</i>) and designed in accordance with City standards. Roadway alignments, designations, and widths provided at the subdivision stage are subject to detailed engineering review and approval by the City Engineer. Traffic control measures shall be installed consistent with the TIA (<i>Technical Appendix K1</i>) and as determined by the City Engineer. Additionally, as discussed above, the Project Applicant would be required to pay TUMF, DIF, and fair share fees; and the Project would include roadway improvements consistent with City Requirements to accommodate site access and maintain acceptable peak hour operations. Driveways and access points shall conform to the City’s standard intersection spacing and access spacing. Additionally, sight distances would be reviewed by the City Engineer to ensure that setbacks allow for clear, unobstructed sight distances at intersections. Based on the Project’s required design improvements, the Project would reduce the potential for car collisions and the Project would not conflict be consistent with General Plan Policy 4.3.1.</p>
<p><i>Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.</i></p>	
<p>Policy 4.4.3: Improve safety for all active transportation users.</p>	<p><b>No Conflict.</b> The Project Applicant proposes curb adjacent sidewalks and pedestrian paths to encourage and enhance pedestrian activity throughout the Project site. In addition, all driveways and intersections to and from the Project site would be stop-controlled to ensure safety for all transportation users. Based on the Project’s roadway improvements, the Project would not conflict be consistent with General Plan Policy 4.4.3.</p>
<p><i>Goal 4.6: An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.</i></p>	



General Plan Policy	Applicability
<p>Policy 4.6.1: Prioritize goods movement along specific routes in the City, consistent with the adopted layered network, to foster efficient freight logistics.</p>	<p><b>No Conflict.</b> The Project site is situated in close proximity to the regional transportation network which connects the site to the Ports of Long Beach and Los Angeles, both major gateways for international trade, the Inland Empire and the Western United States. Located along the south side of the SR-60 Freeway, access to the regional transportation system from the site is provided via 4th Street, and access to the SR-60 and I-10 Freeway from 4th Street is provided at the Potrero Boulevard interchange, approximately 1.25 miles to the east. Truck trips would be routed through an industrial area to Potrero Boulevard. Due to the Project site’s proximity to SR-60, trucks accessing the Project site would efficiently reach the State highway system to facilitate the movement of goods throughout the region. In addition, the Project would be consistent with SCAG’s Connect SoCal goals, which are described in detail in EIR Section 4.11, <i>Land Use and Planning</i>. Based on the foregoing, the Project would be consistent with General Plan Policy 4.6.1.</p>
<p>Policy 4.6.2: Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.</p>	<p><b>No Conflict.</b> The closest sensitive area to the Project site is an existing single-family residence located approximately 483 feet south of the Project site’s southernmost boundary. Other residential uses are located north across Frontage Road (1,253 feet) and beyond SR-60. However, the Project would not restrict access to or from the existing residence; the Project would provide private residential access on-site to the existing residence, cars and trucks will not pass by this residence under the proposed roadway plan. Truck trips would be routed through an industrial area to Potrero Boulevard and would not pass by sensitive areas. Based on these restrictions, the Project would not conflict be consistent with General Plan Policy 4.6.2.</p>

***Threshold b: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***

The City’s VMT Guidelines provides details on appropriate “screening thresholds” that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into three types:

- Project Type Screening



- Map Based Screening based on Low VMT Area
- Transit Priority Area (TPA) Screening

A land use project need only meet one of the above screening thresholds to result in a less-than-significant impact. For the purposes of this analysis, the initial VMT screening process has been conducted using the WRCOG VMT Screening Tool (Screening Tool), which uses screening criteria consistent with the screening thresholds recommended in the Technical Advisory and the City’s VMT Guidelines. The City’s VMT guidelines refer to the WRCOG screening tool that was developed for the SB 743 Implementation Pathway Study and provides directions for model use of projects that are likely not screened out.

1. *Project Type Screening*

The City Guidelines identify projects that are consistent with the current Sustainable Communities Strategy (SCS) or general plan, and that generate fewer than 110 daily vehicle trips be presumed to have a less-than-significant impact on VMT. Based on the Project’s trip generation, the Project is not consistent with the City’s General Plan and would generate more than 110 daily vehicle trips, therefore, the Project would not be eligible to screen out based on project type screening.

2. *Low VMT Area Screening*

The City VMT Guidelines also state that, “residential and office projects that locate in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT.” The Screening Tool uses the sub-regional RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ’s) within the WRCOG region. The Project’s physical location based on parcel number was selected within the Screening Tool to determine the relevant TAZ’s VMT as compared to the jurisdictional average. The Project boundary is located in TAZ 4120 and would not appear to be within a low VMT generating TAZ based on daily total VMT per service population.

3. *TPA Screening*

Consistent with guidance identified in the Technical Advisory and the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”<sup>1</sup> or an existing stop along a “high-quality transit corridor”) may be presumed to have a less than significant impact absent substantial evidence to the contrary.

However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);



- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project site is not located within ½ mile of an existing major transit stop or along a high-quality transit corridor. Therefore, the TPA screening threshold is not met. As none of the VMT screening criteria are met a project-level VMT analysis has been prepared.

As discussed previously, the Project would result in a significant project generated VMT impact if the following condition is met:

- Baseline project generated VMT per service population exceeds 3% below the City of Beaumont current average VMT per service population.

Table 4.17-2, *Project VMT per SP Comparison*, shows the Project Baseline VMT per SP compared to the City’s adopted impact threshold. As shown, the Project would exceed the City’s current VMT per service population by 45%. As such, the Project’s VMT impact is significant.

**Table 4.17-2 Project VMT per SP Comparison**

	<b>Project</b>	<b>City of Beaumont Current Average</b>
VMT per SP	39.19	27.87
Less 3%		27.03
Difference		+12.16
% Change		+45%

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

**1. Project Access**

Driveways and access point locations, as shown in this Specific Plan, are conceptual until approved by the City Engineer and shall conform to the City’s standard intersection and access spacing, based upon the street's classification. Additionally, specific design criteria have been established to address the needs of pick-up, delivery, and service vehicles related to Industrial uses, as follows:

- Design interior driveways and drive aisles to provide adequate stacking and prevent queuing of vehicles on public streets.



- Locate and design service entrances so they do not interfere with owner/tenant/customer access.
- Design loading areas to provide for tractor trailer backing and maneuvering on-site and not from a public street.
- Provide appropriate on-site service vehicle parking/turnouts in an efficient, non-obtrusive location appropriate to the scale and needs of the development.
- Vehicle loading/unloading when parked, shall not impede normal traffic flow.

Proposed roadway improvements along the Project site frontage would occur within the public rights-of-way and would be installed in conformance with the City's design standards. Access to the Project's proposed industrial and commercial uses would be separated to allow for safe access for visitors to the Project's commercial uses. Jack Rabbit Trail provides access to PAs 1 and 2 however, Jack Rabbit Trail will not provide non-emergency access to the SR-60 Freeway but will provide gated emergency access only to SR-60. Primary access to the Industrial PAs 3 through 8 is provided by 4th Street along the south, with Industrial Way providing secondary access along the north. The City of Beaumont reviewed the Project's application materials (refer to EIR Section 3.0, *Project Description*) and determined that no hazardous transportation design features would be introduced by the Project. Accordingly, the proposed Project would not create or substantially increase safety hazards due to a design feature or incompatible use. Impacts would be less than significant.

## 2. *Freeway Off-Ramp Queuing Analysis*

A project would result in a significant impact, if it would substantially increase hazards due to a geometric design feature or incompatible use. However, for informational purposes only, a queuing analysis was performed for the off-ramps at the I-10 Freeway at Oak Valley Parkway and Beaumont Avenue interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline.

Queuing analysis findings for E+P (Phase 1, Phase 2, and Project Buildout) are presented in Table 5-2 of the Traffic Analysis (*Technical Appendix K1*). As shown, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of Project (Phase 1), Project (Phase 2), and Project Buildout traffic.

Queuing analysis findings for Opening Year (2023), Opening Year (2025), and Opening Year (2027) are presented in Tables 6-2, 7-2, and 8-2 of the Traffic Analysis (*Technical Appendix K1*). As shown, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2023), Opening Year (2025), and Opening Year (2027), Without Project and With Project traffic conditions.



Queuing analysis findings for Horizon Year (2045) traffic conditions are shown in Table 4.17-3, *Horizon Year (2045) Freeway Off-Ramp Queuing Analysis*. As shown, the following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2045) Without Project and With Project traffic conditions:

- I-10 Eastbound Ramps & Oak Valley Parkway (#7), Southbound shared left-through-right turn lane – AM and PM peak hours; and
- I-10 Westbound Ramps & Oak Valley Parkway (#8), Northbound shared left-through-right turn lane – PM peak hour only

Although queue lengths could increase in the Horizon Year as shown in Table 4.17-3, such queuing is consistent with general freeway conditions throughout the region and would not substantially increase hazards due to geometric design features or incompatible uses. Additionally, inadequate queuing at these locations would occur in 2045 without the Project. Therefore, the Project would not create or substantially increase safety hazards due to a design feature or incompatible use and impacts would be less than significant.



**Table 4.17-3 Horizon Year (2045) Freeway Off-Ramp Queuing Analysis**

Intersection	Movement	Available Stacking Distance (Feet)	2045 Without Project				2045 With Project			
			95th Percentile Queue (Feet)		Acceptable? <sup>1</sup>		95th Percentile Queue (Feet)		Acceptable? <sup>1</sup>	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
I-10 EB Ramps & Oak Valley Pwky.	SBL/T/R	1,150	<b>1,337<sup>2</sup></b>	<b>3,480<sup>2</sup></b>	No	No	<b>1,531<sup>2</sup></b>	<b>3,611<sup>2</sup></b>	No	No
I-10 WB Ramps & Oak Valley Pkwy.	NBL/T/R	1,220	845 <sup>2</sup>	<b>1,240<sup>2</sup></b>	Yes	No	845 <sup>2</sup>	<b>1,240<sup>2</sup></b>	Yes	No
Beaumont Av. & I-10 WB Ramps	WBL	485	Not Applicable <sup>3</sup>				Not Applicable <sup>3</sup>			
	WBL/R	1,110								
Beaumont Av. & I-10 EB Ramps	EBL/R	885	Not Applicable <sup>3</sup>				Not Applicable <sup>3</sup>			
	EBR	235								
Potrero Bl. & I-10 WB Ramps	WBL	2,000	86	256	Yes	Yes	234	346	Yes	Yes
	WBR	500	98	147	Yes	Yes	100	145	Yes	Yes
Potrero Bl. & I-10 EB Ramps	EBL	1,800	227	919 <sup>2</sup>	Yes	Yes	307	917 <sup>2</sup>	Yes	Yes
	EBR	600	68	141	Yes	Yes	351	211	Yes	Yes

\***BOLD** = Queue length exceeds available stacking distance.

<sup>1</sup> Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

<sup>2</sup> 95th percentile volume exceeds capacity, queue may be longer.

<sup>3</sup> Project is not anticipated to contribute any trips to this off-ramp. As such, the queues have not been evaluated for this scenario.

Source: (Urban Crossroads, 2022f, Table 9-2)

***Threshold d: Would the Project result in inadequate emergency access?***

The Specific Plan includes a detailed Circulation Plan to ensure efficient access to and within the Project site. As shown in Figure 3-8, *Conceptual Circulation Plan*, Jack Rabbit Trail forms the Project site’s eastern boundary and connects to Industrial Way at the northeast corner and with 4th Street at the southeast corner of the Project site. Local access to the Project site would be provided from the future extension of 4th Street from Jack Rabbit Trail to Potrero Boulevard currently under construction as part of the Hidden Canyon Industrial Park project located immediately to the east to the Project; 4th Street between Jack Rabbit Trail and Potrero Boulevard is being constructed across the Hidden Canyon Industrial Park site as an industrial collector with a 78-foot right-of-way and 56-foot curb-to-curb. Upon construction of the Project, access from the Project site to the SR-60 via Jack Rabbit Trail would be restricted, with the northerly portion of Jack Rabbit Trail to the SR-60/Jack Rabbit Trail interchange utilized as secondary emergency egress (and fire and emergency vehicle ingress) only. Jack Rabbit



Trail provides access to PAs 1 and 2, however, Jack Rabbit Trail will provide gated emergency access only to SR-60. Specifically, the Project will install emergency access gates on Jack Rabbit Trail just south of the CalTrans right-of-way upon construction of alternative temporary access to Hoy Ranch from 4th Street and installation of a temporary connection from 4th Street to Jack Rabbit Trail south of the development area of the Property. The emergency access gates shall be installed prior to the issuance of the first Certificate of Occupancy in Phase 1. Primary access to the Industrial PAs 3 through 8 is provided by 4th Street along the south, with Industrial Way providing secondary access along the north. Industrial Way connects with 4th Street at the south side of PA 8, assuring a loop road for firefighting and evacuation. Entertainment Way also provides access to PAs 3 and 4 along their western edges. Entertainment Way demarcates the change in land use between the Industrial uses in PAs 3 through 8 and “The Experience at Beaumont Pointe” in PAs 1 and 2, while connecting Jack Rabbit Trail and 4th Street.

To provide emergency secondary access to each phase of development, 40-foot wide Interim Fire Access Loop Connections will be constructed between PAs 4 and 5 for Phase 1 (PA 1, 2, 3 and 4), between PAs 6 and 7 for Phase 2 (PAs 5 and 6), and a permanent Fire Lane Loop (Industrial Way) will be constructed around the perimeter of PA 8 as part of Phase 3. Interim Fire Access Loop Connections will be eliminated by being incorporated into the parking areas for the PA in which each is located upon installation of either: additional Interim Fire Access Loop Connections or completion of the Industrial Way connection to 4th Street.

The City evaluated the Project’s design, including but not limited to proposed driveway locations and parking lot/drive aisle configuration, to ensure that adequate access would be provided for emergency vehicles at all phases of Project development. Furthermore, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way.

Moreover, the Project would comply with fire safety requirements and standards of the Riverside County Fire Department, including fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems. This would ensure that the Project is designed and constructed to provide adequate emergency access for emergency vehicles. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

#### **4.17.8 CUMULATIVE IMPACT ANALYSIS**

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development.

The analysis under Threshold “a” indicates that the Project would not conflict with relevant SCAG RTP/SCS or City General Plan programs, plans, and policies addressing the circulation system. Further, the Project does not include any features that would preclude the City from completing and



complying with these guiding documents and policy objectives. Each related project would be expected to comply with all applicable relevant programs, plans, and policies. Therefore, no cumulative impact would occur.

OPR's Technical Advisory states that "a project that falls below an efficiency-based threshold (e.g., VMT per service population) that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less than significant project impact would imply a less than significant cumulative impact and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance." Since the Project was found to have a significant and unavoidable impact at the project level, it is considered to be cumulatively-considerable and therefore to have a significant cumulative impact as well.

Based on the review of the Project Site driveways and the informational queuing analysis outlined above, no safety concerns relating to geometric design of the Project Site access points would occur. Therefore, impacts are not considered to be cumulatively-considerable and no significant cumulative impact would occur.

As discussed above, the Project would not result in inadequate emergency access. Therefore, the Project would not cumulatively contribute to inadequate emergency access, and no cumulative impact would occur.

#### 4.17.9 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less than Significant Impact. The Project would not conflict with a program, plan, policy addressing the circulation system such that the Project would result in a significant impact on the environment.

Threshold b: Significant Direct and Cumulatively-Considerable Impact. The Project would result in a significant VMT impact.

Threshold c: Less than Significant Impact. Queuing analysis was provided for informational purposes only. The Project would not create or substantially increase safety hazards due to a design feature or incompatible use.

Threshold d: No Impact. Adequate emergency access would be provided to the Project site during construction and long-term operation. The Project would not result in inadequate emergency access to the site or surrounding properties.



#### 4.17.10 MITIGATION MEASURES

##### A. VMT Impacts

Transportation demand management (TDM) strategies have been evaluated for reducing VMT impacts determined to be potentially significant. The effectiveness of TDM strategies to reduce VMT has been determined based on the SB 743 Implementation TDM Strategy Assessment (Fehr & Peers, 2019) (“WRCOG Report”) prepared for WRCOG and the Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010). In addition to specific tenancy considerations, which may affect the effectiveness of TDM measures, land use context is a major factor relevant to the potential application and effectiveness of TDM measures. More specifically, the land use context of the Project is characteristically suburban. The analysis provided by WRCOG shows that a rural to suburban community like Beaumont without a well-developed transportation system is unlikely to achieve anywhere near a 15% reduction in VMT regardless of project-specific mitigation. The Project’s suburban context acts to reduce the range of feasible TDM measures and moderates their potential effectiveness. Relevant discussion in this regard is presented in the WRCOG Report, excerpted in pertinent part below:

*The Technical Advisory relies on the Quantifying Greenhouse Gas Mitigation Measures, (CAPCOA) 2010 resource document to help justify the 15 percent reduction in VMT threshold stating, “. . . fifteen percent reduction in VMT are achievable at the project level in a variety of place types . . .”. A more accurate reading of the CAPCOA document is that a fifteen percent is the maximum reduction when combining multiple mitigation strategies for the suburban center4 place type. For suburban 5 place types 10 percent is the maximum and requires a project to contain a diverse land use mix, workforce housing, and project-specific transit. It is also important to note that the maximum percent reductions were not based on data or research comparing the actual performance of VMT reduction strategies in these place types. Instead, the percentages were derived from a limited comparison of aggregate citywide VMT performance for Sebastopol, San Rafael, and San Mateo where VMT performance ranged from 0 to 17 percent below the statewide VMT/capita average based on data collected prior to 2002. Little evidence exists about the long-term performance of similar TDM strategies in different land use contexts. As such, VMT reductions from TDM strategies cannot be guaranteed in most cases (Fehr & Peers, 2019, pp. 65-66).*

As indicated in the preceding discussion, even under the most favorable circumstances, projects located within a suburban context, such as the proposed Project evaluated here, can realize a maximum 10% reduction in VMT through implementation of feasible TDM measures. This could result in reduction from 39.19 to 35.27 VMT per SP which would still exceed of the jurisdiction’s current average VMT per SP threshold of 27.03 by 30.5%.

Given the City’s rural/suburban land use context, the following TDM measures were identified as the most appropriate.



- Diversifying land use;
- Improving pedestrian networks;
- Implementing traffic calming infrastructure;
- Building low-street bicycle network improvements;
- Encouraging telecommuting and alternative work schedules; and
- Providing ride-share programs.

Consistent with VMT reduction measures described within CAPCOA and further evaluated within the WRCOG Report and City's VMT Guidelines, reductions to VMT shall include the strategies identified in Mitigation Measure MM 4.17-1. In addition to Mitigation Measure MM 4.17-1, the Project would provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities to the east along 4th Street. Additionally, Section 3.6, Energy Efficiency Development Criteria, of the Specific Plan includes the following TDM measures: car/vanpool program with preferred parking; bike lockers and secure bike racks; preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles; and installation of electric vehicle charging stations.

- MM 4.17-1 Prior to the issuance of building permits, the Project Applicant shall incorporate the TDM measures identified below. Verification that the TDM measures were completed shall be verified by the City's Public Works Director.
- a. Where applicable ensure design of key intersections and roadways encourage the use of walking, biking and, where applicable, transit.
  - b. Collaborate with the Riverside Transit Authority (RTA) to determine the feasibility of providing new or re-route existing transit services to the site.
  - c. Commute trip reduction (CTR) programs offered to encourage the use of biking.
  - d. Encourage CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.

#### 4.17.11 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold b: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Project components and mitigation measures available to reduce VMT include: developing pedestrian network improvements, providing design features that encourage people to walk or bike instead of drive, implementing TDM measures such as those listed in Mitigation Measure MM 4.17-1, car/vanpool program with preferred parking; bike lockers and secure bike racks; preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles; and installation of electric vehicle charging stations. As discussed in this section and in Section 3.0, *Project Description*, various design features are included in the Project to encourage pedestrian and bicycle activity (sidewalks and bicycle parking). Encouraging businesses to allow telecommuting and alternative work week hours and to use ridesharing programs also can reduce VMT, but the City of Beaumont has no jurisdictional authority to mandate the businesses practices of private enterprises. Additionally, there is no means to quantify



any VMT reductions that could result. It is also recognized that as the Project area and surrounding communities develop as envisioned under the City of Beaumont General Plan (Beaumont 2040 Plan), new residential, retail, and industrial development would be implemented. These actions could collectively alter transportation patterns, improve the region's jobs/housing ratio, reduce VMT, and support implementation of new or alternative TDM measures. Additionally, the effectiveness of some of the TDM strategies that have potential to reduce the Project VMT are dependent on as yet unknown Project building tenant(s), which can change over time; and as noted above, "VMT reductions from TDM strategies cannot be guaranteed in most cases." Hence, relying on TDM programs tied to tenants would likely result in the need for on-going monitoring to verify performance. Therefore, Project impacts related to VMT would be significant and unavoidable.



## 4.18 TRIBAL CULTURAL RESOURCES

The analysis in this section is based on on the cultural resources assessment report prepared by Brian F. Smith and Associates, Inc. (hereafter, “BFSA”) and Native American tribal consultations. The referenced BFSA report is titled “A Phase I and Phase II Cultural Resources Assessment for the Beaumont Pointe Specific Plan Project,” dated October 5, 2022 (BFSA, 2022), which is included as *Technical Appendix D* to this EIR. Written and oral communication between Native American tribes and the City of Beaumont is considered confidential in respect to places that have tribal cultural significance (Government Code Section 65352.4), and although all communications that occurred between the Native American tribes and the City of Beaumont pertaining to the Project site were relied upon to inform the preparation of this EIR section, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (California Code of Regulations Section 15120[d]).

### 4.18.1 EXISTING CONDITIONS

The information provided below is a summary of the Existing Conditions information provided in Section 4.5, *Cultural Resources*, and *Technical Appendix D*, of this EIR. Please refer to Section 4.5.1 for a detailed discussion of the Project’s prehistoric, ethnohistoric, and historic setting as it applies to Native Americans.

#### **A. Prehistoric Period**

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Takic groups are the three general cultural periods represented in Riverside County. The discussion of the cultural history of Riverside County also references the San Dieguito Complex, Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, Pauma Complex, and San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component present in the Riverside County area was represented by the Cahuilla, Gabrielino, and Luiseño Indians; however, the project does also fall within an area likely occupied by the Serrano.

#### **B. Ethnohistoric Setting**

Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Luiseño, the Cahuilla, and the Gabrielino. However, the Project is also located near the territory known to have been occupied by the Serrano. The geographic boundaries between these groups in pre- and proto-historic times are difficult to place. This group was a seasonal hunting and gathering people with cultural elements that were very distinct from Archaic Period peoples. These distinctions include cremation of the dead, the use of the bow and arrow, and exploitation of the acorn as a main food staple (Moratto 1984). Along the coast, the Luiseño made use of available marine resources by fishing and collecting mollusks for food. Seasonally available terrestrial resources, including acorns and game, were also sources of nourishment for Luiseño groups. Elaborate kinship



and clan systems between the Luiseño and other groups facilitated a wide-reaching trade network that included trade of Obsidian Butte obsidian and other resources from the eastern deserts, as well as steatite from the Channel Islands.

The primary settlements of Late Prehistoric Luiseño Indians in the San Jacinto Plain were represented by Ivah and Soboba near Soboba Springs, Jusipah near the town of San Jacinto, Ararah in Webster's Canyon en route to Idyllwild, Pahsitha near Big Springs Ranch southeast of Hemet, and Corova in Castillo Canyon. These locations share features such as the availability of food and water resources. Features of this land use include petroglyphs and pictographs, as well as widespread milling, which is evident in bedrock and portable implements. Groups in the vicinity of the project, neighboring the Luiseño, include the Cahuilla and the Gabrielino. Ethnographic data for these groups are summarized below.

### 1. *Luiseño*

When contacted by the Spanish in the sixteenth century, the Luiseño occupied a territory bounded on the west by the Pacific Ocean, on the east by the Peninsular Ranges Mountains at San Jacinto, on the south by Agua Hedionda Lagoon, and on the north by Aliso Creek in present-day San Juan Capistrano. The Luiseño were a Takic-speaking people more closely related linguistically and ethnographically to the Cahuilla, Gabrielino, and Cupeño to the north and east rather than the Kumeyaay who occupied territory to the south.

The Luiseño occupied sedentary villages most often located in sheltered areas in valley bottoms, along streams, or along coastal strands near mountain ranges. Villages were located near water sources to facilitate acorn leaching in areas that offered thermal and defensive protection. House structures were conical, partially subterranean, and thatched with reeds, brush, or bark.

Hunting implements included the bow and arrow. Arrows were tipped with either a carved, fire-hardened wooden tip or a lithic point, usually fashioned from locally available metavolcanic material or quartz. Coastal groups fashioned dugout canoes for nearshore fishing and harvested fish with seines, nets, traps, and hooks made of bone or abalone shell.

The Luiseño had a well-developed basket industry. Baskets were used in resource gathering, food preparation, storage, and food serving. Ceramic containers were shaped by paddle and anvil and fired in shallow, open pits to be used for food storage, cooking, and serving. Other utensils included wood implements, steatite bowls, and ground stone manos, metates, mortars, and pestles.

### 2. *Cahuilla*

At the time of Spanish contact in the sixteenth century, the Cahuilla occupied territory that included the San Bernardino Mountains, Orocopia Mountain, and the Chocolate Mountains to the west, Salton Sea and Borrego Springs to the south, Palomar Mountain and Lake Mathews to the west, and the Santa Ana River to the north. The Cahuilla are a Takic-speaking people closely related to their Gabrielino and Luiseño neighbors, although relations with the Gabrielino were more intense than with the



Luiसेño. They differ from the Luiसेño and Gabrielino in that their religion is more similar to the Mohave tribes of the eastern deserts than the Chingichngish religious group of the Luiसेño and Gabrielino.

Cahuilla villages were typically permanent and located on low terraces within canyons in proximity to water sources. These locations proved to be rich in food resources and also afforded protection from prevailing winds. Cahuilla houses were dome-shaped or rectangular, thatched structures. Cahuilla clothing, like other groups in the area, was minimal. Men typically wore a loincloth and sandals; women wore skirts made from mesquite bark, animal skin, or tules. Babies wore mesquite bark diapers. Rabbit skin cloaks were worn in cold weather.

Hunting implements included the bow and arrow, throwing sticks, and clubs. Grinding tools used in food processing included manos, metates, and wooden mortars. The Cahuilla were known to use long, wood, grinding implements to process mesquite beans; the mortar was typically a hollowed wooden log buried in the ground. Other tools included steatite arrow shaft straighteners. Baskets were made from rush, deer grass, and skunkbrush. Different species and leaves were chosen for different colors in the basket design. Coiled-ware baskets were either flat (for plates, trays, or winnowing), bowl-shaped (for food serving), deep, inverted, and cone-shaped (for transporting), or rounded and flat-bottomed for storing utensils and personal items.

Cahuilla pottery was made from a thin, red-colored ceramic ware that was often painted and incised. Four basic vessel types are known for the Cahuilla: small-mouthed jars, cooking pots, bowls, and dishes. Additionally, smoking pipes and flutes were fashioned from ceramic.

### 3. *Serrano*

Aboriginally, the Serrano occupied an area east of present-day Los Angeles. Definitive boundaries are difficult to place for the Serrano due to their sociopolitical organization and a lack of reliable data. However, researchers place the Serrano in the San Bernardino Mountains east of Cajon Pass and at the base of and north of the mountains near Victorville, east to Twentynine Palms, and south to the Yucaipa Valley. Serrano has been used broadly for languages in the Takic family including Serrano, Kitanemuk, Vanyume, and Tataviam.

Serrano village locations were typically located near water sources. The Serrano were primarily hunters and gatherers. Vegetal staples varied with locality. Acorns and piñon nuts were found in the foothills, and mesquite, yucca roots, cacti fruits, and piñon nuts were found in or near the desert regions. Diets were supplemented with other roots, bulbs, shoots, and seeds. Deer, mountain sheep, antelopes, rabbits, and other small rodents were among the principal food packages. Various game birds, especially quail, were also hunted.

The Serrano were part of “exogamous clans; details such as number, structure, and function of the clans are unknown. The Serrano formed alliances amongst their own clans and with Cahuilla, Chemehuevi, Gabrielino, and Cupeño clans. Clans were large, autonomous, political, and landholding



units formed patrilineally, with all males descending from a common male ancestor, including all wives and descendants of the males. However, even after marriage, women would still keep their original lineage, and would still participate in those ceremonies.

The Serrano were very similar technologically to the Cahuilla. In general, manufactured goods included baskets, some pottery, rabbit-skin blankets, awls, arrow straighteners, sinewbacked bows, arrows, fire drills, stone pipes, musical instruments (rattles, rasps, whistles, bullroarers, and flutes), feathered costumes, mats for floor and wall coverings, bags, storage pouches, cordage (usually comprised of yucca fiber), and nets.

#### 4. *Gabrielino*

The Gabrielino occupied territory at the time of Spanish contact included much of present-day Los Angeles and Orange counties. The southern extent of this culture area is bounded by Aliso Creek, the eastern extent is located east of present-day San Bernardino along the Santa Ana River, the northern extent includes the San Fernando Valley, and the western extent includes portions of the Santa Monica Mountains. The Gabrielino also occupied several Channel Islands including Santa Barbara Island, Santa Catalina Island, San Nicholas Island, and San Clemente Island.

Gabrielino villages were permanent and smaller resource-gathering camps occupied at various times of the year depending on the seasonality of the resource. Larger villages were comprised of several families or clans, while smaller, seasonal camps typically housed smaller family units. The coastal area between San Pedro and Topanga Canyon was the location of primary subsistence villages, while secondary sites were located near inland sage stands, oak groves, and pine forests. Permanent villages were located along rivers and streams and in sheltered areas along the coast. As previously mentioned, the Channel Islands were also the locations of relatively large settlements. Gabrielino houses were domed, circular structures made of thatched vegetation. Houses varied in size and could house from one to several families.

Clothing was minimal; men and children most often went naked, while women wore deerskin or bark aprons. In cold weather, deerskin, rabbit fur, or bird skin (with feathers intact) cloaks were worn. Island and coastal groups used sea otter fur for cloaks. In areas of rough terrain, yucca fiber sandals were worn. Women often used red ochre on their faces and skin for adornment or protection from the sun. Adornment items included feathers, fur, shells, and beads (Bean and Smith 1978; Kroeber 1976).

Hunting implements included wooden clubs, sinew-backed bows, slings, and throwing clubs. Maritime implements included rafts, harpoons, spears, hook and line, and nets. A variety of other tools included deer scapulae saws, bone and shell needles, bone awls, scrapers, bone or shell flakers, wedges, stone knives and drills, metates, mullers, manos, shell spoons, bark platters, and wooden paddles and bowls. Baskets were made from rush, deer grass, and skunk bush. Baskets were fashioned for hoppers, plates, trays, and winnowers for leaching, straining, and gathering. Baskets were also used for storing, preparing, and serving food, and for keeping personal and ceremonial items.



The Gabrielino had exclusive access to soapstone, or steatite, procured from Santa Catalina Island quarries. This highly prized material was used for making pipes, animal carvings, ritual objects, ornaments, and cooking utensils. The Gabrielino profited well from trading steatite since it was valued so much by groups throughout southern California.

#### 4.18.2 NOTICE OF PREPARATION/SCOPING COMMENTS AND TRIBAL OUTREACH

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to tribal cultural resources. One comment was received related to cultural resources from the Native American Heritage Commission (NAHC) on September 8, 2020. The NAHC requested that the EIR adhere to the Native American consultation requirements pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52. Additionally, the Rincon Band of Luiseño Indians stated that the Project is not located within the tribe's specific Area of Historic Interest and recommended that the Project Applicant directly contact a tribe that is closer to the Project site for pertinent information.

As required by AB 52 and SB 18, the City submitted invitations to consult with 10 Native American tribes November 18, 2020, including the following tribes:

- Agua Caliente Band of Cahuilla Indians
- Morongo Band of Mission Indians
- Torres-Martinez Desert Cahuilla Indians
- Santa Rosa Band of Cahuilla Indians
- Ramona Band of Cahuilla
- Cabazon Band of Mission Indians
- Soboba Band of Mission Indians
- Cahuilla Band of Indians
- Los Coyotes Band of Cahuilla and Cupeno Indians
- Augustine Band of Cahuilla Mission Indians

#### 4.18.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations related to tribal cultural resources.

##### A. Federal

##### 1. *Native American Graves Protection and Repatriation Act (NAGPRA)*

The Native American Graves Protection and Repatriation Act (NAGPRA; Public Law 101-601; 25 U.S.C. 3001-3013) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred



to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation.

One major purpose of this statute is to require that federal agencies and museums receiving federal funds inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. The agencies and museums must consult with Indian Tribes and Native Hawaiian organizations to attempt to reach agreements on the repatriation or other disposition of these remains and objects. Once lineal descent or cultural affiliation has been established, and in some cases the right of possession also has been demonstrated, lineal descendants, affiliated Indian Tribes, or affiliated Native Hawaiian organizations normally make the final determination about the disposition of cultural items. Disposition may take many forms from reburial to long term curation, according to the wishes of the lineal descendent(s) or culturally affiliated Tribe(s).

The second major purpose of the statute is to provide greater protection for Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on Federal and tribal lands. NAGPRA requires that Indian tribes or Native Hawaiian organizations be consulted whenever archeological investigations encounter, or are expected to encounter, Native American cultural items or when such items are unexpectedly discovered on Federal or tribal lands. Excavation or removal of any such items also must be done under procedures required by the Archaeological Resources Protection Act. This NAGPRA requirement is likely to encourage the in-situ preservation of archaeological sites, or at least the portions of them that contain burials or other kinds of cultural items.

Other provisions of NAGPRA: (1) stipulate that illegal trafficking in human remains and cultural items may result in criminal penalties; (2) authorizes the Secretary of the Interior to administer a grants program to assist museums and Indian Tribes in complying with certain requirements of the statute; (3) requires the Secretary of the Interior to establish a Review Committee to provide advice and assistance in carrying out key provisions of the statute; authorizes the Secretary of the Interior to penalize museums that fail to comply with the statute; and, (5) directs the Secretary to develop regulations in consultation with this Review Committee.

## 2. *National Historic Preservation Act (1981)*

The National Historic Preservation Act (NHPA) (16 U.S. Code Section 470 et. seq.) created the National Register of Historic Places program under the Secretary of the Interior. In addition to enticing state and local municipalities with federal funding, the NHPA provides the legal framework for most state and local preservation laws. Significant historical or archaeological resources are listed in the National Register of Historic Places, which is a program maintained by the Keeper of the National Register. The National Register program also includes National Historic Landmarks, which is limited only to properties of significance to the nation.

The NHPA established the Section 106 review procedure to protect historic and archaeological resources listed in or eligible for listing in the National Register from the impact of projects by a federal



agency or project funded or permitted by a federal agency. The National Register is an authoritative guide to be used by governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. Listing of private property on the National Register does not prohibit by law any actions which may otherwise be taken by the property owner with respect to the property.

### 3. *American Indian Religious Freedom Act*

The American Indian Religious Freedom Act (AIRFA) requires each executive branch agency with statutory or administrative responsibility for the management of Federal lands shall, to the extent practicable, permitted by law, and not clearly inconsistent with essential agency functions, to accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical integrity of such sacred sites. Where appropriate, agencies also are required to maintain the confidentiality of sacred sites. Each executive branch agency with statutory or administrative responsibility for the management of Federal lands are required to implement procedures to ensure reasonable notice is provided of proposed actions or land management policies that may restrict future access to or ceremonial use of, or adversely affect the physical integrity of, sacred sites.

#### **B. State**

##### 1. *AB 52*

California AB 52 (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. AB 52 includes a requirement for notification of tribes and consultation with responding tribes early in the CEQA process, to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process.

Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested in writing to be notified. The tribe then has 30 days of receiving the notification to respond if it wishes to engage in consultation. The lead agency must initiate consultation within 30 days of receiving the request from the tribe. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a tribal cultural resource, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation that avoid or lessen the impact.

Public Resources Code now establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant



effect on the environment” (Public Resources Code, Section 21084.2). To help determine whether a project may have such an effect, Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code Section 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental impact report filed on or after July 1, 2015.

Public Resources Code Section 21074 defines “tribal cultural resources.” In brief, to be considered a “tribal cultural resource,” a resource must be either be:

1. *listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or*
2. *a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource.*

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe.

## 2. SB 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

SB 18 on Traditional Tribal Cultural Places was signed into law in September 2004 and went into effect on March 1, 2005. It places requirements upon local governments for developments within or near traditional tribal cultural places (TTCP). SB 18 requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommend that the California Native American Heritage Commission (NAHC) provide written information as soon as possible but no later than 30 days after receiving notice of the project to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation, or it may not. If the NAHC, the tribe, and



interested parties agree upon the mitigation measures necessary for the proposed project, it would be included in the project's EIR.

SB 18 requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCP prior to the adoption, revision, amendment, or update of a city's or county's general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advise that SB 18 requirements extend to specific plans as well, since state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code Section 65453). In addition, SB 18 provides a new definition of TTCP, requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities. In addition, SB 18 law also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

### 3. *California Register of Historical Resources (1993)*

As a recipient of federal funding, the California Office of Historic Preservation administers the California Register of Historical Resources (CRHR) (Public Resources Code Section 5020 et. seq.). The purpose of the California Register is to develop and maintain an authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate which properties are to be protected, to the extent prudent and desirable, from substantial adverse change. The State Historic Preservation Officer enforces a designation and protection process, has a qualified historic preservation review commission, maintains a system for surveys and inventories, and provides for adequate public participation in its activities. Sites, places, or objects that are eligible to the National Register, are automatically included in the California Register.

### 4. *State Health and Safety Code*

California Health and Safety Code Section 7050.5(b) requires that excavation and disturbance activities must cease "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery..." until the coroner can determine the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. Section 7051 specifies that the removal of human remains from "internment or a place of storage while awaiting internment" with the intent to sell them or to dissect them with "malice or wantonness" is a public offense punishable by imprisonment in a state prison. Lastly, Health and Safety Code Sections 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that "all California Indian human remains and cultural items are to be treated with dignity and respect." It encourages voluntary disclosure and return of remains and



cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims.

5. *California Code of Regulations Section 15064.5*

The California Code of Regulations, Title 14, Chapter 3, Section 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines Section 15064.5, as follows:

- *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14 CCR, Section 4850 et seq.).*
- *A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*
- *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14 CCR, Section 4852) including the following:*
  - *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
  - *Is associated with the lives of persons important in our past;*
  - *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*



- *Has yielded, or may be likely to yield, information important in prehistory or history.*
- *The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.*

**C. Local**

**1. City of Beaumont General Plan**

The City of Beaumont General Plan identifies goals and policies related to tribal cultural resources in the Conservation and Open Space Element. These goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*.

**4.18.4 METHODOLOGY**

**A. Cultural Resources Study**

The information in this section contains an evaluation of the Project's potential impacts to tribal cultural resources. Much of this analysis presented herein is based on information obtained from the Project's Phase I and Phase II Cultural Resources Assessment (*Technical Appendix D*) and correspondence between the City and the Native American tribes. The Cultural Resource Assessment included a records search at the Eastern Information Center (EIC), Land Patent records held by the Bureau of Land Management (BLM), additional background research, and a pedestrian field survey of the Project site to determine the presence or absence of archaeological and historic resources.

**B. Native American Consultation (AB 52 and SB 18 Compliance)**

Because the lead agency released an NOP for the Project and the Project includes a general plan and specific plan amendment, both AB 52 and SB 18 consultation is required by State law. The City of Beaumont sent notification of the Project to the Native American tribes with traditional or cultural affiliation to the area as described in Section 4.18.2, above. A summary of the AB 52 and SB 18 consultation process and responses is provided below under Threshold a. As previously stated, the results of consultation with interested tribes are confidential; however, any conditions or mitigation established during tribal consultation are incorporated into the analysis within this section.

**4.18.5 BASIS FOR DETERMINING SIGNIFICANCE**

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from



Appendix G of the CEQA Guidelines. According to Section XVII of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to tribal resources if the Project or any Project-related component would:

- a. *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
  - i. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or*
  - ii. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

#### 4.18.6 REGULATORY REQUIREMENTS

The following Regulatory Requirements (RRs) are applicable regardless of CEQA and would apply to any project under similar circumstances and, therefore, do not constitute mitigation measures. However, they will nonetheless be included in the Project's Mitigation Monitoring and Reporting Program to further ensure the implementation of the mandated RRs.

**RR 18-1 Inadvertent Discovery of Human Remains.** Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected; project personnel/observers will be restricted. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.

In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of Health and Safety Code Section 7050.5.

The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours,



upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to Public Resources Code Section 5097.98

Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. Pursuant to the specific exemption set forth in California Government Code Section 6254(r), the sheriff-coroner, parties, and lead agencies will be asked to withhold public disclosure information related to such reburial.

#### 4.18.7 IMPACT ANALYSIS

***Threshold a.*** *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) or*
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

As discussed in Phase I and Phase II Cultural Resources Assessment (*Technical Appendix D*), BFSA requested a review of the Sacred Lands Files (SLF) by the NAHC in March of 2019 to determine if any recorded Native American sacred sites or locations of religious or ceremonial importance are present within one mile of the project. The NAHC SLF search did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the search radius.

Additionally, as discussed EIR Section 4.5, *Cultural Resources*, all previously recorded cultural resources were evaluated as not significant and ineligible for listing on the CRHR. There are no significant historical resources pursuant to Section 15064.5 located within the Project site. However, because multiple resources have been identified on the Project site, and due to heavy vegetation during the survey, there remains the potential that previously unobserved resources may exist.



1. *Native American Consultation*

As previously stated, the City of Beaumont sent notification to the Native American tribes with traditional or cultural affiliation to the area that previously requested consultation pursuant to AB 52 and SB 18 requirements. The City of Beaumont sent notification letters of the Project to the Native American tribes listed in Section 4.18.2.

Of the 10 tribes that were sent notifications letters, 3 requested government-to-government consultation: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, and Soboba Band of Mission Indians. In a letter dated December 15, 2020, the Augustine Band of Cahuilla Mission Indians stated that they were unaware of specific cultural resources that may be affected by the Project but would like to be notified in the event cultural resources are discovered during development.

The City submitted the Phase I and Phase II Cultural Resources Assessment (*Technical Appendix D*) to three tribes that requested consultation and conducted telephone consultations with Agua Caliente Band of Cahuilla Indians on March 2, 2021 and Morongo Band of Mission Indians on February 2, 2021. The Agua Caliente Band of Cahuilla Indians and Morongo Band of Missions Indians requested revisions to the cultural resources assessment and mitigation, which were incorporated into *Technical Appendix D*. To date the Soboba Band of Mission Indians have not responded to schedule consultation.

Based on information provided in Section 4.5, *Cultural Resources*, of this Draft EIR and consultation with Native American tribes, there is potential that buried tribal cultural resources could be encountered during ground-disturbing activities. Accordingly, there is a potential for significant impacts to occur during grading.

**4.18.8 CUMULATIVE IMPACT ANALYSIS**

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development projects in the vicinity of the Project site that are in the western area of Riverside County and the traditional use of the Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Torres-Martinez Desert Cahuilla Indians, Santa Rosa band of Cahuilla Indians, Ramona band of Cahuilla Indians, Cabazon Band of Mission Indians, Soboba Band of Mission Indians, Cahuilla Band of Indians, Los Coyotes Band of Cahuilla and Cupeno Indians, and Augustine Band of Cahuilla Mission Indians.

As noted earlier in this section, the City of Beaumont conducted Native American consultation with potentially culturally affiliated tribes, as required by AB 52 and SB 18. Although other development projects in the traditional use area for the above listed culturally affiliated tribes may impact significant tribal cultural resources, impacts are generally site-specific resulting from ground disturbing activities; however, discovery of resources could contribute knowledge regarding other resources farther away from the Project site. Therefore, cumulative impacts to tribal cultural resources have the potential to occur.



However, with implementation of Mitigation Measure 4.5-1, Project impacts to tribal cultural resources would be less than significant. Other projects will also be required to comply with all applicable existing regulations, procedures, and policies that are intended to address tribal cultural resources, including consultation under SB 18 and/or AB 52. Other development projects will also implement mitigation measures similar to Mitigation Measures MM 4.5-1 and MM 4.5-2 to ensure impacts to tribal cultural resources are fully mitigated to a less than significant level. With implementation of Mitigation Measures MM 4.5-1 and 4.5-2, the Project would not contribute towards a significant cumulative impact associated with the significance of a tribal cultural resource or a collection of resources pursuant to California Code of Regulations Section 15064.5. Therefore, with mitigation, the Project would not result in a significant cumulative impact related to tribal cultural resources.

#### **4.18.9 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION**

Threshold a: Potentially Significant Direct and Cumulative Impact. Although no tribal cultural resources are known to occur within the Project's impact limits, implementation of the Project has the potential cause a substantial adverse change in the significance of tribal cultural resources that may be buried beneath the site's surface or in on-site vegetation.

#### **4.18.10 MITIGATION**

Refer to Mitigation Measures MM 4.5-1 and MM 4.5-2 in Section 4.5, *Cultural Resources*, of this EIR.

#### **4.18.11 SIGNIFICANCE OF IMPACTS AFTER MITIGATION**

Threshold a: Less-than-Significant Impact with Mitigation. Implementation of Mitigation Measures MM 4.5-1 and MM 4.5-2, would ensure that grading and other ground-disturbing activities during construction are monitored by a qualified archaeologist as well as Native American monitors. The mitigation measures further require the proper treatment of any resources that may be uncovered, and the avoidance of disturbance in areas where potential resources are uncovered. With implementation of the required mitigation measures, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and potential Project and cumulative impacts would be reduced to less than significant levels.



## 4.19 UTILITIES AND SERVICE SYSTEMS

This section addresses the topics of water service and supply, wastewater collection and treatment, stormwater conveyance facilities, and solid waste collection and disposal. The information concerning water supplies and the Project's estimated water demand is based primarily on information contained in the Project Specific Water Supply Assessment (WSA), dated June 28, 2020 (Revised April 13, 2021) prepared by Charles Marr Consulting and Pacific Advanced Civil Engineering, Inc (CMC & PACE, 2021) and Addendum #1 WSA dated April 8, 2022 prepared by Pacific Advanced Civil Engineering, Inc (PACE, 2022). A copy of the WSA is provided as *Technical Appendix L* to this EIR. The analysis contained in this section is also based in part on information obtained from the Project's Preliminary Preliminary Hydrology and Hydraulic Study (PECW, 2021a) (EIR *Technical Appendix II*), the City of Beaumont General Plan (City of Beaumont, 2020a), and the City of Beaumont Municipal Code (City of Beaumont, 2021).

### 4.19.1 EXISTING CONDITIONS

#### A. Water Service

The Project site is in the Sphere of Influence (SOI) of the Beaumont/Cherry Valley Water District (BCVWD), which provides water service for the City of Beaumont (City), the SOI, and unincorporated community of Cherry Valley (BCVWD, 2017, Table 3-3). The Project site will be annexed into the BCVWD service area. In December 2015, BCVWD provided potable and non-potable water service to about 16,799 active accounts through 16,985 connections. In 2015, the BCVWD's average daily demand was 9.2 million gallons per day (mgd), with a maximum day of 15.3 mgd (BCVWD, 2017, p. 3-1). Under existing conditions, the Project site is vacant and undeveloped and does not generate any demand for water.

#### B. Water Supply

##### 1. Groundwater

BCVWD provides potable water from two local groundwater sources: Edgar Canyon and the Beaumont Basin. The BCVWD currently owns and operates a total of 24 groundwater wells of which only 20 are used. Three of the BCVWD's 20 wells have their capacity shared with the City of Banning. The 20 wells have a total production capability of approximately 27.3 million gallons per day, not including the capacity shared with Banning. Thirteen of the BCVWD's 24 wells are in Edgar Canyon; eleven are in the Beaumont Basin.

The groundwater aquifer in the Edgar Canyon primarily occurs in the shallower, younger, and older alluvial valleys and within the rock fractures beneath the alluvium. Groundwater levels vary from a few feet below ground surface (bgs) to about 200 feet bgs. The wells in Edgar Canyon produced approximately 15 to 20% of the total annual supply, with the remainder pumped from the wells in the Beaumont Basin. The groundwater within the Beaumont Basin primarily occurs in the older alluvium and the San Timoteo Formation. Groundwater levels in the Beaumont Basin range from approximately 160 feet bgs to 600 feet bgs. The Beaumont Basin is adjudicated and managed by the Beaumont Basin



Watermaster, which is a five-member committee consisting of representatives from the Cities of Banning and Beaumont, BCVWD, the Yucaipa Valley Water District, and South Mesa Water Company. BCVWD's total well capacity as of 2015, is approximately 27.5 million gallons per day (mgd) and current maximum customer demand for water is approximately 21.6 mgd (BCVWD, 2021).

## 2. *Surface Water*

BCVWD does not use local surface water directly but does have two active surface water diversions in Edgar Canyon that are in the State Water Resources Control Board, Division of Water Rights database (S014351, S014352). Diversion Number S014351 is in the southeast quarter of the northeast quarter of Section 2 Township 2 south, Range 1 west of the San Bernardino Base Meridian. This location is approximately 1,200 feet downstream of the United States Geological Survey gauging station in Little San Gorgonio Creek, near the upper end of BCVWD's property. Diversion Number S014352 is in the northwest quarter of the southeast quarter of Section 22, Township 2 south, Range 1 west of the San Bernardino Base Meridian. This location is upstream of the existing percolation ponds at the mouth of Edgar Canyon. These diversions direct surface flows in Little San Gorgonio Creek into a series of percolation ponds in Edgar Canyon which recharge the shallow aquifers in Edgar Canyon (BCVWD, 2021).

## 3. *Imported Water and Recharge Facilities*

Imported water is available to the BCVWD from the San Gorgonio Pass Water Agency (SGPWA), which is a wholesale water supplier and one of 29 Contractors to the State Water Project (SWP). BCVWD purchases imported SWP water for the purpose of groundwater recharge. SGPWA has a maximum annual allotment of 17,300 acre-feet per year (AFY) of SWP water; however, Contractors rarely received all their allotment. As of May 22, 2020, the SWP anticipated to deliver 20% of required supplies in 2020. In 2018, BCVWD recharged 12,121 AF of SWP water into the Beaumont Basin (City of Beaumont, 2020b).

In approximately 2001, BCVWD began investigating an 80-acre site on the east side of Beaumont Avenue between Brookside Avenue and Cherry Valley Boulevard as a location for a facility to recharge captured storm flow and imported water. After extensive hydrogeologic investigations, including pilot testing, the BCVWD purchased the site (known as the Oda Property) and developed Phase 1 of the recharge facility on the westerly half of the site. The Phase 1 facilities were completed and went online in late summer 2006. Phase 2 of the recharge facility was completed in 2014. The 80-acre site has excellent recharge capabilities with long-term percolation rates around 7 to 10 acre-ft/acre/day, with proper maintenance (BCVWD, 2021).

BCVWD completed construction of a 24-inch pipeline from the SGPWA turnout on East Branch Extension (EBX) of the State Water Project to BCVWD's recharge facilities in 2006. A metering station was installed at the turnout at Noble Creek and Vineland Avenue and BCVWD began taking imported water deliveries from SGPWA for recharge in September of 2006. In 2019, the EBX facility was expanded to allow for additional imported water capacity. Since its operation in 2006 through the end of 2020, nearly 108,900 acre-ft (about 35.5 billion gallons) of imported water have been recharged.



As of the end of 2020, BCVWD has 39,750 acre-ft “banked” in the Beaumont Basin; this is more than a three-year supply. BCVWD is also currently working with Riverside County Flood Control and Water Conservation District to complete the MDP Line 16 Project, which will allow BCVWD to capture and recharge stormwater at the Phase 2 recharge facilities. The expected volume of stormwater able to be recharged is approximately 250 AFY. Construction is expected to begin in 2021 and be completed by Fall 2022 (BCVWD, 2021).

**C. Wastewater Service and Treatment**

The City controls and manages its sewer collection, conveyance, and treatment system. All sewage generated within the City, as well as some unincorporated areas in Cherry Valley, are treated at the Beaumont Wastewater Treatment Plant No. 1. Built in 1929, the City Wastewater Treatment plant has a permitted capacity of 4.0 mgd of effluent and receives an average daily flow of approximately 3.1 mgd (City of Beaumont, 2020a, p. 119; City of Beaumont, 2020b). Additionally, the facility has capacity to deliver 6 mgd of recycled water. The City is obligated to discharge a minimum of 1.8 mgd of treated effluent from the Beaumont Wastewater Treatment Plant No. 1 to Cooper’s Creek, a tributary to San Timoteo Creek (Order No. RS-2015-0026).

In November 2020, the City completed its upgrading and expanding of the Beaumont Wastewater Treatment Plant No. 1 capacity. With implementation of the upgrade and expansion, the City increased the permitted capacity from 4.0 mgd to 6.0 mgd, which is anticipated to adequately treat flows generated over the next 20 years.

Recycled water from BCVWD is from the City of Beaumont’s wastewater treatment facility. As of 2021, BCVWD has over 44 miles of non-potable (recycled) water transmission and distribution system in place. The backbone transmission system forms a loop around the City and is comprised of primarily 24-inch diameter cement mortar lined-ductile iron pipe. The system includes a two-million-gallon recycled water reservoir. The nearest recycled water line to the Project site is located along Oak Valley Parkway adjacent to the Golf Club at Tukwet Canyon. The non-potable water system consists of 3 (potentially 4 in the future) pressure zones: 2400, 2600, 2800, and 3000. The 3000 Non-potable Zone will likely not be operational for several years (if ever) as most of the current demand is in the other zones; BCVWD is in the process of analyzing the feasibility of a 3000-pressure zone (BCVWD, 2021).

**D. Stormwater Conveyance Facilities**

The Riverside County Flood Control and Water Conservation District (RCFCWCD) Master Drainage Plan addresses the current and future drainage needs of a given community. The boundary of the plan usually follows regional watershed limits. Proposed facilities may include channels, storm drains, levees, basins, dams, wetlands or any other conveyance capable of economically relieving flooding problems within the plan area. The plan includes an estimate of facility capacity, sizes and costs. The 1983 Beaumont Master Drainage Plan encompasses approximately 34 square miles of incorporated and unincorporated land in and around the City, not including the Project site.



At the time this EIR was prepared, the BCVWD and RCFCWCD were jointly working on a Santa Ana Watershed Project Authority (SAEWPA) Grant Project to design and construct the Beaumont MDP-Line 16 stormwater capture project, also known as the Grand Avenue Storm Drain in Cherry Valley which will be located along Grand Avenue beginning at the intersection of Grand Avenue and Winesap Avenue heading west along the right of way of Grand Avenue until it reaches BCVWD’s Noble Creek Recharge Facility. An estimated 200 to 230 AFY can be captured with the MDP-Line 16 project.

Under existing conditions, the Project site is undeveloped and contains a network of trails and rolling hills to the south. Stormwater originating from the site drains to the northeast towards CA-60 to 16 existing Caltrans maintained culverts (1-16) via their respective tributary areas (drainage areas 100 thru 1600). Tributaries for these culverts extend to the ridgelines of the Badlands foothills along the southern and northern borders; the development on the eastern border provides a ridgeline for the eastern edge of the Project site. The northwestern most culvert is an existing 54-inch corrugated metal pipe (CMP) and the southeastern most culvert is a double 48-inch CMP adjacent to the CA-60 off-ramp for Jack Rabbit Trail. The tributaries feature steep, eroded hillside grades and natural depressed grasslands at the entrances of the culverts. These depressed areas provide natural detention areas for the culverts before the runoff confluences with San Timoteo Creek on the northern side of CA-60. Tributary areas and 100-year peak flow rates were determined at each of the culverts. Table 4.19-1, *Existing 100-Year Peak Flow Rate*, summarizes the location, tributary area, 100-year peak flow rate, and pipe sizes on site.

**Table 4.19-1 Existing 100-Year Peak Flow Rate**

Area ID	Acreage	Peak Runoff (cfs)	Culvert Size (in)	Culvert Capacity (cfs)
100	140.0	376.7	54 CMP*	483.44**
200	2.6	9.0	30 CMP*	
300	9.3	28.4	30 CMP	96.0
400	16.9	54.5	36 CMP	154.1
500	5.4	16.4	30 CMP	71.8
600	53.9	160.5	42 CMP	132.0
700	4.4	14.3	24 CMP	59.5
800	7.0	22.6	24 CMP	51.5
900	14.1	49.7	24 CMP	38.7
1000	0.5	2.2	24 CMP	77.8
1100	79.1	212.6	48 CMP	79.2
1200	3.0	10.5	24 CMP	54.1
1300	65.7	191.2	36 CMP	138.8
1400	4.7	8.7	36 CMP	118.6
1500	25.8	88.4	36 CMP	119.6
1600	90.5	234.7	2 – 48 CMP	476.9
<b>Total</b>	<b>522.9</b>	<b>1,480.4</b>		

Source: (PECW, 2021a)

\* Existing culverts with no available data to use to calculate the estimated capacity. Existing culverts to be replaced by a 20’ x20’ RCB per Caltrans 60 Freeway widening project. Culvert capacity calculations based on Caltrans drainage



plans (slope & pipe size). See selected Caltrans Drainage plan sheets in Appendix E of *Technical Appendix 12* of this EIR).

\*\* Proposed 20'x20' RCB culvert capacity calculated with a conservative assumed depth of 2 ft which is 10% of the total inside height of the culvert. The actual physical capacity of the culvert far exceeds the assumption and is a function of the depth of flow. However, it is unlikely that the depth of flow will exceed 25% of the total inside height.

Caltrans is current conducting a project to widen the SR-60. The Caltrans project includes the replacement of two culverts and the extension of several other culverts which is occurring independently of the Project. The Caltrans project included the replacement of two culverts (Area ID 100 and 200) and the extension of several other culverts. The widening project will only affect the first five western culverts. Where runoff exceeds the calculated culvert capacity, the excess runoff ponds within the natural detention areas adjacent to the culvert invert.

#### **E. Solid Waste Collection and Disposal**

The City is within the service area of the Lamb Canyon Landfill, located just south of the City and operated by the Riverside County Department of Waste Resources (RCDWR). Currently, Waste Management, Inc. provides waste collection and disposal services for residences and businesses within the City.

Based on data reported to the State Department of Resources Recycling and Recovery (CalRecycle), in 2018, the City generated 39,877 tons of solid waste requiring disposal. A majority (27,887 tons) of the City's solid waste, in 2018, was disposed at the Lamb Canyon Landfill, followed by disposal of waste at the El Sobrante Landfill (6,166 tons), and Badlands Landfill (3,918 tons). The remaining 1,906 tons of City waste generated in 2018 was disposed of at the following locations: Antelope Valley Public Landfill, Azusa Landfill, Buttonwillow Landfill, Bowerman Landfill, Holloway Landfill, Lancaster Landfill, Mid-Valley Landfill, Olinda Alpha Landfill, and Simi Valley Landfill. A description of the active Riverside County Landfills is provided below (CalRecycle, 2021a).

- **Lamb Canyon Landfill** – Located approximately 4.2 miles southeast of the Project site in City, the Lamb Canyon Landfill is the nearest landfill to the Project site at 16411 Lamb Canyon Road. The landfill is operated by the Riverside County Department of Waste Resources (RCDWR). The landfill has a permitted tonnage of 5,000 tons per day (tpd), plus 500 tpd for beneficial reuse, 19,242,950 cy of capacity remaining as of January 2015, and has an estimated closure date of April 2029. It should be noted that the Lamb Canyon Landfill is currently undergoing a capacity to extend the life of the facility.
- **Badlands Landfill** – Located approximately 4.3 miles northwest of the Project site in the City of Moreno Valley at 31125 Ironwood Avenue. The landfill is operated by the RCDWR. The landfill has permitted tonnage of 4,800 tpd, has a remaining capacity of 15,748,799 cy as of January 2015, and has an estimated closure date of January 2022.
- **El Sobrante Landfill** – Located approximately 27 miles southwest of the Project site in the City of Corona at 10910 Dawson Canyon Road. The landfill is privately owned and operated



under an agreement with Riverside County. The landfill has a permitted tonnage of 16,054 tpd, has a remaining capacity of 143,977,170 cy as of April 2018, and has an estimated closure date of January 2051.

- **Blythe Landfill** – Located approximately 140 miles southeast of the Project site in the community of Ripley at 1000 Midland Road. The landfill is operated by RCDWR. The landfill has a permitted tonnage of 400 tpd. The landfill has a remaining capacity of 3,834,470 cy as of May 2016 and has an estimated closure date of August 2047.
- **Desert Center Landfill** – Located approximately 95 miles southeast of the Project site in the community of Desert Center at 17-991 Kaiser Road. The landfill is operated by RCDWR and is only open two days per year. The landfill has a permitted tonnage of 60 tpd, has a remaining capacity of 127,414 cy as of November 2018, and has an estimated closure date of August 2107.
- **Oasis Landfill** – Located approximately 65 miles southeast of the Project site in the community of Oasis at 84-505 84th Avenue. The landfill is operated by RCDWR. The landfill has a permitted tonnage of 400 tpd has a remaining capacity of 433,779 cy as of October 2012, and has an estimated closure date of September 2055.

Under existing conditions, there are no portable or temporary buildings on the Project site, and the site does not generate solid or liquid wastes that require landfill disposal. Currently, Waste Management, Inc. provides waste collection and disposal services for residences and business within the City of Beaumont. Disposal of the municipal waste including construction waste within the City of Beaumont General Plan Area is ultimately the responsibility of the County of Riverside, and the County will direct the waste to any of the available disposal sites (City of Beaumont, 2020b, pp. 5.18-16). The nearest landfill to the Project site is the Lamb Canyon Landfill, which is located approximately 4.2 miles southeast of the Project site and managed by the Riverside County Department of Waste Resources (RCDWR); however, solid waste generated by the City will be disposed of at several active landfills with adequate capacity. Solid waste generated under City General Plan buildout conditions represents less than 3% of the County's total waste stream, and is within the range of disposal estimates reflected in the area wide solid waste management and disposal plans developed by the RCWMD (City of Beaumont, 2020a, p. 156).

#### ***F. Dry Utilities***

##### ***1. Electricity***

Southern California Edison (SCE) provides electricity services to a large majority of southern and central California, including the City and its SOI. SCE serves 180 cities across 50,000 square miles of service area, encompassing approximately five million customers. SCE derives its electricity from a variety of sources; a majority of electrical power comes from eligible renewables and natural gas (City of Beaumont, 2020b).



According to the United States (U.S.) Energy Information Administration, California used approximately 250,175 gigawatt hours of electricity in 2020. By sector in 2020, residential uses utilized 39.4% of the state’s electricity, followed by 34.6% for residential uses, 25.8% for industrial uses, and 0.2% for transportation. Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. According to the County of Riverside Climate Action Plan, in 2017 the County consumed 2.9 billion kWh of electricity. The electricity demand was roughly 50% commercial industrial and 50% residential.

**2. Natural Gas**

The City and SOI are within the service area of Southern California Gas Company (SoCalGas) for the provision of natural gas at residences and businesses. SoCalGas provides natural gas to over 500 communities over a 24,000 square mile service area. (City of Beaumont, 2020b) In 2018, California gas utilities forecasted that they would deliver about 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions. The natural gas consumption by sector within SCG’s service area is provided in Table 4.19-2, *Natural Gas Consumption in SCG Service Area in 2018*. As shown, SCG consumed approximately 5.2 billion therms in 2018, of which approximately 2.1 billion therms were consumed by the residential sector and 913 million therms were consumed by the commercial building sector.

**Table 4.19-2 Natural Gas Consumption in SCG Service Area in 2018**

<b>Agricultural &amp; Water Pump</b>	<b>Commercial Building</b>	<b>Commercial Other</b>	<b>Industry</b>	<b>Mining &amp; Construction</b>	<b>Residential</b>	<b>Total Usage</b>
78	913	75	1,714	229	2,147	5,156

Notes:

<sup>a</sup> Source: (Urban Crossroads, 2021c, Table 2-2)

<sup>b</sup> all numbers in millions of therms and rounded to the nearest whole number

According to the County of Riverside Climate Action Plan, the County also consumed a total of 89,469,089 therms of natural gas in 2017. Approximately 55% of natural gas demand was from the commercial/industrial sector and 45% was from the residential sector.

**3. Telecommunications**

Several companies provide telecommunication services, including fiber optic and broadband internet, to residences and businesses throughout the City. Currently, the two largest provides in the City include Frontier Communications and Spectrum (Charter Communications).

**4.19.2 NOTICE OF PREPARATION/SCOPING COMMENTS**

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made on the NOP or during the EIR Scoping Meeting that pertain to utilities and service systems.



### 4.19.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, state, and local environmental laws and related regulations related to utilities and service systems.

#### A. Federal

##### 1. *Water Supply Regulations*

###### Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. “Clean Water Act” became the Act’s common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry and has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters unless a permit was obtained. EPA’s National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters (EPA, 2017a).

###### Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was established to protect the quality of drinking water in the U.S. This law focuses on all waters actually or potentially designed for drinking use, whether from above ground or underground sources. The Act authorizes EPA to establish minimum standards to protect tap water and requires all owners or operators of public water systems to comply with these primary (health-related) standards. The 1996 amendments to SDWA require that EPA consider a detailed risk and cost assessment, and best available peer-reviewed science, when developing these standards. State governments, which can be approved to implement these rules for EPA, also encourage attainment of secondary standards (nuisance-related). Under the Act, EPA also establishes minimum standards for state programs to protect underground sources of drinking water from endangerment by underground injection of fluids (EPA, 2017a).

##### 2. *Solid Waste Regulations*

###### Resource Conservation and Recovery Act (RCRA)

The RCRA is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. The US EPA oversees waste management regulation pursuant to Title 20 of the Code of Federal Regulations. Under RCRA, however, states are authorized to carry out many of the functions of the federal law through their own hazardous waste programs and laws, as long as they are at least as stringent (or more so) than the federal regulations. Thus, CalRecycle manages the State’s



California's solid waste and hazardous materials programs pursuant to U.S. EPA approval. Refer to Section 4.19.3B.2 for discussion on State regulations on solid waste.

**B. State**

1. *Water Supply Regulations*

Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act was established to ensure adequate water supplies are available for future uses. To promote the conservation and efficient use of water, the Act requires local agencies to adopt a water efficient landscape ordinance. When such an ordinance had not been adopted, a finding as to why (based on the climatic, geologic, or topographical conditions) such an ordinance is not necessary, must be adopted. In the absence of such an ordinance or findings, the policies and requirements contained in the "model" ordinance drafted by the State of California shall apply within the affected jurisdiction.

Water Recycling in Landscaping Act

In 2000, Senate Bill 2095 (Water Recycling in Landscaping Act) was approved by Governor Davis requiring any local public or private entity that produces recycled water and determines that within 10 years it will provide recycled water within the boundaries of a local agency, to notify the local agency of that fact. In turn, local agencies are required to adopt and enforce within 180 days a specified recycled water ordinance, unless the local agency adopted a recycled water ordinance or other regulation requiring the use of recycled water in its jurisdiction prior to January 1, 2001 (California Legislative Info, n.d.).

Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP Act) was proposed and adopted to ensure that water planning is conducted at the local level, as the State of California recognized that two water agencies in the same region could have very different impacts from a drought. The UWMP Act requires water agencies to develop Urban Water Management Plans (UWMPs) over a 20-year planning horizon, and further required UWMPs to be updated every five years. UWMPs are exempt from compliance with CEQA (DWR, 2016, p. 1-2).

The UWMPs provide a framework for long term water planning and inform the public of a supplier's plans for long-term resource planning that ensures adequate water supplies for existing and future demands. This part of the California Water Code (CWC) requires urban water suppliers to report, describe, and evaluate:

- Water deliveries and uses;
- Water supply sources;
- Efficient water uses;
- Demand management measures; and



- Water shortage contingency planning (DWR, 2016, p. 1-3).

The UWMP Act has been modified over the years in response to the State's water shortages, droughts, and other factors. A significant amendment was made in 2009, after the drought of 2007-2009 and as a result of the governor's call for a statewide 20% reduction in urban water use by the year 2020. This was the Water Conservation Act of 2009, also known as SB X7-7. This Act required agencies to establish water use targets for 2015 and 2020 that would result in statewide savings of 20% by 2020. Beginning in 2016, retail water suppliers were required to comply with the water conservation requirements in SB X7-7 in order to be eligible for State water grants or loans. Retail water agencies are required to set targets and track progress toward decreasing daily per capita urban water use in their service area, which will assist the State in meeting its 20% reduction goal by 2020 (DWR, 2016, p. 1-2).

□ California Senate Bill (SB) 610

The California Water Code (Water Code) Sections 10910 through 10915 were amended by the enactment of SB 610 in 2002. SB 610 requires preparation of a water supply assessment for projects of specified sizes of whether available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to CEQA (DWR, 2003). For the purposes of SB 610, "project" means any of the following:

- (1) A proposed residential development of more than 500 dwelling units.
- (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- (4) A proposed hotel or motel, or both, having more than 500 rooms.
- (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- (6) A mixed-use project that includes one or more of the projects specified in this subdivision.
- (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. (DWR, 2003)

Because the Project proposes to develop a business establishment more than 500,000 s.f. of floor space, a water supply assessment was required and is included in *Technical Appendix L* of this EIR.



California Water Code Section 10610 et seq. (Senate Bill 901)

Signed into law on October 16, 1995, SB 901 required every urban water supplier to identify as part of its urban water management plan, the existing and planned sources of water available to the supplier over a prescribed 5-year period. The code requires the water service purveyor to assess the projected water demand associated with a proposed project under environmental review. Later provisions of SB 901 required compliance in the event that the proposed Project involved the adoption of a specific plan, amendment to, or revision of the land use element of a general plan or specific plan that would result in a net increase in the state population density. Upon completion of the water assessment, cities and counties may agree or disagree with the conclusions of the water service purveyors, but cannot approve projects in the face of documented water shortfalls without first making certain findings.

Executive Order B-29-15

Executive Order (EO) B-29-15 ordered the State Water Resources Control Board (SWRCB) to impose restrictions to achieve a 25% reduction in potable urban water usage through February 28, 2016; directed the California Department of Water Resources (DWR) to lead a statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes; and directed the California Energy Commission to implement a statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices (DWR, 2020b). Subsequent EOs regarding water conservation that has been signed in the following years are discussed below.

Executive Order B-37-16

Signed on May 9, 2016, EO B-37-16 established a new water use efficiency framework for California. The order bolstered the state's drought resilience and preparedness by establishing longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans, and improving agricultural water management and drought plans (DWR, 2020b).

Executive Order B-40-17

Signed on April 7, 2017, EO B-40-17 ended the drought state of emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects will continue to help address diminished groundwater supplies. It maintains water reporting requirements and prohibitions on wasteful practices. The order was built on actions taken in Executive Order B-37-16, which remains in effect. In a related action, state agencies, including the Department of Water Resources (DWR), released a plan to continue making water conservation a way of life (DWR, 2020b).

Sustainable Groundwater Management Act (SGMA)

The Sustainable Groundwater Management Act (SGMA) established a new structure for managing California's groundwater resources at a local level by local agencies. SGMA required, by June 30, 2017, the formation of locally-controlled groundwater sustainability agencies (GSAs) in the State's high- and medium-priority groundwater basins and subbasins (basins). A GSA is responsible for



developing and implementing a groundwater sustainability plan (GSP) to meet the sustainability goal of the basin to ensure that it is operated within its sustainable yield, without causing undesirable results. The GSP Emergency Regulations for evaluating GSPs, the implementation of GSPs, and coordination agreements were adopted by DWR and approved by the California Water Commission on May 18, 2016 (DWR, 2017b).

In 2016, the California Legislature made moderate amendments to the SGMA, which went into effect on January 1, 2017. Amendments to the SGMA included the regulations that were passed under SB 13. SB 13 changed the Department of Water Resources' role with respect to reviewing and posting GSA formation notices and the notice of intent provision related to GSA formation.

## 2. *Solid Waste Regulations*

### California Solid Waste Integrated Waste Management Act (AB 939, 1989)

The Integrated Waste Management Act (IWMA) established an integrated waste management hierarchy to guide the California Integrated Waste Management Board (CIWMB) and local agencies in implementation, in order of priority: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal (it should be noted that the CIWMB no longer exists, and its duties have been assumed by CalRecycle). As part of the IWMA, the CIWMB was given a purpose to mandate the reduction of disposed waste (CalRecycle, 2018a). The IWMA also required:

- The establishment of a task force to coordinate the development of city Source Reduction and Recycling Elements (SRREs) and a countywide siting element.
- Each city, by July 1, 1991, to prepare, adopt and submit a SRRE to the county which includes the following components: waste characterization; source reduction; recycling; composting; solid waste facility capacity; education and public information; funding; special waste (asbestos, sewage sludge, etc.); and household hazardous waste.
- Each county, by January 1, 1991, to prepare a SRRE for its unincorporated area, with the same components described above, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction which cannot be reduced or recycled for a 15-year period.
- Each county to prepare, adopt, and submit to the Board an Integrated Waste Management Plan (IWMP), which includes all the elements described above.
- Each city or county plan to include an implementation schedule which shows: diversion of 25% of all solid waste from landfill or transformation facilities by January 1, 1995 through source reduction, recycling, and composting activities; and, diversion of 50% of all solid waste by January 1, 2000 through source reduction, recycling, and composting activities.
- The CIWMB to review the implementation of each SRRE at least once every two years.



- The IWMA required the CIWMB, in conjunction with an inspection conducted by a Lead Enforcement Agency (LEA), to conduct at least one inspection per year of each solid waste facility in the state.

Additionally, the IWMA established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities (CalRecycle, 2018a).

❑ Waste Reuse and Recycling Act (AB 1327)

The Waste Reuse and Recycling Act (WRRRA) required the CIWMB to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The WRRRA also required local agencies to adopt a local ordinance by September 1, 1993 or allow the model ordinance to take effect. The WRRRA requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued (CalRecycle, 2018b).

❑ Mandatory Commercial Recycling Program (AB 341)

Assembly Bill (AB) 341 (Chapter 476, Statutes of 2011 [Chesbro, AB 341]) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning Oct. 28, 2011. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB-341 was designed to help meet California's recycling goal of 75% by the year 2020. AB 341 requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multi-family apartments with five or more units are also required to form a recycling program (CalRecycle, 2021b).

❑ 2019 California Green Building Standards Code (CAL Green; Part 11 of Title 24, California Code of Regulations)

CALGreen became effective January 1, 2020, and is applicable to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout the State of California (including residential structures and elementary schools). CALGreen Section 5.408.3 requires that 100% of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed.

3. *Energy Conservation Regulations*

❑ California Energy Efficiency Standards for Residential and Nonresidential Buildings (24 California Code of Regulations 6)

The Building Energy Efficiency Standards were first adopted in 1976 and have been updated periodically since then as directed by statute. In 1975 the Department of Housing and Community



Development adopted rudimentary energy conservation standards under their State Housing Law authority that were a precursor to the first generation of the Standards. However, the Warren-Alquist Act was passed one year earlier with explicit direction to the Energy Commission (formally titled the State Energy Resources Conservation and Development Commission) to adopt and implement the Standards. The Energy Commission's statute created separate authority and specific direction regarding what the Standards are to address, what criteria are to be met in developing the Standards, and what implementation tools, aids, and technical assistance are to be provided (CEC, 2015).

The Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. Public Resources Code Sections 25402 subdivisions (a)-(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the Energy Commission to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space. For this reason, the Standards include both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option. Reference appendices are adopted along with the Standards that contain data and other information that helps builders comply with the Standards (CEC, 2015).

The 2016 update to the Building Energy Efficiency Standards focused on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential Standards include improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the ASHRAE 90.1 2013 national standards. New efficiency requirements for elevators and direct digital controls are included in the nonresidential Standards. The 2016 Standards also include changes made throughout all its sections to improve the clarity, consistency, and readability of the regulatory language (CEC, 2015).

The newest 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The 2019 Title are applicable to building permit applications submitted on or after January 1, 2020. The 2019 Title 24 standards require solar PV systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. The CEC anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code.

Public Resources Code Section 25402.1 also requires the Energy Commission to support the performance standards with compliance tools for builders and building designers. The Alternative Calculation Method (ACM) Approval Manual adopted by regulation as an appendix of the Standards establishes requirements for input, output, and calculational uniformity in the computer programs used to demonstrate compliance with the Standards. From this, the Energy Commission develops and makes publicly available free, public domain building modeling software in order to enable compliance based



on modeling of building efficiency and performance. The ACM Approval Manual also includes provisions for private firms seeking to develop compliance software for approval by the Energy Commission, which further encourages flexibility and innovation. (CEC, 2015)

California Solar Rights and Solar Shade Control Acts

The Solar Rights Act sets parameters for establishing solar easements, prohibits ordinances and private covenants which restrict solar systems, and requires communities to consider passive solar and natural heating and cooling opportunities in new construction. This Act is applicable to all California cities and counties. California's solar access laws appear in the state's Civil, Government, Health and Safety, and Public Resources Codes. California Public Resources Code Section 25980 sets forth the Solar Shade Control Act, which encourages the use of trees and other natural shading except in cases where the shading may interfere with the use of active and passive solar systems.

**C. Regional**

**1. *Beaumont Basin Watermaster***

The Beaumont Basin Watermaster consists of several public entities including the City, and was formed on February 2, 2004, pursuant to a Stipulated Judgment to adjudicate and manage groundwater rights in the Beaumont Groundwater Basin. The Watermaster has the authority and responsibility to administer the adjudicated water rights within the Beaumont Basin. The Watermaster committee consists of representatives from the cities of Banning and Beaumont, the Beaumont-Cherry Valley Water District, the Yucaipa Valley Water District, and South Mesa Water Company. The Beaumont Basin encompasses approximately 26 square miles, has a current safe yield of approximately 8,650 acre-feet, a total storage capacity of up to 200,000 acre-feet for conjunctive use.

**2. *BCVWD UWMP***

BCVWD has prepared a 2020 UWMP as required by the California Department of Water Resources (DWR) for all urban water suppliers serving more than 3,000 customers or 3,000 acre-feet (acre-ft) of water annually within the State of California. The 2020 UWMP follows California state requirements as defined in the California Water Code and in the Urban Water Management Guidebook 2020 (DWR, 2021). BCVWD's 2020 UWMP was adopted by the Board of Directors on August 26, 2021 and submitted to DWR after adoption (BCVWD, 2021).

As a companion to the 2020 UWMP and required by State law, BCVWD prepared and approved the 2020 Water Shortage Contingency Plan (WSCP) as a strategic planning process to prepare for and respond to water shortages. As part of this new requirement, BCVWD will assess each year's water supplies to determine if there was a water volume shortage for that year. Based on the water shortage, BCVWD will implement one of six water conservation levels, as defined in the BCVWD's WSCP, to encourage or require water conservation among its service area (PACE, 2022).



3. *Master Drainage Plan*

The Riverside County Flood Control and Water Conservation District (RCFCWCD) adopted the Beaumont Master Drainage Plan (MDP). Many cities within the RCFCWCD boundary that have an MDP will also establish an Area Drainage Plan (ADP), which is the financing mechanism used to offset taxpayer costs for proposed drainage facilities. According to the ADP, fees to support construction of MDP facilities are assessed on new development within the plan area. Currently, an ADP has not been established for the City.

**D. Local**

1. *City of Beaumont General Plan*

The General Plan identifies goals related to utilities and service systems throughout its elements. These goals and policies and a discussion of the Project’s consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*. The specific General Plan policies related to utilities and service system that are relevant to the Project are as follows.

*Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water*

Policy 7.3.6: Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.

*Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.*

Policy 7.6.1: Encourage new construction and additions to avoid “Red List” materials and chemicals.<sup>1</sup>

*Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.*

Policy 7.7.3: Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

*Goal 7.8: City-wide access to high-quality energy utility and telecommunication services.*

Policy 7.8.1: Ensure that adequate utility and telecommunication infrastructure support future development.

2. *City of Beaumont Municipal Code*

The City of Beaumont Municipal Code identifies polices related to utilities and service systems. The specific Municipal Code policies that are relevant to the Project are as follows.

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<sup>1</sup> The “Red List” includes the worst types of materials and chemicals used in the building industry that are harmful to humans and the environment. For a list of material included on the “Red List,” see: <https://living-future.org/declare/declare-about/red-list/>



**Chapter 8.12 – Solid Waste Management.** This Chapter establishes mandatory solid waste collection in the City for the protection of health, safety, and welfare of the City’s residents and to carefully control the collection and disposal of solid waste so that the reductions required by Public Resources Code Section 40000 et seq. (AB 939) can be planned for an accurately measured.

**Chapter 8.14 – Mandatory Recycling Requirements for Commercial Facilities.** This Chapter establishes requirements for the recycling of recyclable materials generated from commercial facilities pursuant to AB 1327. These requirements are intended to increase the diversion of recyclable materials from landfills, conserve capacity and extend the useful life of landfills utilized by the City, reduce greenhouse gas emissions, and avoid the potential financial and other consequences to the City of failing to meet State law diversion requirements.

**Chapter 13.04 – Sewage Discharges.** This Chapter restricts the types of discharges allowed in the sanitary sewer system.

**Chapter 13.08 – Sewer System.** Establishes the methods by which sewage will be handled and restricts deposition in any unsanitary manner upon public or private property any human fecal matter, garbage, or other objectionable waste. It is also unlawful to discharge to the ground or to a natural watercourse any sewage, including, but not limited to, domestic or industrial wastewater or other polluted water, in a manner that would create a hazard or nuisance or that would impair the usefulness of groundwater or surface water.

**Chapter 13.09 – Regulating Fats, Oils, and Grease (F.O.G.) Management in Food Service Establishments.** Demonstrates compliance with the Order No. DWQ 2006-0003 adopted by the State Water Resources Control Board in May 2006, mandating implementation of various tasks associated with the City’s sanitary sewer systems.

**Chapter 13.20 – Pretreatment and Regulation of Wastes.** Describes the City’s wastewater pretreatment ordinance that identifies and regulates certain facilities that have the potential to discharge undesirable pollutants that may interfere with or damage the Beaumont Wastewater Treatment Plant No. 1, and/or pass through untreated into the environment. The ordinance incorporates the National Categorical Pretreatment Standards located in 40 CFR Chapter I, Subchapter N, Parts 405—471. Regulated users can include, but are not limited to industrial facilities, vehicle servicing facilities, water-softening wastes, food processing facilities, medical waste, spent solutions and sludge, and recovered pretreatment wastes. All regulated users are noticed by the City to obtain an individual wastewater discharge permit before connecting to or discharging to the Beaumont Wastewater Treatment Plant No. 1. Each permittee is required to comply with the provisions of the permit. The City may conduct inspections, monitoring, flow metering, sampling, collection of compensation, and enforcement procedures including cease and desist orders and permit revocation.

**Chapter 13.24 – Stormwater/Urban Runoff Management and Discharge Controls.** Protects and enhances the water quality of watercourses, water bodies, groundwater, and wetlands in a



manner pursuant to and consistent with the Federal Clean Water Act, the State Porter-Cologne Water Quality Control Act, and the conditions of any NPDES permit applicable to the City. Details regarding the requirements of NPDES permit is discussed in Section 4.10, *Hydrology*, of this EIR.

**Section 17.04.083 – Inclusion of Recycling Receptacles in Building Design.** Establishes that office, commercial and retail, industrial and large-scale residential development projects shall include appropriately-sized receptacles for recyclable materials adjacent to trash containers in all common areas. Signs shall be posted to instruct users as to the proper separation of trash and recyclable materials.

#### 4.19.4 BASIS FOR DETERMINING SIGNIFICANCE

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. Section I of Appendix G to the CEQA Guidelines requires the following to be evaluated to determine if the proposed Project would result in a significant impact to utilities and service systems:

- a. *Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;*
- b. *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;*
- c. *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;*
- d. *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals;*
- e. *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.*



4.19.5 IMPACT ANALYSIS

***Threshold a: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

**A. Water Facilities**

Water service to the Project site would be provided by BCVWD. Water demand associated with the Project would consist of interior plumbing devices (i.e., sinks, toilets, faucets), outdoor landscape irrigation, and various industrial and commercial process systems.

The Project is anticipated to increase water demand in the Project site by 196.7 acre-feet per year (AFY; 175,584 gpd) of which 85.2 AFY is outdoor, non-potable use (BCVWD, 2021). Based on the Project-specific WSA prepared for the Project, BCVWD forecasts that it will have sufficient water supplies to meet estimated water demands from Project buildout. Water supply is discussed in detail under Threshold b, below.

The Project site is within BCVWD's 2650 Pressure Zone (PZ). The development of the Project would require construction of new water distribution lines within the Project site's development footprint. The final design and sizing of on-site facilities would accommodate the anticipated water demand (landscaping, potable, and fire flow) based on the proposed land use. These new water distribution lines would connect to existing facilities that are located within the Project area and within adjacent roadways.

As shown on Figure 3-9, *Conceptual Potable Water Plan*, the proposed system includes the following facilities: on-site dual potable water lines to create a connection between the 2650 Pressure Zone and 2750 Pressure Zone within the Specific Plan, along with an optional 1.2 MG tank which allows for 960,000 gallons (usable storage). The Project proposes to extend the dual 16-inch potable water lines from the Hidden Canyon development located 350 feet east of the Project site in 4th Street in the existing right of way to create a hydraulic loop around the development area. The northern potable water line in the northern side of 4th Street, Entertainment Way, and Industrial Way is the primary potable water supply to the Project site from the 5-MG Hannon Tank (2650 PZ). The southern potable water line in the southern side of 4th Street is an emergency potable water supply from the future 2750-2650 Pressure-Reducing Valve Station (PRV Station) located along 4th Street. The dual potable water lines in 4th Street connect to the existing dual lines and off-site check valve located within 4th Street at Project's eastern boundary. The two potable water lines along with an off-site check valve allow for back-feeding (flushing) of the 2650 PZ from the 2750-2650 PRV Station, provide redundant daily and emergency service from the 2750 PZ, reduce the potential for stagnant water quality issues, and allow for a future 2650 PZ tank south of CA-60 Freeway to back-feed the 2650 PZ.



The Project's proposed potable water system would include the following facilities: on-site dual potable water lines to create a connection between the 2650 PZ and 2750 PZ within the Project site and an optional 1.2-million-gallon tank that will allow for 960,000 gallons of usable storage.

Additionally, the Project would construct an on-site recycled water system supplied by BCVWD. Recycled water will be used for construction dewatering, irrigation of manufactured and replanted slopes within PA 9, as well as for irrigation of parkway landscaping and irrigation of landscaping within the General Commercial and Industrial land uses (PAs 1-8). The Project would connect a proposed 14-inch recycled water line that would connect to the existing 14-inch recycled water line within the adjacent Hidden Canyon development at 4th Street, 350 feet east of the Project site in the existing right of way. Additionally, a proposed 8-inch water line would branch off from the 14-inch main line within 4th Street and extend between PAs 7 and 8 to provide irrigation water to the portion of PA 9 on the north side of the Project site.

**B. Wastewater and Wastewater Treatment Facilities**

The Project is anticipated to have a wastewater generation rate of 0.26 million gallons of wastewater per day. The Project would construct a wastewater conveyance system to service the Project site and connect to the City's sanitary system. The Project utilizes a gravity sanitary system. However, due to the grading limitations, the sewer system does not provide gravity flow to the proposed point of connection, which is a 12-inch PVC line and a sewer manhole, located at the end of the extension of 4th Street 350 feet east of the Project site in 4th Street in the existing right of way. Instead, the gravity system will flow to the proposed sewer lift station located at the northwest corner of PA 5. From there the sewer flow will be conveyed via the proposed Dual Force Main within Industrial Way and Entertainment Avenue, and Jackrabbit Trail towards a connection at 4th Street with an existing 12-inch gravity sewer line. The lift station shall be designed and limited to the Project's ultimate capacity with no interim condition except potential pump quantity.

The precise alignments and sizing of sewer facilities will be determined at the Plot Plan, Conditional Use Permit, and/or final map stages of Specific Plan implementation. As shown on Figure 3-11, *Conceptual Sewer Plan*, the Project provides the following sewer improvements:

- Proposed 8-inch Dual Sewer Force Main within Industrial Way through Entertainment Way to Jack Rabbit Trail to the point of connection at 4th Street.
- Connection to the proposed 12-inch gravity sewer main within 4th Street, 350 feet east of the Project site.
- Proposed 8-inch gravity sewer lines within Industrial Way.
- Lift Station in PA 5.
- Point of connection at 4th Street east of Jack Rabbit Trail.



The Project's proposed wastewater facilities, including the sewer lift station, would be sized only to accommodate the wastewater generated by the Project. No new or expanded off-site sewer lines are anticipated to serve the Project.

The 0.26 mgd of wastewater generated by the Project would be treated at the Beaumont Wastewater Treatment Plant No. 1, which currently has the upgraded capacity to treat 6.0 mgd of effluent. The Project's anticipated wastewater generation represents approximately 4% of the treatment capacity for the Beaumont Wastewater Treatment Plant No. 1. The Beaumont Wastewater Treatment Plant No. 1 has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. As discussed above, the completed upgrade and expansion of the Beaumont Wastewater Treatment Plant No. 1 is anticipated to adequately treat flows generated over the next 20 years. No new or expanded wastewater treatment facilities not already planned would be required. Impacts would be less than significant.

**C. Stormwater Drainage Facilities**

As further discussed in Section 4.10, *Hydrology and Water Quality*, of this EIR, the Project would increase the amount of impervious surface within the Project site. As discussed in Section 3.0, *Project Description*, and shown on Figure 3-12, *Conceptual Drainage and Water Quality Plan*, the Project would construct an on-site storm drain system. The Project's proposed storm drain system would consist of catch basins, grated inlets, storm drainpipes with sizing varying from 18-inches to 48-inches, and four detention basins, each of which provide stormwater treatment and peak flow mitigation for each of their respective tributaries. On-site and some off-site flows would be conveyed within the proposed streets to a series of catch basin and stormwater lines which direct flows to the four on-site detention basins. Detention basins are planned within PAs 4, 5, 6, and 8. It should be noted that the Project's flood protection facilities would be designed in accordance with the requirements of the RCFCWCD with adequate access easements and facilities provided.

The Project's proposed stormwater drainage system is designed to accommodate anticipated stormwater flows to accept 100-year, 1-hour storm events from the Project site under developed conditions. The Project's stormwater will flow to the existing culverts, drain to San Timeteo Creek Reach 3, then into the Santa Ana River, and ultimately discharge into the Pacific Ocean. No new or expanded off-site storm drain facilities are required to accommodate runoff from the Project site beyond that proposed as part of the Project.

**D. Dry Utilities (Electrical Power, Natural Gas, and Telecommunications)**

Construction of the Project would require connections to existing electricity, natural gas, and telecommunication facilities 350 feet east of the Project site in 4th Street in the existing right of way. The Project would be served in accordance with the State of California's Public Utilities Commission (CPUC) and Federal Energy Regulatory Commission tariffs. As discussed in Section 4.6, *Energy*, Project operations will result in the total annual demand of 53,857,582 kBtu of natural gas and 25,747,206 kWh of electricity. By comparison, approximately 23 billion BTU of natural gas is consumed in California annually based on the California daily petroleum consumption estimate of



approximately 64.1 billion BTU per day. Similarly, approximately 3,717,674 GWh of electricity is consumed in California annually based on the California daily electricity consumption estimate of approximately 10,185 GWh per day. Therefore, the Project's natural gas and electricity consumption would be 0.0002% and 0.0007% of the State's consumption in 2020, respectively. According to the County of Riverside Climate Action Plan, in 2017 the County consumed 89,469,089 therms of natural gas and 2.9 billion kWh of electricity. Therefore, the Project's natural gas and electricity consumption would be 28.78% and 0.89% of the County's consumption in 2017, respectively, and no new or expanded off-site dry utilities are required to serve the Project.

***E. Environmental Impacts from Utility and Infrastructure Systems***

Domestic and recycled water infrastructure, sewer lines, lift station, storm drain infrastructure, and dry utilities would be installed in compliance with the requirements of the respective utility providers, and consistent with final plans approved by the utility providers. Construction activities associated with the proposed utility infrastructure would be within the Project's construction impact area and within the 4th Street right of way 350 feet east of the Project site as shown in Figure 3-7, in Section 3.0, *Project Description*, of this EIR. The installation of the proposed infrastructure improvements would result in physical environmental impacts; however, these impacts have been included in the analyses of construction-related effects presented throughout this EIR, (e.g., air quality impacts, impacts to biological and cultural resources, water quality impacts, and noise and vibration impacts, etc.). Any applicable Project-specific mitigation measures for construction identified for each topical issue would address potential significant impacts associated with construction and installation of utilities. Therefore, through consistent implementation of a variety of measures related to construction impacts, no additional impacts related to construction and operation of utility systems would occur. Impacts would be less than significant.

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

As previously discussed, the Project site will be annexed into the service area for the BCVWD and the BCVWD is the operator of the public water system that would provide potable water service to the Project site. Due to the total building area (over 500,000 s.f. of floor space) permitted by the Beaumont Point Specific Plan, the Project's water demand is required to be evaluated in a WSA, in accordance with Section 10912 of the California Water Code. A WSA and Amendment #1 WSA (included as EIR *Technical Appendices L1 and L2*) was prepared by Charles Marr Consulting and Pacific Advanced Civil Engineering, Inc. (CMC & PACE) for BCVWD to determine whether the Project's water demand was adequately accounted for in the 2015 and 2020 BCVWD UWMPs and if the Project's water demand could have a significant impact on projected water supplies and resources. The results of the WSA are summarized herein.

According to the Project-specific WSA, the City of Beaumont General Plan anticipated that the Project site would be developed with land use with a density of 2,000 equivalent dwelling units (EDUs) and



have a water demand of 1,092 AFY, which was included in BCVWD's 2015 UWMP. The 2015 BCVWD UWMP concluded that BCVWD had adequate existing and planned water supplies to serve the Project site, existing commitments, and future commitments. The Project's new proposed land uses for the Project site estimates a new density equivalent to 360 EDUs, representing a site density reduction of 82%, and an estimated water demand of 197 AFY of which, 85.2 AFY (approximately 43%) would be used for outdoor, non-potable irrigation purposes.

In September 2021, four months after approval of the WSA, the BCVWD Board of Directors approved the 2020 UWMP, updating BCVWD's 2015 UWMP to be in compliance with State law. Specific to the Project, the 2020 UWMP incorporates the specific change in land use from residential to commercial, reducing the total water demand for the Project from 2,000 EDUs to 360.26 EDUs, a reduction of 82%. Additionally, the 2020 UMWP further defines BCVWD's and City of Beaumont's commitment to using non-potable water, available from the City's upgraded Title 22 recycled water treatment plant and shallow aquifer wells, which are not suitable for direct potable water supply. This is consistent with the approved WSA, which indicated 43.31% of the total demand could be supplied by BCVWD's non-potable water system. This further reduces Project's imported and local groundwater (potable) demand, from 360.26 EDUs to 204.21 EDUs. Therefore, the Project's water demand is accounted for in the 2020 UWMP (BCVWD, 2021).

Water Code Section 10910 (c)(3) states that if the projected water demand associated with the proposed project was accounted for in the most recently adopted UWMP, the public water system may incorporate information from that plan in preparing the WSA. The BCVWD 2020 UWMP includes the Project water demands and indicates that the District can meet its service area's water supply requirements under normal, single, and multiple consecutive dry years. Therefore, the WSA concludes that BCVWD has sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years through 2045 and impacts would be less than significant.

Additionally, the Riverside County Fire Department (RCFD) has a fire flow requirement of 4,000 gallons per minute (gpm) for 4 hours for the Project. As identified in the WSA, the backbone transmission system in the main pressure zones consists primarily of 24-inch pipes with some 30-inch pipeline leading to some reservoirs. The bulk of the backbone transmission and distribution pipe is ductile iron with cement mortar lining, installed in the last 10 to 15 years. Small, older distribution lines in the system are gradually being replaced over time with minimum 8-inch ductile iron pipe. The WSA concluded that the system can provide over 4,000 gpm fire flow; therefore, impacts would be less than significant.

***Threshold c: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

As previously discussed, the City controls and manages its sewer collection, conveyance, and treatment system. Wastewater generated in the City is treated at the Beaumont Wastewater Treatment Plant No.



1, which currently has a treatment capacity of 4.0 mgd with an average daily flow of 3.1 mgd. As such, the Beaumont Wastewater Treatment Plant No. 1 has an excess capacity of 0.9 mgd. As discussed under Threshold a of this section, the Project is estimated to generate 0.26 mgd of wastewater requiring treatment. Therefore, the Beaumont Wastewater Treatment Plant No. 1 has sufficient excess capacity to treat Project-generated wastewater. In November 2020, the City completed its upgrading and expanding of the Beaumont Wastewater Treatment Plant No. 1 capacity, which increases the treatment capacity from 4.0 mgd to 6.0 mgd. The upgrades and expansion to the Beaumont Wastewater Treatment Plant No. 1 is anticipated to adequately handle anticipated flows over the next 20 years. Therefore, the City has adequate capacity to serve the Project's projected demand in addition to the existing commitments and impacts would be less than significant.

***Threshold d: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

1. *Construction Impacts*

During the Project's construction phases, various types of construction-related waste, primarily consisting of discarded materials and packaging. Based on the anticipated building square footage of 5,331,000 s.f.<sup>2</sup> and the US EPA's construction waste generation factor of 4.34 pounds (lbs.) per s.f. of non-residential uses, approximately 11,568<sup>3</sup> tons of waste would be generated during the building construction phase (EPA, 2009, p. 10). The Project's building construction is reasonably expected to occur over a period of approximately 53 months, or 1,586 days (see Table 3-4), which corresponds to approximately 7.3 tons<sup>4</sup> of construction waste generated per day during the building construction phase. Additional waste would be expected from infrastructure installation and other Project-related construction activities.

The California Green Building Standards (CalGreen) Code, which has been adopted by the City's Municipal Code (Chapter 15.22, Green Building Standards Code), requires that at least 65% of construction debris be diverted from landfills through recycling, reuse, and/or salvage. Non-recyclable demolition debris and construction waste generated by the Project would be disposed at the Lamb Canyon Landfill, which has a permitted tonnage of 5,000 tpd, plus 500 tpd for beneficial reuse, 19,242,950 cy of capacity remaining as of January 2015. Therefore, it is anticipated that the Project would require 2.6 tons<sup>5</sup> of solid waste to be disposed of at a landfill per day, which represents approximately 0.05%<sup>6</sup> of the permitted capacity at the Lamb Canyon Landfill. The remaining 4.7 tons of solid waste would be recycled, reused, and/or salvaged pursuant to CalGreen and the City's Municipal Code Chapter 15.22. As such, the disposal of construction-related solid waste associated

<sup>2</sup> 246,000 s.f. (General Commercial) + 4,995,000 s.f. (Industrial) + 90,000 s.f. (125-room hotel) = 5,331,000 s.f.

<sup>3</sup> (5,331,000 s.f. x 4.34 lbs/s.f.) x (1 ton/2,000lbs) = ~11,568 tons

<sup>4</sup> 11,568 tons/1,586 days = ~7.3 tons/day

<sup>5</sup> 7.3 tons x 0.35 = ~ 2.6 tons

<sup>6</sup> (2.6 tons/5,000 tons) x 100 = 0.05%



with the Project is not anticipated to exceed the permitted capacity of the Lamb Canyon Landfill and impacts would be less than significant.

**2. Operational Impacts**

Based on a daily waste generation factor of 10.8 tons of solid waste annually per 1,000 square feet of industrial building area, identified in the City of Beaumont General Plan EIR, long-term operation of the Project’s industrial buildings would generate approximately 53,946 tons of solid waste per year. Additionally, based on a daily waste generation factor of 2.4 tons of solid waste annually per 1,000 square feet of commercial building area, identified in the City of Beaumont General Plan, long-term operation of the Project’s commercial buildings would generate approximately 806 tons<sup>7</sup> of solid waste per year. The Project is estimated to generate a total of 54,752 tons of solid waste per year or approximately 150 tons of solid waste per day, which represents approximately 3% of the Lamb Canyon Landfill maximum daily capacity and 3.1% of the Badlands Landfill maximum daily capacity. Additionally, the Project would be required to comply Assembly Bill 341, which requires all commercial businesses that generate 4 cubic yards or more of waste per week to have a recycling program in place. The goal is to divert 75% of California’s waste stream towards recycling and away from the landfill. Waste Management, Inc. has programs in place to support commercial customer’s compliance with AB 241.

As previously discussed, the City is within the service area of the Lamb Canyon Landfill and a majority of the waste generate by the City is taken to the Lamb Canyon Landfill. However, waste generated within the City is also taken to other Riverside County landfills, as well as various landfills throughout the State. Disposal of the municipal waste generated within the City is ultimately the responsibility of Riverside County, and as such, the County directs municipal wastes to any available disposal sites. This could be accomplished through direct transport to an alternative landfill, or through the construction and operation of a transfer facility. Waste generated under buildout conditions will be directed to landfills with available capacity, as determined by the County. As part of its long-range planning and management activities, the RCDWR ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year by as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan. (City of Beaumont, 2020b, pp. 5.18-36 ) As previously discussed, Riverside County’s active landfills currently have adequate capacity to serve the Project. Therefore, the implementation of the Project is not anticipated to exceed the capacities of existing landfill facilities and impacts would be less than significant.

***Threshold e: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport

<sup>7</sup> (2.4 tons/1000) x 336,000 s.f. (246,000 s.f. [General Commercial] + 90,000 s.f. [125-room hotel]) = 806.4 tons



of solid waste. The Project would be required to coordinate with Waste Management, Inc. to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 341, *Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991*.

Additionally, the Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 and Solid Waste Disposal Measurement Act of 2008. State law requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The diversion goal has been increased to 75% by 2020 by SB 341. Further, the Solid Waste Disposal Measurement Act of 2008 was established to make the process of goal measurement (as established by California Integrated Waste Management Act of 1989) simpler, timelier, and more accurate. The Solid Waste Disposal Measurement Act of 2008 builds on California Integrated Waste Management Act of 1989 compliance requirements by implementing a simplified measure of jurisdictions' performance. The Solid Waste Disposal Measurement Act of 2008 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment); and (2) its disposal, as reported by disposal facilities. In 2019 (the last year data was approved), the City implemented 41 programs to reduce solid waste generation and achieve the increased solid waste diversion required. These programs involve composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction, special waste materials, and transformation (biomass) (CalRecycle, 2019a). Building operators would be required to participate in the City's recycling programs and comply with hazardous waste disposal regulations. The City had an average disposal rate of 4.8 pounds per resident per day and 33.2 pounds per employee per day in 2019. These disposal rates are less than the established disposal rate targets for the City (9.7 pounds per resident per day and 42.1 pounds per employee per day) (CalRecycle, 2019b). Therefore, resident- and employee-generated solid waste being diverted to landfills is less than anticipated for the City, and the City is in compliance with solid waste management regulations. The Project would be required to coordinate with Waste Management, Inc., the waste hauler, to develop collection of recyclable material for the Project on a common schedule as set forth in applicable local, regional, and state programs. Recyclable materials that could be recycled by the Project include paper products, glass, aluminum, and plastic. Future tenants of the Project would comply with the solid waste management regulations by mandatory participation in the City's recycling programs and with hazardous waste disposal regulations.

Hazardous waste generated during construction would be disposed of per existing regulations (discussed in Section 4.9, *Hazards and Hazardous Materials*, of this EIR). Similarly, hazardous materials used during the construction and operation of the warehouse uses, including maintenance activities, would be conducted in compliance with applicable regulations. Further, as discussed above, solid waste generated during construction activities would adhere to the diversion requirements outlined in the CalGreen Code, and would exceed the required 65% diversion rate. The Project would participate in established programs for commercial development projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.



As such, the Project would not conflict with any federal, State, or local regulations related to solid waste management. Therefore, no impacts related to compliance with solid waste statutes would occur, and no mitigation is required.

#### **4.19.6 CUMULATIVE IMPACT ANALYSIS**

This cumulative impact analysis considers development of the Project site in conjunction with other development projects and planned development within the service area for the respective utility provides or the service area for specific facilities (e.g., wastewater treatment facilities).

As with the Project, each individual related development project would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, dry utilities, and others) to serve the project. Each individual development project is subject to review for utility capacity to avoid unanticipated interruption of service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service (at the time of need). Therefore, the Project impacts would not contribute to a significant cumulative impact associated with construction of utility infrastructure or provision of utility services.

The Project involves a General Plan Amendment, Specific Plan, Pre-Zone, Vesting Tentative Parcel Map, and Development Agreement to develop the Project site with industrial, commercial, open space, and open space – conservation uses. The Project site was previously planned with a different proposed land use -- density of 2,000 EDUs with an estimated water demand of 1,092 AFY, which was included in BCVWD's UWMP. With the approval of the Project's proposed discretionary approvals, the Project would reduce the density of EDUs from 2,000 EDUs to 360 EDUs and reduce the estimated water demand from 1,092 AFY to 197 AFY, a substantial reduction. According to the Project-specific WSA, the BCVWD has sufficient potable water supplies to meet existing and future demands through the year 2040 under normal, single-dry, and multiple dry years. As such, the Project would not contribute to a cumulatively considerable impact on water supply.

The Beaumont Wastewater Treatment Plant No. 1 has an existing capacity of 6.0 mgd is poised to meet current and future demands of the City. As such, there is adequate existing and proposed capacity to provide wastewater treatment for the Project and cumulative development. Therefore, the Project would not result in a significant cumulative impact on wastewater treatment facilities.

The City, including the Project site and cumulative development, are within the service area of the Lamb Canyon Landfill and a majority of the City's solid waste is disposed of at the Lamb Canyon Landfill. The remaining portions of the City's solid waste are disposed of at landfills with adequate capacity throughout Riverside County and surrounding counties within the State. The solid waste generated by construction and operation of the Project would represent nominal portions of daily disposal capacities at existing landfill facilities. The existing landfill facilities have sufficient daily capacity to handle solid waste during the Project's construction and operation and would not directly



result in the need for expanded solid waste disposal facilities. As part of its long-range planning and management activities, the RCDWR ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan. (City of Beaumont, 2020b, pp. 5.18-36) Further, the Project would adhere to applicable local and State regulations during both construction and long-term operation to reduce solid waste generation. Other cumulative development would be required to comply with such regulations. Therefore, the Project would not have a significant cumulative impact related to solid waste disposal and compliance with regulations addressing the reduction of solid waste generation and disposal.

#### 4.19.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less-than-Significant Impact. The physical environmental effects associated with installing the Project's proposed connections to existing utility infrastructure, as well as installation of on- and off-site stormwater management, water, and wastewater infrastructure have been evaluated throughout this EIR and no adverse impacts specific to the provision utilities services have been identified. Mitigation measures are identified, where necessary, for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. Impacts would be less than significant.

Threshold b: Less-than-Significant Impact. Based on the information provided in the Project-specific WSA, the BCVWD has sufficient water supplies available to serve the Project in normal, dry, and multiple dry years and impacts would be less than significant.

Threshold c: Less-than-Significant Impact. The Project's proposed wastewater generation would not exceed the capacity of the Beaumont Wastewater Treatment Plant No. 1. The Project's wastewater generation would represent a nominal increase in wastewater treatment demand and impacts would be less than significant.

Threshold d: Less-than-Significant Impact. The Project's proposed solid waste disposal needs would be adequately accommodated by existing landfills serving the City. The Project would comply with all applicable State and local standards, goals, and policies related to solid waste reduction and management. Therefore, the Project would have less than significant impacts related to solid waste.

Threshold e: No Impact. The Project would comply with all applicable federal, State, and local statutes and regulations pertaining to management and reduction of solid waste. No impacts associated with regulatory compliance would occur.

#### 4.19.8 MITIGATION

Impacts would be less than significant and mitigation is not required.



## 4.20 WILDFIRE

This section describes the existing wildfire conditions of the Project site and vicinity and evaluates the Project's potential to exacerbate wildfire impacts. Information presented in this section is primarily based on the following technical reports, which are included in their entirety in *Technical Appendices M1 and M2*, of this EIR.

- Dudek. 2022. *Fire Protection Plan Beaumont Pointe Specific Plan County of Riverside*, November 15, 2022.
- CRA Mobility, 2022. *Beaumont Pointe Project Fire Evacuation Analysis – Technical Memorandum*. July 27, 2022.

Refer to Section 7.0, *References*, for a complete list of reference sources used in this analysis.

### 4.20.1 EXISTING CONDITIONS

#### A. Regional Setting

The Project site is within Southern California; specifically, within Riverside County, which has a climate that is typical of a Mediterranean area with warm, dry summers, and cold, wet winters. Precipitation in this region of Southern California averages less than 16 inches and typically occurs between December and March. The prevailing wind is an on-shore flow between 7 and 11 mph from the Pacific Ocean (Dudek, 2022).

Fires can be a significant issue for the region year-round, but especially during dry Santa Ana wind events. Santa Ana winds are strong, extremely dry downslope winds that originate inland and affect coastal Southern California and northern Baja California. The seasonal Santa Ana winds can be strong in the Project area as warm and dry air is channeled through the San Geronio Pass from the dry, desert land to the east. Santa Ana winds events can occur throughout the year; however, they generally occur during the fall months. Santa Ana winds may gust up to 75 miles per hour (mph) or higher. This phenomenon markedly increases the wildfire danger and intensity in the Project area by drying out and preheating vegetation as well as accelerating oxygen supply (Dudek, 2022).

Common ignition sources in southern California are related to power lines and vehicles. Power line-based ignitions are a major concern with respect to off-site wildfire impacts. However, this risk can be mitigated by burying power lines, as they would be on the Project. Burying power lines significantly eliminates a potential ignition source within the Project site and benefits the larger vicinity. The remaining highest likelihood of vegetation ignitions in the Project area would be related to existing SR-60 and other roads used by Project employees. Ongoing maintenance along SR-60 is provided and is expected to continue, if not increase in frequency as part of overall fire reduction efforts not within the control of the Project. These efforts reduce or minimize the ability for a vehicle related spark, catalytic converter failure, or other ignition source to ignite and spread fire from the roadsides into unmaintained fuels.



**B. Existing Setting**

**1. Wildfire Risks**

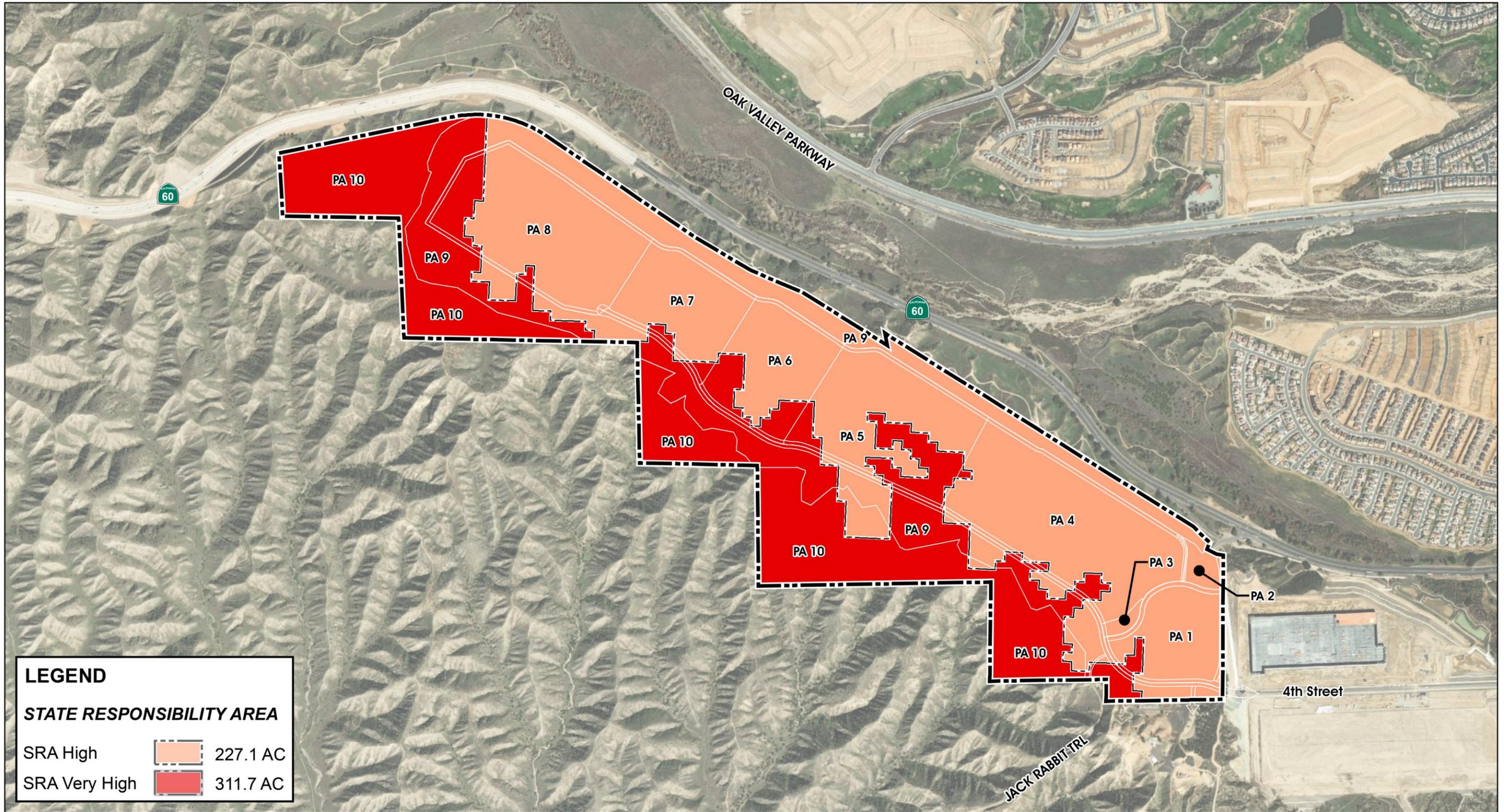
A wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designated and maintained to be ignition resistant. In the City of Beaumont, moderate, high, and very high fire hazard severity zones (FHSZ) are in and near undeveloped land, both within the existing City limits and in the SOI. High and Very High FHSZ are in the northeast portion of the City and SOI near the San Bernardino Mountains as well as in undeveloped areas in the Potrero Reserve along SR-79 in the southern portion of the City (City of Beaumont, 2020a).

The City and its SOI is also identified by CalFire as being within a “wildland-urban interface” (WUI). A WUI is an area where urban development is in proximity to open space or “wildland” areas. The potential for wildland fires represents a hazard where development is adjacent to open space or within proximity to wildland fuels or designated fire severity zones. Historically, several fires have occurred in the wildland-urban interface in Riverside County and the threat intensifies under the Santa Ana winds and other extreme fire weather conditions (City of Beaumont, 2020a).

**2. Project Site**

The Project site is within the SOI for the City of Beaumont, within Western Riverside County. According to the RCIT and the California Department of Forestry and Fire Protection (CalFire), and as shown in Figure 4.20-1, *Fire Hazard Severity Zones*, the Project site is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) within a State responsibility area (SRA) (RCIT, 2021; CalFire, 2021). The Project site is undeveloped and disturbed with varying topography consisting of hillsides, ridges, canyons, and valleys. The Project site is primarily vegetated with non-native grasses and sage scrub. Numerous dirt roads and trails were observed throughout the Project site. The Project site is characterized by rugged steep ridges and hillsides with narrow canyons that are generally situated on the southwest portion of the site and relatively gentle ridges and broad canyons/valleys on the northwest portion of the Project site. A roughly northwest trending drainage divide directs drainage to the north into San Timoteo Canyon and south through the badlands into San Jacinto Valley (Dudek, 2022).

According to the Project’s Fire Protection Plan (FPP) (see Figure 5 in *Technical Appendix M1*), prepared by Dudek, the Project site’s wildfire behavior in sage scrub was modeled at Sh5, which is described as dry climate shrub, and in annual grasslands was modeled at Gr4, which is described as moderate load dry climate grass (Dudek, 2022).



Source(s): ESRI, RCLMA (2021), CAL Fire (2021)

Figure 4.20-1



**Fire Hazard Severity Zones**



Surrounding land uses that lie adjacent to the Project site include Hidden Canyon industrial project (grading currently underway) to the east, and undeveloped, vacant land to the south and west as well as residential development northeast and north of the SR-60 Freeway. The SR-60 Freeway follows the northern boundary of the Project site with Coopers Creek, Union Pacific Railroad and San Timoteo Canyon Road a short distance away. The San Timoteo Badlands are just to the south of the southern boundary of the Project and the area is undeveloped to the west and south of the Project site. Within the City of Beaumont's jurisdictional boundary, the land is primarily designated as a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) local responsibility area (LRA).

### 3. *Downstream Flooding*

Existing site topography ranges from approximately 2,230 feet above mean sea level (amsl) in the northwest portion to approximately 2,510 feet amsl in the southeast portion. (KCG, 2019) Under existing conditions and as further discussed in EIR Section 4.10, *Hydrology and Water Quality*, stormwater originating from the site drains to the northeast towards SR-60 and to 16 existing Caltrans maintained culverts. There are no existing on-site water features and the Project site is not within FEMA Zone X, which is an area of minimal flooding.

### 4. *Emergency Response*

The City of Beaumont contracts with the Riverside County Fire Department in conjunction with CalFire for City-wide fire protection, emergency medical services, and fire safety education. Additionally, the United States Forest Service, a federal agency, manages nearby public land in national forests and grasslands. There are two fire stations within the City limits: Station 66 and Station 20. Station 66, located at 628 Maple Avenue, is staffed 24/7 with career firefighters and would provide initial response. Station 66 has one staffed Type 1 engine, one Type I engine (unstaffed reserve), and one squad unit (also not staffed). Secondary response would be provided from RCFD Station 20, which is located at 1550 E. 6th Street in Beaumont, and can respond within 9 minutes to the entrance. Beaumont Station 20 has one staffed Type 1 engine, two staffed Type 3 engines, and a state-owned dozer and dozer tender, and will be capable of responding within 7 minutes to the proposed entrance of the Project (Dudek, 2022).

## 4.20.2 NOTICE OF PREPARATION/SCOPING COMMENTS

A Notice of Preparation (NOP) for the Project was released for public review on September 7, 2020 and an EIR Scoping Meeting was held September 17, 2020. No comments were made during the EIR Scoping Meeting that pertain to wildfire impacts.

## 4.20.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations related to fire hazards.



**A. Federal**

There are no federal regulations related to wildfires applicable to the Project.

**B. State**

1. *California Building Code (Chapter 7A)*

The purpose of Chapter 7A of the California Building Code is to establish minimum standards for the protection of life and property by increasing the ability of a building located in any Fire Hazard Severity Zone within State Responsibility Areas or any Wildland-Urban Interface Fire Area to resist the intrusion of flames or embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses (CBC, 2016).

**C. Regional**

1. *CalFire/Riverside County Unit Strategic Fire Plan*

The CalFire/Riverside County Unit Strategic Fire Plan (Fire Plan) is a cooperative effort between the State Board of Forestry and California Department of Forestry and Fire Plan Protection. The Fire Plan provides a road map for prevention and reduction of firefighting costs and losses to property, life, and the environment in San Jacinto Mountain communities including the City of Beaumont (City of Beaumont, 2020a).

2. *Riverside County Fire Department*

Early evacuation for any type of wildfire emergency at the Project is the preferred method of providing for occupant and business safety, consistent with the Owner's and RCFD current approach for evacuation. As such, the Project's Owner and Property Management Company will formally adopt, practice, and implement a "Ready, Set, Go!" (Riverside County Fire Department 2020) approach to Project site evacuation. The "Ready, Set, Go!" concept is widely known and encouraged by the state of California and most fire agencies, including: Pre-planning for emergencies, including wildfire emergencies, focuses on being prepared, having a well-defined plan, minimizing potential for errors, maintaining the Project site's fire protection systems, and implementing a conservative (evacuate as early as possible) approach to evacuation and Project site uses during periods of fire weather extremes.

Riverside County identifies policies related to fire prevention standards. The specific Municipal Code policies that are relevant to the Project are as follows:

**Ordinance No. 787 – Fire Code Standards.** The purpose of Ordinance No. 787 is to adopt the 2019 California Fire Code, California Code of Regulations, Title 24, Part 9, as amended, to govern the safeguarding of life and property from fire, explosion hazards and hazardous conditions and to regulation the issuance of permits and collection of fees. (Riverside County, 2019)



**Ordinance No. 348, Section 21.32a – Emergency Access.** A private drive or roadway construction according to Ordinance No. 348, Section 18.12.B.1a or b., providing access to one or more buildings. The access may be gated and located at one or both ends restricting traffic to emergency vehicles only (Riverside County, 2020).

**D. Local**

**1. *City of Beaumont Emergency Operations Plan***

The Project site is within the SOI for the City of Beaumont and, as such, the Project site would be required to comply with the regulations and standards established by the City. The City of Beaumont has an adopted Emergency Operations Plan (EOP) and Standardized Emergency Management System (SEMS)/National Incident Management System (NIMS). The City's EOP establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. The EOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents. The plan is intended to facilitate multi-agency and multi-jurisdictional coordination, particularly between the City of Beaumont and Riverside County, special districts, and State agencies (City of Beaumont, 2020a).

**2. *City of Beaumont General Plan***

The General Plan identifies goals related to wildfire prevention throughout its elements. These goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Section 4.11, *Land Use and Planning*.

**3. *City of Beaumont Municipal Code***

The City of Beaumont Municipal Code identifies polices related to wildfire prevention. The specific Municipal Code policies that are relevant to the Project are as follows.

**Chapter 3.36 – Emergency Preparedness Facilities Fees.** City Council finds that the cumulative impact of all new development under the General Plan will result in population growth that will overwhelm the City's ability to temporarily care for and shelter victims of disasters and other emergencies. To prevent these undesirable consequences, Emergency Preparedness Centers must be provided at a rate which will accommodate the expected growth in the City. The City Council acknowledges that the demand for such a Center is shared by new development as well as existing development. The proposed facilities fee apportions the cost of the necessary public improvement among the different categories of new and existing users according to the reasonably estimated demand that each group of users places upon such facilities (City of Beaumont, 2020b).

**Chapter 15.20 – Fire Code.** The California Fire Code, Title 24, California Code of Regulations, Part 9, including Chapter 1, Division II – Scope and Administration, except that Section 103.2 and 109. 3 are not adopted, and Chapters 3, 25, and Sections 403.12, 503, 510.2, and 1103.2 are



adopted, including any and all amendments set forth in Chapter 15.20, including any and all amendments thereto that may hereafter be made and adopted by the State of California, is adopted as the City Fire Code (City of Beaumont, 2020b).

#### 4.20.4 BASIS FOR DETERMINING SIGNIFICANCE

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. Section XX of Appendix G to the CEQA Guidelines addresses typical adverse effects related to wildfires and includes the following threshold questions to evaluate the Project's impacts related to wildfire:

*If located in or near state responsibility area state responsibility areas of lands classified as very high fire severity zones, would the project:*

- a. *Substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage change?*

#### 4.20.5 IMPACT ANALYSIS

If located in or near state responsibility area state responsibility areas of lands classified as very high fire severity zones:

***Threshold a: Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

As shown in Figure 4.20-1, *Fire Hazard Severity Zone*, the Project site is designated within a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone within an SRA by the Riverside County General Plan and CalFire. Adjacent to the Project site, within the City of Beaumont's jurisdictional boundary, the land is primarily designated as a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) local responsibility area (LRA). After being annexed to the City of Beaumont, it is possible that the Project site could be re-designated as LRA in a future update of CAL FIRE's Hazard Severity Zone (RCIT, 2021; CalFire, 2021; Dudek, 2022).



As discussed under Threshold f in EIR Section 4.9, *Hazards and Hazardous Materials*, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During an emergency in the City, operations are coordinated from the City's Emergency Operations Center (EOC) in accordance with the City's EOP. The primary EOC location is at the Chatigny Recreation Center (CRC) located on the northeast corner of Oak Valley Parkway and Cherry Avenue. The alternate EOC location is the Beaumont City Hall Facility located at 550 E 6th Street. Additionally, according to the City's General Plan Safety Element, the City has major evacuation routes which include I-10 and SR-60 as well as several major roadways. The following existing major roadways are emergency evacuation routes: Brookside Avenue, Oak Valley Parkway, Highland Spring Avenue, and Beaumont Avenue. It should be noted that an interchange at Potrero Boulevard and SR-60 is under construction and an extension of Potrero eastward to connect to Highland Springs Avenue is planned. Additionally, the SR-60, immediately north of the Project site, serves as an evacuation route for the City. Following the completion of the extension, Potrero Boulevard shall be designated as an evacuation route (City of Beaumont, 2020a).

Primary access to the Project site is currently provided by Jack Rabbit Trail with immediate access from/to SR-60 and this route will be restricted to providing emergency access only after the Project is constructed. The Project will build an internal "Jack Rabbit Trail" road which will connect to the existing Jack Rabbit Trail at the southern edge of the Caltrans ROW in its current location. The emergency-access-only gate will be located immediately south of the Caltrans ROW where the new Jack Rabbit Trail connects with the existing Jack Rabbit Trail. The gate is proposed to limit access to Jack Rabbit Trail for fire and emergency access only but will not represent an obstructed roadway as there will be various RCFD-approved remote and on-site methods for opening the gate in an emergency, including fitment with sensors, remote opening via cell technology, 3<sup>rd</sup> party monitoring and gate control (24/7 security company, or others as preferred by RCFD). Fourth Street will be extended into the Project site and will serve as the primary access (78 feet wide) and designed to meet fire department access requirements including approved provisions for fire apparatus turnaround. In addition, according to the Fire Protection Plan prepared for the Project (see Section 3, *Project Description*), on-site construction will comply with the following requirements from the Road Circulation and Design Guidelines:

- All roads will comply with access road standards of not less than 24 feet, unobstructed width and are capable of supporting an imposed load of at least 75,000 pounds.
- Interior circulation streets and parking lot roadways that are considered roadways for traffic flow through the Project site will meet fire department access requirements when serving the proposed structures.
- Typical, interior Project roads, including collector and local roads, will be constructed to minimum 24-foot, unobstructed widths and shall be improved with aggregate cement or asphalt paving materials.



- Private or public streets that provide fire apparatus access to buildings three stories or more in height shall be improved to 30 feet unobstructed width.
- Private and public streets for each phase shall meet all Project approved fire code requirements, paving, and fuel management prior to combustible materials being brought to the Project site.
- Vertical clearance of vegetation (lowest-hanging tree limbs), along roadways will be maintained at clearances of 13 feet, 6 inches to allow fire apparatus passage.
- Cul-de-sacs and fire apparatus turnarounds will meet requirements and RCFD Fire Prevention Standards.
- Any roads that have traffic lights shall have approved traffic pre-emption devices (Opticom) compatible with devices on the Fire Apparatus.
- Roadways and/or driveways will provide fire department access to within 150 feet of all portions of the exterior walls of the first floor of each structure.
- Roadway design features (e.g., speed bumps, humps, speed control dips, planters, and fountains) that could interfere with emergency apparatus response speeds and required unobstructed access road widths will not be installed or allowed to remain on roadways.
- Access roads shall be usable by fire apparatus to the approval of RCFD prior to lumber drop on site. Developer will provide information illustrating the new roads, in a format acceptable to the RCFD for updating of Fire Department response maps.

During Project construction, travel lanes to Jack Rabbit Trail and the SR-60 would be maintained until alternative roadway access is constructed, and construction materials and equipment would be staged on site. The Project is not anticipated to result in a substantial alteration to the design or capacity of an existing road that would impair or interfere with an adopted emergency response or evacuation plan. No impacts would occur.

Under operational conditions, the Project would be required, by Riverside County Ordinance No. 348, Section 21.32a, *Emergency Access*, to maintain adequate emergency access for emergency vehicles on site. The Project provides for two avenues of egress in the event of an emergency, with primary access provided at 4th Street and emergency access provided via the Jack Rabbit Trail interchange with the SR-60 Freeway. The Project does not include any features that would physically impair or otherwise conflict with an emergency response plan or evacuation plan. Additionally, as part of the City's discretionary review process, the City of Beaumont reviewed the Project's application materials to ensure that the design of the Project would meet City requirements, appropriate emergency ingress and egress would be available to-and-from the Project site and that the Project would not substantially impede emergency response times in the local area (see Section 4.15, *Public Services*, of this EIR). According to the Project's FPP, and as further analyzed in Section 4.15, *Public Services*, of this EIR,



Station 66 would respond within approximately 7 minutes to the Project's entrance and Station 20 would respond within approximately 9 minutes (Dudek, 2022, p. 35).

As discussed in Section 4.15, *Public Services*, the Project's proposed industrial/commercial development is anticipated to increase the call volume at a rate of up to 191 calls per year (4 calls per week or 16 calls per month). Fire Stations 66 and 20 combined emergency responses in 2017 totaled 4,943 calls per year or 5.43 and 8.11 calls per day per station, respectively. The level of service demand for the Project would increase overall call volume; however, the increase is not anticipated to impact the existing fire stations to a point that they cannot meet the demand. (Dudek, 2022) Furthermore, it should be noted that the Project would be required by City of Beaumont Chapter 3.36, *Emergency Preparedness Facilities Fees*, to contribute costs to improve Emergency Preparedness Centers.

The Project will maintain a conservative approach to fire safety, including maintaining the landscape and structural components according to the standards described above and embracing a "Ready, Set, Go!" stance on evacuation.

The time to evacuate under multiple scenarios was calculated via traffic simulations. Table 4.20-1, *Evacuation Time Summary*, displays the calculated evacuation roadway capacity and the time it would take to evacuate for the Project and surrounding land uses for 17 different scenarios. Figure 4.20-2, *Evacuation Routes*, displays the evacuation route as well as the location of the emergency exit gate.

As shown in Table 4.20-1, Scenarios 1 – 9 show the total evacuation times for the Project only under the full Project, Weekday, and Weekend conditions using three different evacuation conditions: 1) all evacuation routes available (SR-60 and West 4th Street), 2) SR-60 only, and 3) West 4th Street only. Scenarios 10 – 12 show the evacuation time for Hidden Canyon Industrial Park without Project under the same three evacuation scenarios. Scenario 16 shows the evacuation time for Hidden Canyon Industrial Park and Olive Wood without Project with all evacuation routes available. Scenarios 13 – 17 show the total evacuation time for the Project with surrounding land uses, including Hidden Canyon Industrial Park under all three evacuation scenarios, as well as, Hidden Canyon Industrial Park and Olive Wood with all evacuation routes available.



**Table 4.20-1 Evacuation Time Summary**

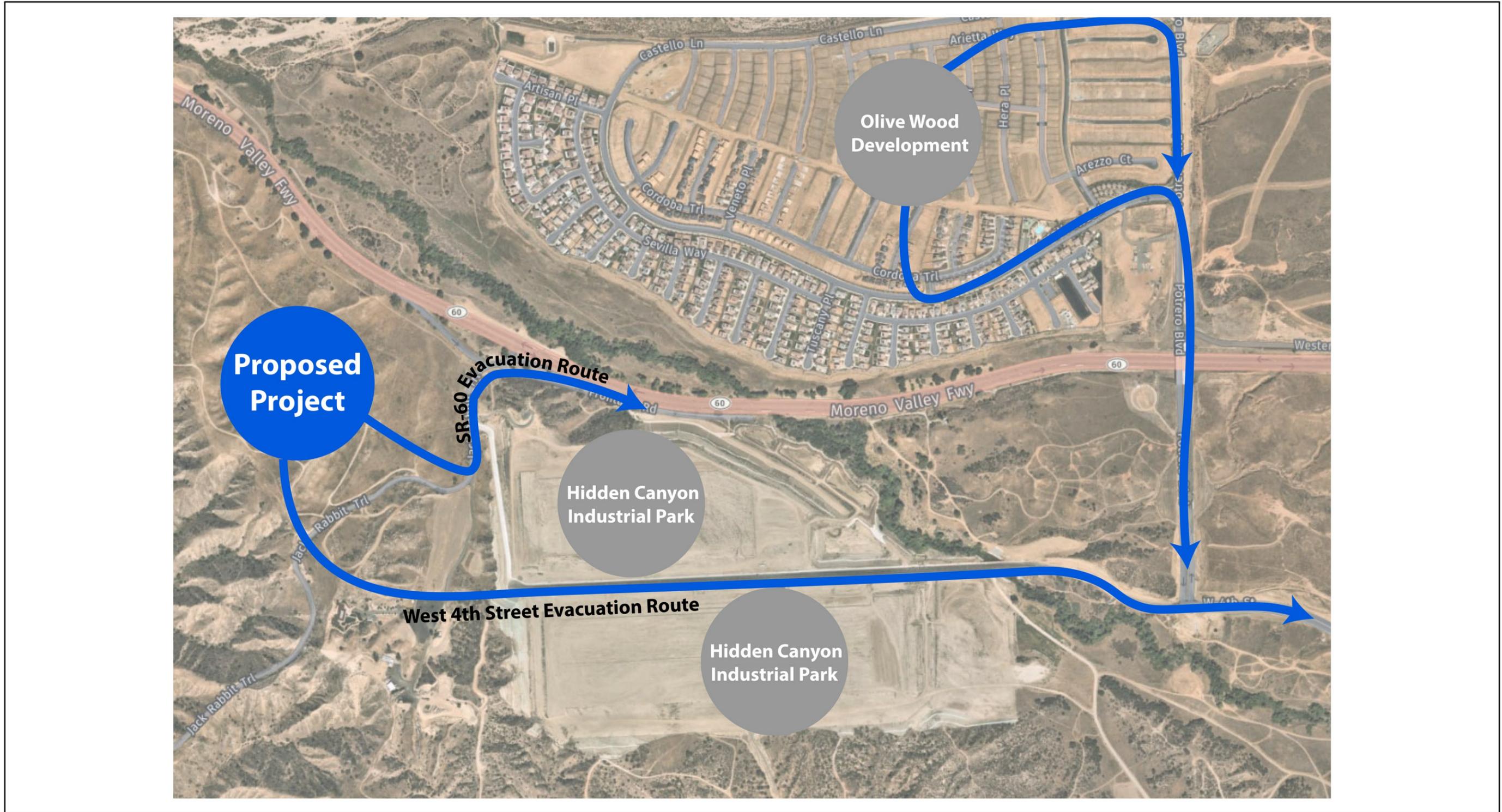
Scenario No.	Scenario	Total Evacuation Vehicles	Project Only Evacuation Time	Surrounding Land Uses
1	Project with all Evacuation Routes	4,866	1 hour 50 minutes	-
2	Project with SR-60 Only		2 hours 7 minutes	-
3	Project with West 4th Street Only		2 hours 37 minutes	-
4	ITE Weekday Parking Generation Rates with all	3,022	1 hour 1 minute	-
5	ITE Weekday Parking Generation Rates with SR-60 Only		1 hour 25 minutes	-
6	ITE Weekday Parking Generation Rates with West 4th Street Only		1 hour 46 minutes	-
7	Weekend with all Evacuation Routes	2,474	55 minutes	-
8	Weekend with SR-60 Only		1 hour 33 minutes	-
9	Weekend with West 4th Street Only		1 hour 39 minutes	-
10	Hidden Canyon Industrial Park with all Evacuation Routes Available	808	-	27 minutes
11	Hidden Canyon Industrial Park with SR-60 Only		-	33 minutes
12	Hidden Canyon Industrial Park with West 4th Street Only		-	31 minutes
13	Project with Hidden Canyon Industrial Park with all Evacuation Routes Available	5,674	2 hours 1 minute	43 minutes
14	Project with Hidden Canyon Industrial Park with SR-60 Only		3 hours 36 minutes	59 minutes
15	Project with Hidden Canyon Industrial Park with West 4th Street Only		3 hours 32 minutes	43 minutes
16	Hidden Canyon Industrial Park and Olive Wood with all Evacuation Routes Available	2,680	-	35 minutes
17	Project with Hidden Canyon Industrial Park and Olive Wood with all Evacuation Routes Available	7,546	2 hours 4 minutes	51 minutes

Source: CRA Mobility, 2022 (*Technical Appendix M2* of this EIR)

1 Total Evacuation Vehicles provides number of vehicles that would be evacuating based on the Scenario e.g., under Scenario 1–3, 4,866 total vehicles would evacuate under Project conditions.

2 Column represents time of evacuation for the Project only; where no evacuation time is listed, the Project was not included in the Scenario.

3 Column represents time of evacuation for Surrounding uses only; where no evacuation time is listed, the surrounding land uses were not included in the evacuation modeling.



Source(s): Chen Ryan Associates (07-27-2022)

Figure 4.20-2



Evacuation Routes



During a Project evacuation, law enforcement would shut down traffic along the SR-60 Freeway to prevent people from entering an active wildfire area, diverting traffic away from the evacuation area, as well as to keep it open to evacuees who may be in harm's way during mass evacuation scenarios. Evacuees from the Project would need to travel along both or one of the adjacent evacuation routes, SR-60 or West 4th Street, to reach more urban landscapes and the travel way is hardened (low fuel loading, converted landscapes, developed ignition resistant buildings and hardscape on both sides) and exposure during an evacuation would be limited. Currently, there is no population relying on the emergency egress points at Jack Rabbit Trail and the SR-60 Freeway or 4th Street. However, future development (Hidden Canyon Industrial Park) would use these routes for evacuation during some wildfire scenarios. In the scenario where Hidden Canyon evacuates simultaneously with the Project, evacuation of the Project site and Hidden Canyon is possible in all modeled scenarios; therefore, the Project would not substantially impair an emergency evacuation plan (CRA Mobility, 2022). Details of each scenario are found in the Project's evacuation analysis (*Technical Appendix M2* of this EIR). According to the Project's evacuation analysis, the Project site can be safely evacuated under the worst-case scenarios:

- 1) When the Project site and Hidden Canyon are fully occupied (all parking spaces occupied) and need to be evacuated concurrently, within 3 hours and 36 minutes using SR-60 only, 3 hours and 32 minutes using 4th Street only, or 2 hours and 1 minute when using all evacuation routes are available (Scenarios 13-15).
- 2) When the Project site, Hidden Canyon Industrial Park, and Olive Wood are fully occupied (all parking spaces occupied) and need to be evacuated concurrently, within 2 hours 4 minutes when all evacuation routes are available (Scenario 17).

These scenarios will require additional emergency management pre-planning and "in the field" determinations of when evacuations are needed and how they are phased to maximize efficiency. However, as shown above, the current evacuation time for the surrounding communities ranges from 27 minutes to 35 minutes (Scenarios 10 and 16), adding the maximum number of vehicles from the Project's site increases the evacuation time between 16 minutes and 26 minutes.<sup>1</sup>

In the event that the time to evacuate is considered too long to evacuate safely by police and fire personnel, in the field at the time of the evacuation event, then Project site employees and visitors can be ordered not to evacuate and to shelter-in-place in the specific locations that were constructed to allow for safe sheltering in place. In accordance with the Fire Protection Plan (*Technical Appendix M1*), a shelter-in-place plan will be prepared and provided to all on-site personnel outlining the actions to take if a shelter-in-place notification is provided by emergency management sources. The project buildings will be constructed of concrete which is non-combustible and highly resistant to heat.

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<sup>1</sup> Increase in evacuation time determined by comparing no project scenarios (Scenarios 10–12 and 16) to with project and surrounding land use scenarios (Scenarios 13–15 and 17). For example, Scenario 13 (43 minutes) – Scenario 10 (27 minutes) = 16 minutes; and Scenario 14 (59 minutes) – Scenario 11 (33 minutes) = 26 minutes.



Because of the concrete/ignition resistant construction, fuel modification zone setbacks and the type of lower fire intensity vegetative fuels in the vicinity of the site, sheltering in place is considered to be a safe option if a fast-moving wildfire precludes complete evacuation of the Project site. The City of Beaumont has adopted the Emergency Operations Plan and Standardized Emergency Management System (SEMS) / National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Emergency responders will utilize this plan to determine whether the Project's visitors and employees should shelter-in-place or evacuate under an emergency scenario.

Evacuations are fluid events and evacuation timeframes may vary widely, depending on a variety of factors including the number of vehicles evacuating, the road capacity to move those vehicles, employee or patrons' awareness and preparedness, evacuation messaging and direction, and on-site law enforcement control. Because there are no standards for determining whether an evacuation timeframe is appropriate, deferring to actual evacuation results and similar project analysis is a typical approach. In the case of historical wildfire evacuations in Riverside County, there are several notable examples that indicate the extremely high success rate for evacuating large numbers of people and doing so in a managed and strategic way through the available technological innovations available to emergency managers. While large-scale evacuations may take several hours or more and require moving people long distances to designated areas, the success rate in Riverside County is nearly 100% safe evacuations. Comparing similar project analysis indicates that it is common to increase evacuation times when new communities are built and the increase in time can be 45 minutes or more based on lack of road capacity to absorb and facilitate movement of the additional vehicles. However, as indicated above, the Project can be safely evacuated under the worst-case scenarios and would not interfere or impede with an emergency evacuation route.

Additionally, although the Project is not to be considered a shelter-in-place development, because the Project site would be highly ignition resistant in terms of its buildings and landscape/hardscape, it is anticipated that an additional option available to emergency managers in some wildfire and other emergency scenarios will be directing people to temporarily remain on site and seek refuge within the ignition resistant buildings or other safe areas on the site. When an evacuation is ordered, it will occur according to pre-established evacuation decision points or as soon as notice to evacuate is received, which may vary depending on many environmental and other factors.

Based on the foregoing analysis, the Project is not anticipated to interfere or impede an adopted emergency response plan or emergency evacuation route during operation or construction. As such, impacts would be less than significant.



***Threshold b:*** *Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Currently, the Project site is undeveloped, disturbed, vacant and has hills in the south. The Project site's hills would remain undeveloped and would contain existing native and non-native vegetation that would be susceptible to wildfire.

Defensible space is defined as managed and maintained areas adjacent to structures that enable fire suppression activities through the removal of flammable fuels and maintenance of landscapes that would not readily transmit wildfire. Defensible space enables firefighters to safely position themselves at the development edge and begin tactical protection efforts. The Project would incorporate defensible space in the form of modified fuel areas in two managed zones, a fuel maintenance zone and a fuel modification area (FMA).

A typical fuel modification zone (FMZ) is a strip of land where combustible vegetation is removed and/or modified and partially or totally replaced with more appropriately spaces, drought-tolerant, fire-resistant plants to provide a reasonable level of protection to structures from wildland fire. Although a FMZ is the typical method used to ensure that a Project would not exacerbate wildfire risks and would reduce wildfire-related impacts, other fuel management methods can be used to provide the functional equivalent to a traditional FMZ, such as a FMA or fuel maintenance zone.

In addition to a 100-foot FMA, the Project will provide a 20-foot-wide fuel maintenance zone. An FMA occurs around the perimeter of the Project's wildland exposures and a fuel maintenance zone is measured outward from the edge of the developed pad. The fuel maintenance zone will be irrigated and landscaped area to the pad edge, extending the protections provided by the FMA. For the Project, the FMA will be 100 feet wide starting from the edge of the developed pad and moving inward.

As a wildfire burns into the irrigated zone, fire behavior is affected, substantially reducing flame lengths, spread rates and intensity, thus causing wildfires to become spotty. FMZs or "brush management" was initially made part of the Public Resources Code 4290 and 4291 to protect natural resources from fires originating in neighboring developed areas and have since become focused on protecting communities and structures. However, FMZs, fuel maintenance zones and FMAs in the case for the Project, continue to have the same benefit of buffering preserved open space areas from accidental ignitions within communities. Positioning the low plant density, creating an irrigated zone directly adjacent to the development pad, and implementing defensible space provides a significant buffer between structures and other landscape fire and native vegetation. These techniques aid in preventing ignitions in the built environment but also across the larger landscape. The same way that fuel modification will setback a wildland fire from structures, the fuel modification will setback a structure fire from the more burnable native plants. Embers can be generated by a structure fire and can be blown over the fuel modification into native fuels, but the inclusion of automatic sprinklers in every building combined with the presence of staffed fire stations with fast response times significantly reduces the potential for a structure fire to reach a size that would produce significant impacts. The



highest likelihood of vegetation ignitions would be related to roadways. Further, as depicted in the fire behavior modeling for existing and post-Project conditions, the Project at buildout would reduce the overall risk of wildfire spreading off site with implementation of the fire safety requirements, defensible space, and vegetation management.

Should future iterations of the site plan result in buildings that do not achieve a minimum of 100 feet of defensible space, then alternative materials and methods may be proposed to provide the functional equivalency of a full 100 feet of defensible space. Alternative materials and methods will be to the satisfaction of the RCFD and may include structural hardening enhancements or landscape features, like non-combustible walls (Dudek, 2022).

Based on the conceptual site plan, the buildings have more than adequate on-site defensible space (FMAs and FMZs), which consists of asphalt roadway, parking stalls, loading zones, irrigated landscaping, and irrigated slope protection landscaping. A description of the Project's FMZs is provided below.

- **FMZ 1 – Planning Area 1 (Hospitality):** The single proposed hospitality building would be surrounded by paved parking lots, streets, driveways, irrigated landscaping a minimum of 200 feet wide, and adjacent buildings, the closest of which is about 80 feet away.
- **FMZ 2 – Planning Area 2 (Commercial):** There are seven proposed buildings in the commercial Planning Area with eleven different occupancies proposed in the conceptual plan. The east side of the buildings is bordered by a 75-foot-wide street and an approved development (grading underway) across the street. The west side of the buildings is adjacent to a large parking lot at least 500 feet wide. The north side of the buildings is adjacent to the hospitality building approximately 80 feet north.
- **FMZ 3 – Planning Area 3 through Planning Area 8 (Industrial):** In the conceptual plan, there are five industrial buildings each of which is set back from the edge of the developed pad between 195 feet and 405 feet; in between are asphalt roadways, parking stalls, loading zones, and irrigated landscaping. Along the entire southern perimeter of the developed pad and PAs 3 through 8 is the 78-foot-wide 4th Street fire apparatus access road. Provided below is a description of the five proposed buildings' setbacks.
  - **Building 1** has a 205-foot setback on the north side with adjacent irrigated slopes that have an average width of 25 feet and a 265-foot setback on the south with adjacent irrigated slopes that have an average width of 100 feet. The east and west exposures have adjacent buildings. Additionally, the Planning Area 4 Park is proposed south of proposed Building 1.
  - **Building 2** has a 205-foot setback on the north side with adjacent irrigated slopes that have an average width of 80 feet and a 265-foot setback on the south with adjacent irrigated slopes that have an average width of 125 feet. The east and west exposures have adjacent buildings.



- **Building 3** has a 70-foot setback on the north side with adjacent irrigated slopes that have an average width of 125 feet and a 192-foot setback on the south with adjacent irrigated slopes that have an average width of 75-feet. The east and west exposures have adjacent buildings.
- **Building 4** has a 205-foot setback on the northside with adjacent irrigated slopes with an average width of 25 feet and a 283-foot setback on the south with adjacent irrigated slopes that have an average width of 25 feet. The east and west exposures have adjacent buildings.
- **Building 5** has a 205-foot setback on the north side with adjacent irrigated slopes that have an average width of 200 feet, a 283-foot setback on the south with adjacent irrigated slopes that have an average width of 100 feet, and a 235-foot setback on the west with adjacent irrigated slopes that have an average width of 100 feet. The east and west exposure has an adjacent building. The 20-foot fuel maintenance zone is achieved on all exposed sides of the building; however, there is a small portion of the building's northwest corner that is not able to achieve the full 100-foot FMA. Based on the structure's ignition resistance and the modeled flame lengths, the achievable FMA and fuel maintenance zone is sufficient (Dudek, 2022).

Vegetation management would be implemented as interim fuel management throughout the Project's construction phases for each structure as there may be a period of one or more years where developing phases are exposed on multiple sides to wildland fuels. The Project's proposed design features, which include asphalt roads and parking stalls, and a fully irrigated landscape, would provide a level of safety against wildfires equal to a 100-foot wide FMZ. The Project is considered to represent a low wildfire risk to its occupants based on its ability to provide for evacuations and contingency on-site shelter-in-place. The implementation of the on-site defensible space (FMAs and FMZs) would reduce the risk of wildfire at the Project site and would improve the ability of firefighters to fight fires on the properties and protect the site and neighboring resources, irrespective of the cause or location of ignition (Dudek, 2022).

Moreover, all structures would be protected by an automatic, internal fire sprinkler system. Fire sprinkler systems shall be in accordance with RCFD and National Fire Protection Association (NFPA) Standard 13. Fire sprinkler plans for each structure would be submitted and reviewed by RCFD for compliance with the applicable fire and life safety regulations, codes, and ordinances as well as the RCFD Fire Prevention Standards for fire protection systems. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for the Project's interior fire sprinkler systems for all the Project's proposed structures (Dudek, 2022).

The ignition resistance and fire safety awareness of the Project and its population influences the likelihood of fire ignitions and the potential for fire to spread off site into adjacent wildland fuels and negatively impact existing communities. It is a relatively rare event when a wildfire occurs, and an even rarer event when a wildfire escapes initial containment efforts. Approximately 90 to 95% of wildfires are controlled below 10 acres. Studies (Keeley & Syphard 2018; Syphard et al. 2007; Syphard & Keeley



2015) show the ignition resistance and fire safety awareness of the Project and its population influences the likelihood of fire ignitions and the potential for fire to spread off site into adjacent wildland fuels and negatively impact existing communities. As the research indicates, humans can drive wildfire ignition risk, but they can also reduce it. When fire protection is implemented at the parcel level and leverages ignition resistant building materials, infrastructure improvements, and landscape design the wildfire risk can be significantly reduced in the surrounding environment. When wildfire is planned for and safety measures are incorporated into the building design, such as with the Project, it can not only withstand wildfire, but prevent it. This prevention benefits the Project and the surrounding areas by reducing the landscape level fire risk. Further, given the Project's multi-scaled approach to fire protection, it is unlikely that the Project would be a significant source of ignitions and result in increased off-site impacts related to wildfire (Dudek, 2022).

The Project is not expected to significantly increase the already known fire risk associated with roads and in fact the Project- and road-adjacent fuel modification would aid in reducing the preexisting risk. Interior roadways are also not expected to result in significant vehicle ignitions. Jack Rabbit Trail will be restricted to serve as an emergency access road only; all but eliminating the fire risk associated with vehicle use on that road. The on-site roadways would comply with all fire department access requirements and be adjacent to fuel modification. Therefore, even if ignition were to occur on the Project interior roadways, it is highly unlikely it would spread beyond the Project site and due to the level of hardscape and the adjacent fuel modification areas, would result in patchy and slow fire spread and reduced fire intensity.

On-going/as-needed fuel modification maintenance during the interim period while the Project is built out and adjacent parcels are developed, which may be one or more years, will include necessary measures for consistency with the FPP, including:

- Regular Maintenance of dedicated Open Space.
- Removal or thinning of undesirable combustible vegetation and replacement of dead or dying landscaping.
- Maintaining ground cover at a height not to exceed 18 inches. Annual grasses and weeds shall be maintained at a height not to exceed three inches.
- Removing accumulated plant litter and dead wood. Debris and trimmings produced by thinning and pruning should be removed from the Project site or chipped and evenly dispersed in the same area to a maximum depth of four-inches.
- Maintaining manual and automatic irrigation systems for operational integrity and programming. Effectiveness should be regularly evaluated to avoid over or under-watering.



- Complying with these FPP requirements on a year-round basis. Annual inspections are conducted following the natural drying of grasses and fine fuels, between the months of May and June, depending on precipitation during the winter and spring months.

Long-term protection of the development and the surrounding area is dependent on the maintenance of fuel modification as even fire-safe designs can degrade over time. To alleviate this, the Project will conduct regular assessments of the FMZs and FMAs. During this maintenance, dead and dying material and undesirable plants will be removed. Thinning will also be conducted as necessary to maintain plant spacing and fuel densities. This will keep the FMZs, FMAs and landscaped areas in a highly fire resistive condition free of accumulated flammable debris and plants.

The development of the Project site with the Project would not facilitate the spread of wildfire and would reduce projected flame lengths to levels that would be manageable by firefighting resources for protecting the site's structures, especially given the ignition resistance of the structures and the planned ongoing maintenance of the entire site landscape (Dudek, 2022). In addition, the Project will comply with the measures established in the FPP with respect to construction and maintenance at the Project site, including in FMZs and FMAs. As such, the Project is not anticipated to exacerbate wildlife risks, thereby exposing Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

***Threshold c: Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

As discussed above under Threshold b, the Project would implement on-site defensible space (FMAs and FMZs) to preclude wildfire impacts. These are designed to reduce rather than exacerbate fire risk. Analysis of the Project's construction impacts on other aspects of the environment is provided throughout this EIR. As indicated in Threshold b, vegetation management during construction and operation within FMZs and FMAs will be performed by the Project owners, tenants and managers in accordance with the FPP to reduce risk of wildfire. Therefore, impacts associated with construction and maintenance of FMZs and FMAs would be less than significant.

The Project would result in the construction of on-site, internal roadways, and a portion of 4th Street and would improve Jack Rabbit Trail. The Project Applicant would construct 4th Street from its current terminus at the easterly edge of the Project site and would replace the existing Jack Rabbit Trail on the Project Site with alternative roadways providing access to the existing unmaintained Jack Rabbit Trail roadway to the south of the Project site and providing emergency egress to the Jack Rabbit Trail interchange at the SR 60 Freeway. As discussed under Threshold a above, the Project's paved roads would be constructed to meet City Building and Fire Code requirements and would be incorporated into the FMA to reduce the Project's potential to spread wildfires. As described above, regular maintenance during construction and operation would be performed in accordance with the FPP to



avoid exacerbating fire risk. Therefore, impacts associated with roadway construction and maintenance would be less than significant.

As further discussed in EIR Section 4.19, *Utilities and Service Systems*, the Project would result in the installation of utility infrastructure on site and to the terminus of 4th Street to the east of the Project site that would connect to the existing utility infrastructure within the surrounding roadways. It should be noted that a new water tank is anticipated to be installed as part of the nearby Legacy Highland Project and would be used to serve the Project's water demand, including fire protection requirements. The impacts associated with the installation of the new water tank are analyzed in the EIR for the Legacy Highland Project. The Project would install an 18-inch waterline that would be extended westerly along 4th Street on the Project site and connect to the new water tank that is part of the nearby Legacy Highland Project. The installation of the 18-inch waterline would be inherent to the Project's construction phase. Installation and maintenance of water infrastructure would not exacerbate fire risk and would support the Project's ability to withstand fire by providing required fire flows to the Project site. As discussed under Threshold a above, the Project's paved roads would be incorporated into the FMA to reduce the Project's potential to spread wildfires and impacts and regular maintenance during construction and operation would be performed in accordance with the FPP to avoid exacerbating fire risk. Common ignition sources in southern California are related to power lines and vehicles. Power line-based ignitions are a major concern with respect to off-site wildfire impacts. However, this risk would be prevented by burying power lines. Burying power lines significantly eliminates a potential ignition source within the Project site and benefits the larger vicinity. The Project would underground power lines within the Project site. Therefore, impacts associated with utilities construction and maintenance would be less than significant.

The remaining highest likelihood of vegetation ignitions in the Project area would be related to existing SR-60 and other roads used by Project employees. However, the Project provides roadside fuel modification along all roads it creates and neighboring development is converting fuels along the primary access road such that it will be free of flammable roadside fuelbeds. Ongoing maintenance along SR-60 is provided and is expected to continue, if not increase in frequency as part of overall fire reduction efforts not within the control of the Project. These efforts reduce or minimize the ability for a vehicle related spark, catalytic converter failure, or other ignition source to ignite and spread fire from the roadsides into unmaintained fuels. The Project is not expected to significantly increase the already known fire risk associated with roads and in fact the Project- and road-adjacent fuel modification would aid in reducing the preexisting risk. Interior roadways are also not expected to result in significant vehicle ignitions. Jack Rabbit Trail on the Project Site to the SR-60 will be restricted to serve as an emergency use road only; reducing fire risk associated with vehicle use on that road. The on-site roadways would comply with all fire department access requirements and be adjacent to fuel modification. Therefore, even if ignition were to occur on the Project interior roadways it is highly unlikely it would spread beyond the Project site and due to the level of hardscape and the adjacent fuel modifications areas, would result in patchy and slow fire spread and reduced fire intensity (Dudek, 2022).



In addition to the Project’s utility infrastructure, the Project would result in the installation of on-site fire hydrants that are designed in accordance with the RCFD standards. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for on-site fire hydrants. Furthermore, the Project would provide a proactive educational component to business owners with informational brochures at time of occupancy, disclosing the potential wildfire risk and the requirements identified in the Project’s FPP. This educational information must include maintaining the landscape and structural components according to the appropriate standards and embracing a “Ready, Set, Go!” stance on evacuation. The “Ready, Set, Go!” concept is widely known and encouraged by the state of California and most fire agencies, including RCFD and includes: Pre-planning for emergencies, including wildfire emergencies, focuses on being prepared, having a well-defined plan, minimizing potential for errors, maintaining the Project site’s fire protection systems, and implementing a conservative (evacuate as early as possible) approach to evacuation and Project site uses during periods of fire weather extremes. The Project’s educational component is not anticipated to result in temporary or ongoing impacts on the environment (Dudek, 2022).

Although the Project would result in the installation and maintenance of new infrastructure, the Project’s proposed infrastructure would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

***Threshold d: Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability or drainage change?***

According to RCIT and FEMA, the Project site is within an area of minimal flooding (RCIT, 2021; FEMA, 2014). As further discussed under Threshold c of EIR Section 4.10, *Hydrology and Water Quality*, the Project would maintain a similar drainage pattern as compared to existing conditions. It should be noted that the overall development pad would be elevated by the proposed design grading to be situated above local drainage courses. As such, the risk of flooding is low. (KCG, 2019) Additionally, the implementation of the Project would result in a 100 cfs reduction in peak flows discharging from the Project site. As such, impacts related to downslope/downstream flooding and drainage changes would be less than significant.

As discussed under Threshold a of EIR Section 4.7, *Geology and Soils*, portions of the Project site have a “low” to “moderate” susceptibility for landslides (KCG, 2019). Regardless of the landslide susceptibility, the Project would be required by the CBC and Beaumont Building Code to comply with the recommendations identified in the Project’s Preliminary Geotechnical Investigation, which would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site areas. The implementation of the Project is not anticipated to directly or indirectly cause potential substantial risks, including landslides, as a result of runoff, post-fire instability or drainage change. Impacts would be less than significant.



Based on the foregoing analysis, the Project is not anticipated to expose people or structure to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire instability, or drainage change. Impacts would be less than significant.

#### **4.20.6 CUMULATIVE IMPACT ANALYSIS**

The cumulative impact analysis considers potential wildfire impacts of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects within the City of Beaumont.

The Project would be required to comply with the City's EOP during construction and operation. With respect to evacuation, the cumulative analysis considered the Project in conjunction with surrounding development that would utilize the same evacuation routes during a wildfire.

As described above, adding the maximum number of vehicles from the Project's site would increase evacuation times for surrounding development between 16 minutes and 26 minutes. However, these scenarios are highly conservative as they assume that all parking spaces are fully occupied at both the proposed Project site and the Hidden Canyon Industrial Park site. Additionally, under all scenarios, the increase in evacuation time is associated with the proposed Project, and not the surrounding land uses, as the proposed Project is located on the furthest end of the study area, and vehicles from the surrounding land uses would reach the transportation network before vehicles from the proposed Project. The Project and surrounding development can be safely evacuated under the worst case scenario (Scenario 14: Project with Hidden Canyon Industrial Park with SR-60 Only) and would not interfere or impede with an emergency evacuation route. Additionally, although the Project is not to be considered a shelter-in-place development, because the Project site would be highly ignition resistant in terms of its buildings and landscape/hardscape, it is anticipated that an additional option available to emergency managers in some wildfire and other emergency scenarios will be directing people to temporarily remain on site and seek refuge within the ignition resistant buildings or other safe areas on the site. When an evacuation is ordered, it will occur according to pre-established evacuation decision points or as soon as notice to evacuate is received, which may vary depending on many environmental and other factor. The implementation of the Project would not result in the substantial alteration of an existing roadway such that the Project would interfere directly or indirectly with the implementation of an adopted emergency response or emergency evacuation route. Thus, the Project would not result in a significant cumulative impact.

Further, the Project would implement FMZs and FMAs that will reduce the potential to exacerbate wildfires at the Project and surrounding area. Additionally, the Project's proposed building would incorporate an internal sprinkler system and the Project would install fire hydrants on site, which would further reduce the Project's potential to exacerbate wildfire risks. As such, the Project would reduce the potential for wildfires to spread to adjacent properties. Additionally, other development Projects in the area within a VHFHSZ would incorporate FMZs and/or other infrastructure to reduce the potential to spread wildfires. Implementation of the measures will reduce the risk of wildfire spreading from the Project site into surrounding areas and will improve the ability of firefighters to fight fires on the protect



property and neighboring properties and resources, irrespective of the cause or location of ignition. As such, the Project would not result in a cumulative impact.

The Project would result in the Installation of infrastructure consisting of FMAs, FMZs and utilities; however, the construction and operation of the proposed infrastructure would comply with applicable State and local standards regulating fire risk. Other projects under construction would also be required to comply with the same State and local building and fire code requirements regarding construction and access. As such, the implementation of the Project would not result in a cumulative impact from the installation or maintenance of associated infrastructure.

The potential hazards related to wildfire addressed under Threshold d are unique to the Project site and are inherently restricted to the specific property proposed for development. That is, issues including downslope or downstream flooding and landslides are specific to the Project site and the immediately surrounding area. Additionally, the Project site would not influence or exacerbate downslope or downstream flooding and landslides at other, off-site properties. Due to the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effect to or from other properties. The Project would not result in a cumulative impact.

#### 4.20.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less-than-Significant Impact. The City has an adopted EOP that establishes emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. The Project site does not contain any emergency facilities nor does the site serve as an emergency evacuation route. During Project construction, Jack Rabbit Trail would be maintained on site until alternative connecting roads are established and construction materials and equipment would be staged on site. Under operational conditions, the Project would be required by Riverside County Ordinance No. 348, Section 21.32a, to maintain adequate emergency access for emergency vehicles on site. The Project is not anticipated to result in a substantial alteration to the design or capacity of an existing road that would impair or interfere with an adopted emergency response or evacuation plan. Impacts would be less than significant.

Threshold b: Less-than-Significant Impact. Portions of the Project site would remain undeveloped and would contain existing native and non-native vegetation that would be susceptible to wildfire. The Project would incorporate FMAs and FMZs, which would consist of asphalt roadways, parking stalls, loading zones, irrigated landscaping, and irrigated slope protecting landscaping and would comply with the requirements of the FPP and State and local regulations with respect to construction and maintenance of the Project. Vegetation management would be implemented both throughout the construction phases for each structure as there may be a period of one or more years where developing phases are exposed on multiple sides to wildland fuels, and during operational phases of the Project. Moreover, all structures would be protected by an automatic, internal fire sprinkler system. The development of the Project site with the Project would not facilitate the spread of wildfire and would



reduce projected flame lengths to levels that would be manageable by firefighting resources for protecting the site's structures, especially given the ignition resistance of the structures and the planned ongoing maintenance of the entire site landscape. As such, the Project is not anticipated to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

Threshold c: Less-than-Significant Impact. Impacts associated with the Project's proposed FMAs and FMZs would be less than significant. The Project would construct 4<sup>th</sup> Street to its ultimate half-width and widen Jack Rabbit Trail to its ultimate half-width. The Project would result in the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways. All power lines would be placed underground. The Project would install an 18-inch waterline that would be extended westerly along 4<sup>th</sup> Street and connect to a new water tank to be installed by the Legacy Highland Project. In addition to the Project utility infrastructure, the Project would result in the installation of on-site fire hydrants, that are designed in accordance with the RCFD standards and to meet fire flow requirements. Although the Project would result in the installation of associated infrastructure, the Project's proposed infrastructure is not anticipated to exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

Threshold d: Less-than-Significant Impact. The Project site is within an area of minimal flooding. Additionally, the Project would maintain a similar drainage pattern as compared to existing conditions and would reduce peak flow rates by 100 cfs. Additionally, portions of the Project site have a "low" to "moderate" susceptibility for landslides. The Project would be required by the CBC and Beaumont Building Code to comply with the recommendations identified in the Project's Preliminary Geotechnical Investigation and constructed to maximize stability in order to preclude safety hazards to on-site areas. The implementation of the Project is not anticipated to directly or indirectly cause potential substantial risks, including landslides, as a result of runoff, post-fire instability or drainage change. Impacts would be less than significant.

#### **4.20.8 MITIGATION**

With project design features and regulatory compliance, impacts would be less than significant and mitigation is not required.

#### **4.20.9 SIGNIFICANT OF IMPACTS AFTER MITIGATION**

Impacts would be less than significant and mitigation is not required.



## 5.0 OTHER CEQA CONSIDERATIONS

California Environmental Quality Act (CEQA) Guidelines Section 15126 requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. It also sets forth general content requirements for environmental impact reports (EIRs). Potential significant effects of the proposed Project; mitigation measures to address these effects and potential cumulative impacts have been identified throughout the analysis presented in Sections 4.1 through 4.20 of this EIR. An analysis of alternatives is included in Section 6.0, Alternatives.

This section provides: (1) identification of significant environmental effects that cannot be avoided if the Project is implemented, (2) identification of significant irreversible environmental changes that would result from implementing the Project, and (3) growth-inducing impacts of the Project.

### 5.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines Section 15126(b)). As described in detail in Section 4.0, *Environmental Analysis*, of this EIR, the Project is anticipated to result in impacts to the environment that cannot be reduced to below a level of significance after the consideration of Project Design Features, compliance with applicable federal, State and local regulations, and the application of the feasible mitigation measures identified in this EIR. The significant impacts that cannot be mitigated to a level below thresholds of significance consist of the following:

- Air Quality (Air Quality Management Plan Conflict): The Project would be inconsistent with AQMP Criterion No. 1 and 2, resulting in a potentially impact significant. The Project would implement development-specific air quality mitigation measures (MM 4.3-1 through 4.3-12), to reduce the Project's construction-source and operational-source air pollutant emissions. Additionally, incorporation of contemporary energy-efficient technologies and operational programs, and compliance with South Coast AQMD emissions reductions and control requirements would reduce Project air pollutant emissions. The implementation of mitigation measures, Project's emissions-reducing design features, and operational programs are consistent with and support overarching AQMP air pollution reduction strategies. Project support of these strategies would globally promote timely attainment of AQMP air quality standards and would bring the Project into conformance with the AQMP to the extent feasible. However, impacts would remain significant and unavoidable on a direct and cumulatively-considerable basis.
- Air Quality (Criteria Pollutant Emissions): The Project construction-source emissions have the potential to exceed South Coast AQMD regional thresholds for VOC and NO<sub>x</sub> emissions prior



to mitigation. After application of regulatory controls such as Rule 403, only VOCs and NO<sub>x</sub> are anticipated to exceed South Coast AQMD regional thresholds. With the implementation of Mitigation Measure MM 4.3-1, Project construction-source emissions of VOCs would be reduced to less than significant levels. However, even after implementation of Mitigation Measure MM 4.3-2, NO<sub>x</sub> emissions would still exceed applicable South Coast AQMD thresholds.

Project operations would exceed regional thresholds of significance established by the South Coast AQMD for emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. During Phase 1, the Project would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of NO<sub>x</sub>. During Phase 2, the Project will exceed the thresholds of significance for emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. During Phase 3, the Project would exceed the numerical thresholds of significance for emissions of VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Even with the Project's compliance with applicable rules, and the imposition of all feasible mitigation measures identified above (see MM 4.3-3 through MM 4.3-12), the Project's operational NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would exceed the applicable regional thresholds of significance.

Accordingly, Project-related emissions would not meet South Coast AQMD air quality standards and contribute to the non-attainment of ozone standards in the South Coast Air Basin (SCAB). Therefore, Project construction-related impacts due to NO<sub>x</sub> and operational-related impacts due to VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would be significant and unavoidable on a direct and cumulatively-considerable basis.

- Greenhouse Gas Emissions: Project related GHG emissions totaling 63,911.07 MTCO<sub>2e</sub>/yr would exceed the 3,000 MTCO<sub>2e</sub>/yr threshold. After the application of Project design features, mandatory regulatory requirements, and feasible mitigation measures (MM 4.3-3 through 4.3-12 and MM 4.8-1), the annual GHG emissions associated with the operation of the Project under Project Buildout scenario would be 60,638.09 MTCO<sub>2e</sub> per year (1,200.61 MTCO<sub>2e</sub> per year or 0.02% attributed to construction, 9,572.16 MTCO<sub>2e</sub> per year or 15.8% attributed to building operation, and 49,865.32 MTCO<sub>2e</sub> per year or 82.2% attributed to mobile sources), which would continue to exceed the 3,000 MTCO<sub>2e</sub>/yr threshold and would be significant and unavoidable on a cumulatively-considerable basis. No additional feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant because the majority of the Project's emissions come from mobile sources which are regulated by the State and not the City of Beaumont.
- Noise (Traffic Noise): The Project would result in a significant impact from operational traffic noise during Existing (2020) plus Project conditions, Opening Year (2023 and 2027) plus Project Conditions, and Horizon Year (2045) Plus Project Conditions for three roadway segments (#4, #5, and #6). Under Opening Year (2025) plus Project Conditions, the Project would result in a significant impact for one roadway segment (segment #6). There are no feasible mitigation measures that exist to reduce Project traffic noise impacts. Therefore,



Project-related off-site traffic noise level increases are considered significant and unavoidable on a direct and cumulatively-considerable basis.

- **Transportation (Vehicle Miles Traveled):** The Project would result in a significant VMT impact. Project components and mitigation measures available to reduce VMT include: developing pedestrian network improvements, providing design features that encourage people to walk or bike instead of drive, implementing TDM measures such as those listed in Mitigation Measure MM 4.17-1, car/vanpool program with preferred parking; bike lockers and secure bike racks; preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles; and installation of electric vehicle charging stations. Additionally, various design features are included in the Project to encourage pedestrian and bicycle activity (sidewalks and bicycle parking). Encouraging businesses to allow telecommuting and alternative work week hours and to use ridesharing programs also can reduce VMT, but the City of Beaumont has no jurisdictional authority to mandate the businesses practices of private enterprises. Additionally, there is no means to quantify any VMT reductions that could result. It is also recognized that as the Project area and surrounding communities develop as envisioned under the City of Beaumont General Plan (Beaumont 2040 Plan), new residential, retail, and industrial development would be implemented. These actions could collectively alter transportation patterns, improve the region's jobs/housing ratio, reduce VMT, and support implementation of new or alternative TDM measures. Additionally, the effectiveness of some of the TDM strategies that have potential to reduce the Project VMT are dependent on as yet unknown Project building tenant(s), which can change over time; and as noted above, "VMT reductions from TDM strategies cannot be guaranteed in most cases." Hence, relying on TDM programs tied to tenants would likely result in the need for on-going monitoring to verify performance. Therefore, Project impacts related to VMT would be significant and unavoidable on a direct and cumulatively-considerable basis.

## **5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROJECT SHOULD IT BE IMPLEMENTED**

The CEQA Guidelines require EIRs to address any significant irreversible environmental changes that would be involved with the proposed action should it be implemented (CEQA Guidelines Section 15126.2(c)). Specifically, Section 15126.2(d) states:

*Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*



Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses.
- The project would involve a large commitment of nonrenewable resources.
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. The Project site is currently and has historically been vacant and undeveloped, except for the eastern portion of the site that contains the paved portion of Jack Rabbit Trail. The Project would permanently alter the site by converting vacant and undeveloped property to urban uses, which would commit future generations to similar uses. This is a significant irreversible environmental change that would occur because of Project implementation.

Construction and long-term operation of the Project would require the commitment and reduction of nonrenewable and/or slowly renewable resources, including petroleum fuels and natural gas (for vehicle emissions, construction, lighting, heating, and cooling of structures) as well as lumber, sand/gravel, steel, copper, lead, and other metals (for use in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by Project implementation, such as air quality (through the combustion of fossil fuels and production of greenhouse gases) and water supply (through the increased demands for potable water for drinking, cleaning, landscaping, and general maintenance needs). However, use of nonrenewable resources is not expected to negatively impact the availability of these resources. Additionally, the Project is required by law to comply with the California Green Building Standards Code (CALGreen), which will minimize the Project's demand for energy, including energy produced from non-renewable sources. Further, as indicated in Section 4.6, *Energy*, of this EIR, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy.

An increased commitment of public and utility services (e.g., police, fire, sewer, and water services) would also be required. Project development is an irreversible commitment of the land, energy resources, and public services. After the 50- to 75-year structural lifespan of the building is reached, it is improbable that the site would revert to its current use due to the large capital investment that will already have been committed.



### 5.3 GROWTH-INDUCING IMPACTS OF THE PROJECT

CEQA requires a discussion of ways in which the proposed project could be growth inducing. The State CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment (State CEQA Guidelines, Section 15126.2[e]). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

To address this issue, potential growth-inducing effects are examined through analysis of the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?
2. Would this project result in the need to expand one or more public services to maintain desired levels of service?
3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
4. Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. This issue is presented to provide additional information on ways in which the Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the Project examined throughout Section 4.0, *Environmental Analysis* of this EIR.

**Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?**

The Project would require the construction and extension of roadways and utility infrastructure to serve the development. Figure 3-8, *Conceptual Circulation Plan*, shows the Project's proposed circulation and roadway sizes and classifications. As shown, the Project would construct four main roadways for on-site circulation—4th Street, Jack Rabbit Trail, Entertainment Avenue, and Industrial Way. The



main roadway that would provide access to the Project site is 4th Street, which would be constructed from Jack Rabbit Trail at the easterly edge of the Project site to provide a looped road system around the entire site. Since all proposed roadways would be constructed on site and for the exclusive purpose of serving the proposed development, the Project would not create major new infrastructure that could result in substantial, unplanned growth.

Water, reclaimed water, and sewer infrastructure is currently under construction to the center line of 4th Street 350 feet east of the eastern boundary of the Project site. As shown in Figures 3-9, 3-10, and 3-11, the proposed potable water, reclaimed water, and sewer system would connect to infrastructure lines from the Hidden Canyon Industrial Park project located immediately to the east to the Project to provide service to the Project site. The Project site is located at the end of a cul-de-sac and is surrounded by existing development to the east, the SR-60 to the north, and MSHCP conservation land to the west and to the south/southwest of the site, with rural mountainous lands directly to the south/southeast. Therefore, infrastructure would not extend beyond the Project site and induce population growth. Since all proposed utility infrastructure would connect to lines at the eastern edge of the Project site and would be sized to exclusively serve the proposed development, this Project infrastructure would not indirectly induce substantial unplanned population growth.

**Would this project result in the need to expand one or more public services to maintain desired levels of service?**

As discussed in Section 4.15, *Public Services*, the Project would not necessitate the expansion of existing public service facilities to maintain desired levels of service. If these facilities or associated resources do need to be expanded in the future, funding mechanisms are in place through existing regulations and standard practices to accommodate such growth. This Project would not, therefore, have significant growth inducing consequences with respect to public services.

**Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?**

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with the increase in project population and thus reducing or removing the barriers to growth. This occurs in suburban or rural areas where population growth results in increased demand for service and commodity markets responding to the new population. This type of growth is, however, a regional phenomenon resulting from introduction of a major employment center or regionally significant housing project. For example, additional commercial uses may be drawn to the area by the increased number of residents in the area because of a project.

Economic growth is expected to take place as a result of the Project implementation from construction jobs, visitors to the commercial uses, and employees generated by the Project. The Project's employees (short-term construction and long-term operational) and visitors would purchase goods and services in the region. Additionally, the Project could result in new off-site jobs in all industries of the economy. While the specific location of the potential additional off-site jobs created within the City cannot be



specifically determined, it is reasonable to assume that a large percentage of these jobs will be support service jobs and are likely to be located in the Project vicinity.

As shown in Table 4.14-1, the City's population and employment has grown steadily over the past decades. As discussed in Section 4.14, *Population and Housing*, by 2045, the City is anticipated to have a population of 80,200 residents according to SCAG's Connect SoCal and 131,949 by 2040 based on City's estimates. Similarly, SCAG forecasted 15,900 jobs in the City by the year 2045 and the City's General Plan forecasted 21,497 jobs within the City limits (exceeding SCAG forecasts) and 16,727 jobs within the SOI, totaling 38,224 jobs within the City and its SOI by 2040 (City of Beaumont, 2020b). The Project's proposed 5,456 total jobs were anticipated by the City's General Plan and represent approximately 33% of the anticipated jobs within the City's SOI and approximately 14% of the City's total job pool. Therefore, the Project's employment is within both SCAG and City growth forecasts and would contribute to a more balanced job-housing ratio (see Table 4.14-4).

The extent to which the new jobs created by a project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a project. During Project construction, design, engineering, and construction-related jobs would be created. This would last until Project construction is completed. At full-Project build out, the Project is estimated to generate approximately 5,456 permanent jobs.<sup>1</sup> Employees would come from within the City or the surrounding region because there is an imbalance of jobs and housing in Western Riverside County and the jobs that an industrial and commercial project in the region is likely to provide would be consistent with the job skills of residents in the area. For example, according to SCAG's Pre-Certified Local Housing Data, Beaumont has 19,385 workers living within its borders who work across 13 major industrial sectors. The most prevalent industry is Education & Social Services with 5,714 employees (29.5% of total) and the second most prevalent industry is Retail trade with 2,593 employees (13.4% of total). Additionally, the Construction industry has 1,071 employees (0.06% of total) and the Manufacturing industry has 1,483 employees (0.08% of total). (SCAG, 2021b) The Project's employment generation would not induce substantial growth in the area because the Project would result in service-oriented and industrial-oriented jobs, which are jobs that are anticipated to be filled by existing and future residents of the City and surrounding area.

According to the Bureau of Labor Statistics (BLS), in August 2021, the Riverside-San Bernardino-Ontario region's civilian labor force exceeded 2,090,800 persons with more than 1,931,500 people employed and an unemployment rate of 7.6% (or 159,300 persons) (BLS, 2021). Accordingly, the Riverside-San Bernardino-Ontario region contains an ample supply of potential employees under existing conditions and the Project's labor demand is not expected to draw a substantial number of new, unplanned residents to the area. Furthermore, approximately 91.1% of Beaumont residents commute outside of the City for work and more housing units are expected to be built within the City over the next 20 years. The Project would provide job opportunities close to home for existing and

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<sup>1</sup> Based on standard employment factors in the City's General Plan. Specifically, 1,000 s.f./employee for 4,500,000 s.f. Industrial Warehouse, 750 s.f./employee for 500,000 s.f. General Light Industrial, and 1,163 s.f./employee for 336,000 s.f. of Commercial.



future Beaumont residents, which would subsequently help achieve a better job-to-housing balance within the City.

In summary, because it is anticipated that most of the Project's future employees would already be living in the City of Beaumont or the surrounding areas, the Project's introduction of employment opportunities on the Project site would not induce substantial growth in the area.

**Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?**

The Beaumont General Plan Land Use and Community Design Element designates the Project site as Rural Residential 1. The Project Applicant's proposed General Plan Amendment (GPA) PLAN2019-0284 would amend the City of Beaumont's General Plan Land Use Map to modify the land use designations for the Project site from "Rural Residential" to "Industrial (I)," "General Commercial (GC)," "Open Space (OS)," and "Open Space-Conservation (OS-C)." The Project Applicant also proposes to annex and incorporate the Project site into the City. As such, the Project Applicant is proposing Pre-Zone PLAN2019-0283 to amend the City of Beaumont's Zoning Map to include the Project site and classify the Project site as "Specific Plan (Beaumont Pointe Specific Plan)". The Project is limited to the Project site's boundaries and does not include any components that would indirectly affect existing or planned uses on neighboring properties. The development of the proposed commercial, industrial, and open uses on the Project site would not reasonably or foreseeably cause the redevelopment of other properties or cause development on other properties.

Furthermore, the Project's potential influence on other nearby properties to redevelop at greater intensities and/or different uses than the City's General Plan and Zoning Code allow is speculative; however, it should be noted that implementation of the Project would not result in the approval of proposed uses on any other property outside of the Project site. CEQA does not require the analysis of speculative effects (State CEQA Guidelines Section 151454). If any other property owner were to propose redevelopment of a property in the Project vicinity or in any part of the City, the redevelopment project would require evaluation under CEQA based on its own merits, including an analysis of direct and cumulatively considerable effects.

The operation and maintenance of the Project would generate jobs, but any potential growth-inducing impact of the employment of persons at the Project site was accounted for in the City's General Plan, as the Project's proposed 5,456 total jobs represent approximately 33% of the anticipated jobs within the City's SOI and approximately 14% of the City's total job pool. Accordingly, the Project would not directly promote growth either at the Project site or at the adjacent and surrounding properties that were not accounted for in the City's General Plan. Upon the approval of the Project Applicant's requested discretionary applications (General Plan Amendment, Pre-Zone, Specific Plan, TPM, and Development Agreement), the Project would be consistent with the existing General Plan land use designation and Zoning classification for the Project site.



## 6.0 ALTERNATIVES

### 6.1 INTRODUCTION

California Environmental Quality Act (CEQA) Guidelines Section 15126.6(a) describes the scope of analysis that is required when evaluating alternatives to proposed projects, as follows:

*“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”*

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the Project would result in significant adverse environmental effects associated with air quality, greenhouse gas (GHG) emissions, noise, and transportation that cannot be mitigated to below levels of significance after the implementation of feasible mitigation measures. The Project’s significant and unavoidable impacts are summarized below in Section 6.1.2.

#### 6.1.1 PROJECT OBJECTIVES

The fundamental purpose and goal of the Beaumont Pointe Specific Plan is to accomplish the orderly development of General Commercial, Industrial, Open Space, and Open Space-Conservation land uses over the approximately 539.9-acre Project site. The Project would achieve this goal through the following Project Objectives.

- A. Develop large land areas in the City and particularly south of SR-60 and adjacent to existing industrial uses, infrastructure, and truck routes to meet the growing demand for large scale industrial and warehouse development in the City while minimizing impacts of industrial development on residential and other sensitive receptors in the City, which are primarily located north of SR-60.
- B. Providing for conservation of open space habitat within MSHCP criteria cells in a manner consistent with the MSHCP requirements and providing access for wildlife movement to Caltrans constructed and proposed wildlife under-crossings along the SR-60 Freeway that abut the northern Project boundary to accommodate wildlife movement.



- C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.
- D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduce the need for members of the existing local workforce to commute long distances.
- E. Fulfilling a need in the City and region for wellness-based retail, including entertainment, recreation, hospitality, and restaurants.
- F. Developing a center that will accommodate a variety of future tenants, including light manufacturing, warehouse, distribution tenants and other businesses that rely on transportation efficiency within an industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.
- G. Developing a project that utilizes existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence.
- H. Developing a range of warehouse facility options, such as varying structure sizes and building configurations within the City with high-quality businesses to facilitate local and regional distribution of goods while minimizing vehicle miles traveled, air quality and greenhouse gas impacts.
- I. Minimizing the demand for water resources by creating a development-wide landscape concept that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment and developing a project where recycled water is planned to be available.

### **6.1.2 SUMMARY OF THE PROPOSED PROJECT'S SIGNIFICANT IMPACTS**

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in significant adverse environmental effects that cannot be mitigated to below levels of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impacts are as follows:

- Air Quality (Air Quality Management Plan Conflict): The Project would emit air pollutants (VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>) that would contribute to a delay in the attainment of federal and State ozone standards in the SCAB. Because the Project requires a General Plan Amendment, it also would exceed the growth projections contained in South Coast AQMD's 2016 AQMP. As such, the Project would conflict with and could obstruct implementation of the AQMP. Project impacts due to a conflict with the South Coast AQMD 2016 AQMP would be significant and unavoidable on both a direct and cumulatively-considerable basis.



- Air Quality (Criteria Pollutant Emissions): After the application of Project design features, mandatory regulatory requirements, and feasible mitigation measures, Project-related NO<sub>x</sub> emissions during construction and VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions during long-term operation of the Project would remain above the applicable South Coast AQMD regional thresholds. Accordingly, Project-related emissions would not meet South Coast AQMD air quality standards and contribute to the non-attainment of ozone standards in the South Coast Air Basin (SCAB). Therefore, Project construction-related impacts due to NO<sub>x</sub> and operational-related impacts due to VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would be significant and unavoidable on a direct and cumulatively-considerable basis.
- GHG Emissions: Project related GHG emissions totaling 63,911.07 MTCO<sub>2e</sub>/yr would exceed the GHG emission significance threshold of 3,000 MTCO<sub>2e</sub>/yr. After the application of Project design features, mandatory regulatory requirements, and feasible mitigation measures, the annual GHG emissions associated with the operation of the Project under Project Buildout scenario would be 60,638.09 MTCO<sub>2e</sub> per year (10,772.77 MTCO<sub>2e</sub> per year or 17.8% attributed to building operation and 49,865.32 MTCO<sub>2e</sub> per year or 82.2% attributed to mobile sources), which would continue to exceed the 3,000 MTCO<sub>2e</sub>/yr threshold and would be significant and unavoidable on a direct and cumulatively-considerable basis. No other feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.
- Noise (Traffic Noise): The Project would result in a significant impact from operational traffic noise during Existing (2020) plus Project conditions, Opening Year (2023 and 2027) plus Project Conditions, and Horizon Year (2045) Plus Project Conditions for three roadway segments (#4, #5, and #6). Under Opening Year (2025) plus Project Conditions, the Project would result in a significant impact for one roadway segment (segment #6). There are no feasible additional mitigation measures that exist to reduce Project traffic noise impacts. Therefore, Project-related off-site traffic noise level increases are considered significant and unavoidable on a direct and cumulatively-considerable basis.
- Transportation (Vehicle Miles Travel): Effectiveness of some of the Transportation Demand Management (TDM) strategies that have potential to reduce the Project Vehicle Miles Travel (VMT) are dependent on as yet unknown Project building tenant(s). After the application of Project design features and feasible mitigation measures, Project impacts related to VMT would be significant and unavoidable on a direct and cumulatively-considerable basis.

## 6.2 ALTERNATIVES UNDER CONSIDERATION

CEQA Guidelines Section 15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., “no project” alternative). For development projects that include a revision to an existing land use plan, the “no project” alternative is considered to be the continuation of the existing land use



plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property such as the proposed Project evaluated herein), the “no project” alternative is considered to be a circumstance under which the proposed Project does not proceed (CEQA Guidelines Section 15126.6(e)(3)(A-B)). For the alternatives’ analysis in this Draft EIR, both “No Project/No Development Alternative” and the “Existing City General Plan Alternative” was considered.

### **6.2.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE**

The No Project/No Development Alternative assumes that no development or improvements would occur on the Project site and the entire 539.9-acre site would remain vacant and undeveloped. This alternative was selected by the City as required by CEQA Guidelines Section 15126.6(e)(3)(B) to compare the environmental effects of the Project with an alternative that would leave the Project site in its existing condition (as described in EIR Section 3.0).

### **6.2.2 EXISTING CITY GENERAL PLAN ALTERNATIVE**

In accordance with CEQA Guidelines Section 15126.6(e)(3)(A), the No Project - Existing General Plan Alternative considers development of the Project site with land uses that are consistent with the existing City of Beaumont General Plan land use designation. The City of Beaumont General Plan designates the Project site as Rural Residential 1 which permits one single-family dwelling per one acre lot. The General Plan further anticipates that buildout of the Rural Residential 1 land use in the City’s Sphere of Influence (SOI) would consist of up to 383 dwelling units. Accordingly, the Existing City General Plan Alternative considers that the property would be annexed into the City for a residential development of up to 383 single family units on the Project site. Under this alternative, the Project site would be graded within approximately the same boundaries as the limit of grading for the Project in order to create residential one acre lots.

### **6.2.3 REDUCED DEVELOPMENT AREA AND INTENSITY ALTERNATIVE**

The Reduced Development Area and Intensity Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. The Reduced Development Area and Intensity Alternative would result in an overall 50% reduction of non-hotel, commercial development within Planning Areas 1 and 2 and an overall reduction of 995,000 sf of industrial development. The reduction in industrial development would occur by eliminating 995,000 sf in Planning Area 8 and expanding Planning Area 7 to allow an additional 305,000 sf (update to 905,000 sf) of industrial development. Overall, the Reduced Development Area and Intensity Alternative would allow for up to 123,000 sf of commercial development, a 125-room hotel, and 4,000,000 sf of industrial development. Additionally, the Reduced Development Area and Intensity Alternative would result in a considerable reduction in grading activities (eliminating approximately 3 million cubic yards of cut and fill).

### **6.2.4 REDUCED INTENSITY ALTERNATIVE**

The Reduced Intensity Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. The Reduced Intensity Alternative would consider development



of the Project site with a 10% reduction in industrial and commercial development. Under this alternative, the Project would allow for 4,495,500 sf of industrial development, 221,400 sf of commercial development, and a 125-room hotel. The development impact area would generally remain the same as the Project. Access to the site would be the same with a proportional reduction in the number of parking spaces.

### **6.2.5 TRUCK STORAGE YARD ALTERNATIVE**

The Truck Storage Yard Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. The Truck Storage Yard Alternative would be the same as the Project except that it would replace the warehouse building in Planning Area 8 (approximately 1,000,000 sf) with a truck storage and lay down yard. Overall, the Project would allow for up to 246,000 sf of commercial development, a 125-room hotel, 4,000,000 sf of industrial development, and a truck storage yard. The grading quantities and phases would be the same as the Project.

## **6.3 ALTERNATIVES CONSIDERED AND REJECTED**

An EIR is required to identify any alternatives that were considered by the City but were rejected as infeasible. Factors described by CEQA Guidelines Section 15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR include: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the proposed Project, CEQA Guidelines Section 15126.6(f)(1) notes:

*“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...”*

In determining an appropriate range of alternatives to be evaluated in this EIR, a number of possible alternatives were initially considered and, for a variety of reasons, rejected. Alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) they would not have resulted in a reduction of significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate. A summary of the alternatives that were considered but rejected are described below.

### **6.3.1 ALTERNATIVE SITES**

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for



inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). In addition, an alternative site need not be considered when implementation is “remote and speculative,” such as when the alternative site is beyond the control of a project applicant.

The Project proposes to develop an approximately 539.9-acre site with a maximum of 246,000 sf of general commercial uses in addition to a 125-room hotel (90,000 sf) and a maximum of 4,995,000 sf of industrial uses. The Project Applicant has ownership and control over the Project site, and the Project site’s location in proximity to SR-60, which provides direct access to the regional transportation network, connecting the site to the Ports of Long Beach and Los Angeles, adjacent to an existing industrial development (under construction) and away from residential uses is conducive to industrial and commercial development.

Given the size and type of the proposed development, a similarly sized project and land use elsewhere in the South Coast Air Basin would result in the same or greater project-level and cumulative air quality, GHG emission, and transportation impacts. Significant unavoidable regional air quality and GHG emission impacts of the Project relate primarily to mobile emissions during operation and are not site specific, therefore, relocation of the Project would not substantially reduce these impacts. The Project’s location is preferable for industrial and commercial development to other areas of the City because of its proximity to 1) the regional transportation network and major infrastructure, reducing vehicle miles traveled; and 2) within an industrial corridor separated from sensitive receptors (e.g. residential uses, schools, etc.), reducing potential located air quality and associated health risk impacts to surrounding neighborhoods. Therefore, analysis of an alternative site for the Project is neither meaningful nor necessary, because the significant impacts resulting from the Project would not be avoided or substantially lessened by its implementation in an alternate location.

Furthermore, there are no alternative sites within the City or its sphere of influence that are similarly sized that would be suitable for industrial and commercial uses proposed by the Project. Other developable land within the City would either require a general plan amendment and zone change, or would place industrial and commercial uses closer to established residential communities. Additionally, the Project Applicant does not own or control another suitable site that would achieve the underlying purpose and objectives of the Project. As a result, this alternative was rejected from further consideration.

### **6.3.2 ALL-COMMERCIAL ALTERNATIVE**

The All-Commercial Only Alternative, which assumes the Project site is proposed for regional commercial uses only, was considered to analyze an alternative land use that met or partially met some of the Project objectives. Namely, the All-Commercial Alternative would have the ability to minimize the demand for water resources in support of Objective I and partially meet the following Project Objectives:

- Objective C. Maximizing opportunities to develop land in the City’s sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new



sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.

- Objective D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.
- Objective G. Developing a project that utilizes existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence.

Additionally, by constructing commercial uses the All-Commercial Alternative would not meet the following objective to the same extent: Project Objective E: Fulfilling a need in the City and region for wellness-based retail, including entertainment, recreation, hospitality, and restaurants. However, this alternative would construct regional shopping uses providing shopping and restaurants, but would not provide wellness-based retail, including recreation and hospitality. Furthermore, this alternative would not meet the following objectives:

- Objective A. Develop large land areas in the City and particularly south of SR-60 and adjacent to existing industrial uses, infrastructure and truck routes to meet the growing demand for large scale industrial and warehouse development in the City while minimizing impacts of industrial development on residential and other sensitive receptors in the City, which are primarily located north of SR-60.
- Objective F. Developing a center that will accommodate a variety of future tenants, including light manufacturing, warehouse, distribution tenants and other businesses that rely on transportation efficiency within an industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.
- Objective H. Developing a range of warehouse facility options, such as varying structure sizes and building configurations within the City with high-quality businesses to facilitate local and regional distribution of goods while minimizing vehicle miles traveled, air quality and greenhouse gas impacts.

Additionally, the All-Commercial Alternative was rejected from further consideration because it would not reduce or eliminate the Project's significant and unavoidable impacts. Based on the Institute of Transportation Engineers (ITE) trip rate for regional shopping centers (ITE 820), the All-Commercial Alternative would result in a substantial increase in vehicle trips in comparison to the Project, resulting in a substantial increase in air quality emissions, GHG emissions, and transportation impacts. For example, a 750,000 square foot regional shopping center would generate 34,786 daily trips. Although



this alternative would reduce truck trips, it would nearly double the Project's 16,266 daily trips (see *Technical Appendix P* of the EIR).

### **6.3.3 RURAL RESIDENTIAL ALTERNATIVE**

A Rural Residential Alternative was considered that assumed rural residential uses consistent with the County's existing General Plan and zoning designations. The Project site is designated as Rural Mountainous (RM) in the County of Riverside General Plan, which allows single-family residential uses with a minimum lot size of 10 acres. Based on Riverside County Ordinance No. 348, the Project site is zoned Controlled Development Areas with a minimum 20-acre lot (W-2-20). Based on the County's existing general plan and zoning designations, the 539.9-acre Project site would be allowed to develop up to 27 rural residential units. However, the Project site is not well suited to rural development in that it lacks potable groundwater and would require use of septic tanks, which is discouraged. Although water, sewer and roadway infrastructure is available at the easternmost portion of the site, the limited number of units that could be constructed would not be able to sustain the costs needed to develop roadways or to take the infrastructure connections across the site for these homestead type developments. In addition, development of homes in very high and high severity fire hazard zones in such a dispersed development pattern significantly increases wildfire risk and is highly discouraged, and the amount of fuel modification required could also be difficult to achieve given the limited number of units that would be permitted. Additionally, this alternative would not meet any of the Project objectives. Therefore, this alternative was rejected from further consideration.

## **6.4 ANALYSIS OF ALTERNATIVES**

The City has identified the following alternatives as a range of reasonable alternatives to the Project in accordance with CEQA Guidelines Section 15126.6. These alternatives are described in more detail and evaluated for their level of environmental effects, compared to the Project's environmental effects.

The following discussion compares the impacts of each alternative considered by the City with the impacts of the Project, as detailed in Section 4.0, *Environmental Analysis*, of this EIR. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), CEQA Guidelines Section 15126.6(d) requires that the discussion of alternatives focus on alternatives which are capable of avoiding or substantially lessening the significant effects of the Project. Therefore, the analysis provided herein focuses on a comparison of the Project's significant impacts to the level of impact that would occur under each evaluated alternative. The Project's significant and unavoidable impacts fall under the topics of air quality, GHG emissions, noise (off-site traffic-related noise), and transportation. Although the Project's less-than-significant impacts also are compared to the alternatives evaluated herein, the emphasis of the comparative discussion in this analysis relates to the significant impacts of the Project that require mitigation as required by CEQA. A conclusion is provided for each significant impact of the Project as to whether the alternative results in one of the following: (1) reduction or elimination of the Project's impact, (2) a greater impact than would occur under the Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the Project's impacts. The analysis below



relies, in part, on a comparison of air quality and GHG emissions, trip generation, and VMT provided in *Technical Appendix P* of this EIR.

Table 6-9, *Comparison of Alternatives and Project-related Environmental Impacts*, at the end of this Section compares the significant impacts of the Project with the level of impact that would be caused by the alternatives evaluated herein and Table 6-10, *Alternatives Attainment of Project Objectives*, identifies the ability of each alternative to meet the fundamental purpose and basic objectives of the Project, listed above under 6.1.1, *Project Objectives*.

#### 6.4.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative assumes that no development or improvements would occur on the Project site and the entire 539.9-acre site would remain vacant and undeveloped. This alternative was selected by the City as required by CEQA Guidelines Section 15126.6(e)(3)(B) to compare the environmental effects of the Project with an alternative that would leave the Project site in its existing condition (as described in EIR Section 3.0).

##### A. Aesthetics

Under existing conditions, the Project site is characterized by rugged steep ridges and hillsides with narrow canyons that are generally situated on the southwest portion of the site (see Figure 4.1-1, *On-Site Visual Character*). Relatively gentle ridges, broad canyons, and valleys are located on the northwest and southeast portions of the site. The existing topography of the site consists of low rolling hills and canyons, ranging in elevation between the 2,300 and 2,450-foot contours (Mean Sea Level). The site is generally undisturbed, except for the paved portion of Jack Rabbit Trail that traverses through eastern portion of the property, and includes a network of unmarked dirt roads and trails. Existing unmarked trails traverse the Project site from east to west. Additionally, the Project site does not have any sources of artificial light and does not have any structures that would produce glare.

As stated, the Project site is predominately vacant and undeveloped with hillsides, ridges, canyons, and valleys; however, the City has not identified these scenic resources as a scenic vista. Under the No Project/No Development Alternative, the visual character and quality of the site would be maintained in its existing condition. No landform modifications would occur on the Project site under this alternative, and implementation of the Specific Plan to allow for industrial and commercial uses, lighting, or landscaping would not occur. Accordingly, although the Project would result in less than significant impacts associated with aesthetics, the No Project/No Development Alternative would result in no impacts.

##### B. Agriculture and Forestry Resources

Section 21095 of the CEQA statute and the State CEQA Guidelines Appendix G define three of the Farmland Mapping and Monitoring Program's (FMMP's) Important Farmland categories—Prime Farmland, Unique Farmland, and Farmland of Statewide Importance—as agricultural lands for purposes of CEQA analysis and acknowledge that their conversion to nonagricultural uses may be



considered a significant impact. Based on the most recent FMMP data available for Riverside County (2016) the Project site does not contain any “Prime Farmland,” “Unique Farmland,” or “Farmland of Statewide Importance.” As previously discussed, the majority of the Project site is designated as “Other Land” and the remaining portions (approximately 60.9 acres) of the site, areas located around the northeastern boundary of the Project site and along the SR-60, are designated “Farmland of Local Importance” (CDC, 2016b). The Project site has not been used for agriculture. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps pursuant to the FMMP of the California Resource Agency to non-agricultural use, and no impacts would result.

The No Project/No Development Alternative would leave the property in its existing condition. Similar to the Project, the No Project/No Development Alternative would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps pursuant to the FMMP of the California Resource Agency to non-agricultural use. Since the Project site would remain in its existing condition under this alternative no impact would occur. Under this alternative, impacts would be less than the Project because the Project site would not be disturbed compared to the permanent disturbance that would occur as the result of the Project’s proposed development. Accordingly, although the Project would result in less than significant impacts associated with agriculture and forestry resources, the No Project/No Development Alternative would have no impact related to agriculture and forestry resources.

**C. Air Quality**

The No Project/No Development Alternative would avoid the introduction of new potential sources of short-term (construction) and long-term (operational) air pollutant emissions that would occur during the implementation of the Project. Accordingly, all of the Project’s short- and long-term air quality impacts would be avoided under this alternative, because no construction and operational activities would occur at the Project site. No impacts associated with air quality would occur under this alternative; therefore, this alternative would eliminate the Project’s significant and unavoidable air quality impacts.

**D. Biological Resources**

The No Project/No Development Alternative would leave the property in its existing condition. Under this alternative, impacts would be less than the Project because the Project site would not be disturbed compared to the permanent disturbance that would occur as a result of the Project’s proposed development. However, unlike the Project, this alternative would not result in 152.42 acres that would be conserved as natural habitat and dedicated to the Regional Conservation Authority (RCA) pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

Overall, although the Project would result in less than significant biological resources impacts with incorporation of mitigation measures, the No Project/No Development Alternative would eliminate the Project’s potential biological resource impacts to special-status wildlife species, burrowing owl,



nesting birds, coastal California gnatcatcher, and jurisdictional waters, and no mitigation would be required; therefore, there would be no impact to biological resources.

**E. Cultural Resources**

Based on a records search conducted as part of the Phase I and II Cultural Resources Assessment (*Technical Appendix D* of this EIR), 19 cultural resource locations have been recorded within a one-mile radius, six (6) of which are located within the Project site. Testing of the 6 resources on site determined that the resources were no significant and ineligible for listing on the California Register of Historical Resources or the National Register of Historic Places. Therefore, there are no known significant historic resources, archaeological resources, or human remains identified on the Project site under existing conditions. However, due to the presence of cultural resources documenting prehistoric and historic use of this property, and the poor ground visibility during the survey, there is a potential to impact buried prehistoric archaeological resources during ground disturbance activities (i.e., grading and excavation activities). Accordingly, although the Project would result in less than significant cultural resources impacts with mitigation measures incorporated, the No Project/No Development Alternative would eliminate the Project's potential impacts to cultural resources, and no mitigation would be required; therefore, there would be no impact to cultural resources.

**F. Energy**

Under the No Project/No Development Alternative, the Project site would remain vacant and undeveloped; therefore, the site would not require any additional near-term or long-term energy resources. Accordingly, although the Project would result in less than significant impacts associated with energy, the No Project/No Development Alternative would have no impact related to energy use.

**G. Geology and Soils**

The No Project/No Development Alternative would result in no grading of the Project site; therefore, no impacts to geology or soils would occur. No known paleontological resources were identified as occurring within the Project site under existing conditions. However, the San Timoteo Formation underlying the majority of the Project site is considered to have high paleontological sensitivity, and the Project would result in less than significant impacts with mitigation incorporated. The No Project/No Development Alternative would avoid potential impacts associated with unearthing previously undiscovered paleontological resources during the Project's grading operations; therefore, this alternative has no potential to impact subsurface resources that may exist in undisturbed soils beneath the ground surface. Accordingly, this alternative would eliminate the Project's potential paleontological resource impacts and no mitigation would be required; therefore; there would be no impact to geology and soil resources.

**H. Greenhouse Gas Emissions**

Under the No Project/No Development Alternative, no development would occur on the Project site; therefore, there would be no potential sources of near-term or long-term GHG emissions. Selection of



this alternative would eliminate all of the Project's significant and unavoidable effects associated with GHG emissions and no impacts associated with GHG emissions would occur under this alternative.

***I. Hazards and Hazardous Materials***

Because no development would occur under the No Project/No Development Alternative, no impacts related to hazards or hazardous materials would occur. Project impacts were determined to be less than significant related to hazards and hazardous materials, including those associated with the routine transportation, storage, and use of hazardous materials during the operation of the Project. Similarly, this alternative would have no hazardous materials impacts and no mitigation would be required; therefore, there would be no impact to hazards and hazardous materials.

***J. Hydrology and Water Quality***

The No Project/No Development Alternative would result in no grading or development of the property; therefore, the existing drainage pattern would remain the same and no impacts to hydrology or water quality would occur. However, under the No Project/No Development Alternative, drainage improvements or water quality features would not be installed and runoff would continue to flow northeast across the site to the 16 existing Caltrans maintained culverts, as it does under existing conditions. The four detention basins proposed under the Project, which remove pollutants from runoff and filter the water to meet water quality standards, would not occur. Therefore, water quality impacts, including erosion and sedimentation, would be greater under this alternative because the Project site would not receive the benefits from the stormwater drainage and water quality filtration features that would be constructed by the Project. However, development of the Project would increase impervious surface coverage on the Project site, which would, in turn, reduce the amount of water percolating down into the groundwater sub-basin that underlies the Project site. On balance, this alternative would result in reduced impacts associated with hydrology and water quality when compared to the Project, which were determined to be less than significant.

***K. Land Use and Planning***

The No Project/No Development Alternative would not result in any new development that would directly or indirectly result in environmental impacts due to a conflict with an existing land use plan. However, this alternative would not annex and incorporate the Project site into the City. Therefore, implementation of this alternative would result in no impacts related to land use and planning.

***L. Mineral Resources***

The Project site is not designated as a mineral resource recovery site by the City's General Plan and does not contain any known mineral resources that would be of value to the region or the residents of the State. Therefore, development of the Project would result in less than significant impacts to mineral resources. Similarly, implementation of this alternative would have no impacts related to mineral resources.



**M. Noise**

Because no development would occur on the Project site under this alternative, no new sources of on-site stationary noise or off-site traffic-related noise generated; therefore, the No Project/No Development Alternative would not contribute to the less than significant incremental increase in area-wide noise levels that would occur under the Project. Development of the Project would result in significant and unavoidable impacts related to traffic noise. No impacts associated with noise would occur under this alternative; therefore, this alternative would eliminate the Project's significant and unavoidable noise impacts; therefore, there would be no impact related to noise.

**N. Population and Housing**

Employment growth would not occur under the No Project/No Development Alternative because no new businesses, or other infrastructure would be constructed. Accordingly, although the Project would result in less than significant impacts associated with population and housing, the No Project/No Development Alternative would have no impact related to population and housing.

**O. Public Services**

Under the No Project/No Development Alternative, the Project site would remain vacant and undeveloped. There would be no increase in demand for fire protection, police protection, schools, or libraries. Accordingly, although the Project would result in less than significant impacts associated with public services, the No Project/No Development Alternative would have no impact related to public services.

**P. Recreation**

Under the No Project/No Development Alternative, no new employees would be introduced to the Project, which would reduce potential indirectly impacts resulting from additional demand on parks and recreational facilities in the City. Accordingly, although the Project would result in less than significant impacts associated with recreation, the No Project/No Development Alternative would have no impact related to recreation.

**Q. Transportation**

Under the No Project/No Development Alternative, no new development would occur on the Project site and no traffic would be generated at the Project site. Therefore, this alternative would have no impacts related to conflict with a program, plan, ordinance, or policy addressing the circulation system; vehicle miles traveled; hazards due to a design feature; or emergency access. The No Project/No Development Alternative would eliminate the Project's significant and unavoidable transportation impacts and no impacts would occur.

**R. Tribal Cultural Resources**

Based on Native American consultation, there is a potential to encounter tribal cultural resources within the Project site during ground-disturbing construction activities in native soils. Project impacts to tribal



cultural resources were determined to be less than significant with mitigation. The No Project/No Development Alternative would leave the Project site in its existing condition; no additional grading or disturbance of native soil would occur. As such, this alternative would not result in impacts to undiscovered tribal cultural resources. Accordingly, this alternative would have no impacts related to tribal cultural resource and mitigation would not be required; therefore, there would be no impact to tribal cultural resources.

**S. Utilities and Service Systems**

The Project site does not generate any need for utilities and service systems under the existing condition, including domestic water, wastewater treatment, or solid waste disposal; therefore, the implementation of this alternative would avoid the increases in the demand for utility services that would be generated by the Project. Although the Project would have less than significant impacts, implementation of this alternative would result in no impacts associated with utilities and service systems.

**T. Wildfire**

The Project site is designated within a Very High Fire Hazard Severity Zone (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ) within a State Responsibility Area (SRA) by the Riverside County General Plan and CalFire. The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan and would not exacerbate wildfire risks. The Project would result in the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways, which would not exacerbate fire risk. Additionally, the Project would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides and would not exacerbate pollution from wildfires. However, by constructing ignition resistant buildings, creating defensible space, and implementing vegetation management protocols, the Project would reduce the overall risk of wildfire spread on and off site.

The No Project/No Development Alternative would leave the Project Site in its existing condition; no changes to internal or off-site circulation or traffic volumes would occur, and emergency response or evacuation plans would not be affected. However, the No Project/No Development Alternative would not result in the removal of existing fuel sources or development of ignition resistant structures, parking areas, and irrigated landscaping within a VHFHSZ and HFHSZ, which reduces potential wildfire risks. Overall, the No Project/No Development Alternative would not allow for development within a VHFHSZ and HFHSZ, and no impact would occur. Although the Project would have less than significant impacts, implementation of this alternative could result in greater impacts associated with wildfire.



**U. Conclusion**

**1. *Avoid or Substantially Lessen the Significant Impacts of the Project***

The No Project/No Development Alternative would result in no physical environmental impacts to the Project site. All significant and unavoidable impacts of the Project would be eliminated by the selection of the No Project/No Development Alternative.

However, this alternative would not receive the environmental benefits from the permanent conservation of 152.42 acres of natural habitat consistent with the MSHCP; implementation of stormwater drainage and water quality filtration features; and ignition resistant structures and other wildfire prevention protocols, parking areas, and irrigated landscaping within a VHFHSZ and HFHSZ that would be constructed by the Project.

**2. *Attainment of Project Objectives***

The No Project/No Development Alternative would fail to meet all the Project Objectives, as described in Section 6.1.1.

**6.4.2 EXISTING CITY GENERAL PLAN ALTERNATIVE**

In accordance with CEQA Guidelines Section 15126.6(e)(3)(A), the No Project - Existing General Plan Alternative considers development of the Project site with land uses that are consistent with the existing City of Beaumont General Plan land use designation. The City of Beaumont General Plan designates the Project site as Rural Residential 1 which permits one single-family dwelling per one acre lot. The General Plan further anticipates that buildout of the Rural Residential 1 land use in the City's Sphere of Influence (SOI) would consist of up to 383 dwelling units. Accordingly, the Existing City General Plan Alternative considers that the Project site would be annexed into the City for a residential development of up to 383 single family units on the Project site. Under this alternative, the Project site would be graded within approximately the same boundaries as the limit of grading for the Project in order to create residential one acre lots.

**A. Aesthetics**

The existing vacant and undeveloped site would be replaced with 383 dwelling units that would be at a lower height compared the Project, which allows up to a maximum height of 60 feet above finished grade. Design features such as pylon signs, walls, fencing, and monummentation would not be constructed as part of this alternative. Accordingly, although the Project's aesthetic impacts were determined to be less than significant, the Existing City General Plan Alternative would result in the lesser impacts as compared to the Project and would be less than significant.

**B. Agriculture and Forestry Resources**

The majority of the Project site is designated as "Other Land" and the remaining portions (60.9 acres) of the site, located around the northeastern portions of the Project site, is designated "Farmland of Local Importance. Similar to the Project, the Existing City General Plan Alternative would not convert



Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps pursuant to the FMMP of the California Resource Agency to non-agricultural use, and less than significant impacts related to agriculture and forestry resources would result.

**C. Air Quality**

**1. Construction**

Under the Existing City General Plan Alternative, approximately 10 million cubic yards of cut and fill would be required during grading activities, which is less than the approximate 12 million cubic yards of cut and fill required for the Project. This alternative would also result in less overall building square footage and require fewer construction materials. Therefore, implementation of the Existing City General Plan Alternative would result in less construction-related air quality impact than would occur from implementation of the Project. This alternative would reduce but not eliminate the Project's significant and unavoidable construction-related air quality impacts.

**2. Operation**

As shown in Section 4.3, *Air Quality*, of this EIR, the Project's operational emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would exceed the applicable South Coast AQMD regional thresholds for operational-source emissions of these criteria pollutants and would therefore contribute to the violation of air quality standards and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project's emissions to levels that are less than significant.

The Existing City General Plan Alternative would reduce the number of vehicle trips and associated VMT, which is calculated based on square footage/dwelling units and the types of use. Under the Existing City General Plan Alternative, the volume of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> operational-related emissions would be reduced to approximately 29.78, 21.88, 27.45, and 8.11 pounds per day during summer and 28.26, 22.66, 27.45, and 8.11 pounds per day during winter, respectively (see *Technical Appendix P* of this EIR). The South Coast AQMD thresholds for VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are 55, 55, 150, and 55, respectively. Therefore, this alternative would eliminate the Project's significant and unavoidable operational air quality emissions, and impacts under this alternative would be less than significant.

**D. Biological Resources**

Similar to the Project, the Existing City General Plan Alternative would require substantial landform modification, resulting in a slightly reduced impact area compared to the Project. Therefore, impacts to special-status wildlife species, burrowing owl, nesting birds, coastal California gnatcatcher, and jurisdictional waters would continue to occur, and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level. Impacts would be similar compared to the Project.



***E. Cultural Resources***

The Existing City General Plan Alternative would have the same impact area and no known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. However, due to the presence of cultural resources documenting prehistoric and historic use of this property, and the poor ground visibility during the survey, there is a potential to impact buried prehistoric archaeological resources during ground disturbance activities (i.e., grading and excavation activities). Like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the Existing City General Plan Alternative would be similar to those associated with the Project.

***F. Energy***

Under the Existing City General Plan Alternative, the site would be developed with residential uses which would reduce energy demand due to a decrease in energy consumption and fuel from the reduction in vehicle trips. Construction and operational activities associated with this alternative would have reduced energy demand compared to the Project and impacts would remain less than significant.

***G. Geology and Soils***

Grading and development of the Project site would occur under the Existing City General Plan Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the Project. This alternative would also result in a similar potential to impact undiscovered paleontological resources during grading, as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the Existing City General Plan Alternative would be similar to those associated with the Project.

***H. Greenhouse Gas Emissions***

As previously discussed, Project-related GHG emissions would exceed the 3,000 MTCO<sub>2</sub>e per year significance GHG emissions and would result in a cumulatively-considerable impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels to less than significant.

Under the Existing City General Plan Alternative, approximately 10 million cubic yards of cut and fill would be required during grading activities, which is less than the approximate 12 million cubic yards of cut and fill required for the Project. This alternative would also result in less overall building square footage and use of fewer construction materials. Therefore, implementation of the Existing City General Plan Alternative would result in less impact from construction-related GHG emissions than would occur from implementation of the Project. Additionally, the Existing City General Plan Alternative would also decrease vehicle trips by 78% from 16,266 trips-ends per day to 3,616 trips-ends per day, which is calculated based on square footage/dwelling units and the types of use (see *Technical Appendix P* of this EIR).



The Project would result in a net increase of 60,638.09 MTCO<sub>2</sub>e per year after the implementation of mitigation measures, which would be reduced to 5,131.02 MTCO<sub>2</sub>e per year under the Existing City General Plan Alternative (see *Technical Appendix P* of this EIR). This alternative would substantially reduce GHG emissions which would remain significant and unavoidable since GHG emissions would exceed the threshold of 3,000 MTCO<sub>2</sub>e per year.

***I. Hazards and Hazardous Materials***

Hazardous materials used during construction activities for the Existing City General Plan Alternative would be similar to the Project. These materials would not be in such quantities or stored in such a manner as to pose a significant safety hazard to on-site construction workers or the general public. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA and DTSC. With mandatory compliance of applicable hazardous materials regulations, the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase.

There were no identified contaminated soils on the Project site, therefore construction activities would not involve the transport of contaminated soils, similar to the Project.

The Existing City General Plan Alternative would develop the Project site for the residential uses, which do not involve the use of hazardous materials for operation other than low quantities of household cleaning supplies. Therefore, the type of hazardous materials typically used for operation of the Project would be slightly reduced under the Existing City General Plan Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would occur with the Project. This alternative would result in less than significant impacts related to hazards and hazardous materials, but reduced compared to the Project.

***J. Hydrology and Water Quality***

The Existing City General Plan Alternative would develop the Project site with residential uses and the area of impervious surfaces would be reduced compared to the Project. Therefore, this alternative would result in reduced runoff and potential for impacts to drainage, erosion, and water quality. Like the Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Similar to the Project, this alternative would require storm drain facility improvements, LID, source control, site design, and treatment control BMPs. Therefore, the Existing City General Plan Alternative would result in similar impacts to hydrology and water quality as the Project and would be less than significant.

***K. Land Use and Planning***

The Existing City General Plan Alternative would not require a General Plan Amendment; however, it would require pre-zoning, pre-annexation, and tentative tract maps to allow for residential



development. Similar to the Project, this alternative would not conflict with the City's General Plan and Zoning Ordinance, and Western Riverside County MSHCP. While, like the Project, this alternative would not conflict with the SCAG's Connect SoCal policies, it would impede the Connect SoCal goal of growing the Beaumont area as a job center to a greater extent than would the Project. Therefore, the Existing City General Plan Alternative would still result in a less than significant impact related to land use and planning, similar to, but less optimal than the Project.

**L. Mineral Resources**

The Project site is not designated as a mineral resource recovery site in the City's General Plan and does not contain any known mineral resources that would be of value to the region or the residents of the State. Therefore, development of the Project would result in less than significant impacts to mineral resources. Similarly, the Existing City General Plan Alternative would have a similar impact area and implementation of this alternative would have less than significant impacts related to mineral resources. Therefore, the Existing City General Plan Alternative would have similar impacts as the Project.

**M. Noise**

Under the Existing City General Plan Alternative, approximately 10 million cubic yards of cut and fill would be required during grading activities, which is less than the approximate 12 million cubic yards of cut and fill required for the Project. This alternative would also result in less overall building square footage and construction materials. However, construction of this alternative would generate the same peak noise volumes and similar type and volume of construction noise as the Project, the length of time of construction and the associated noise would be marginally shorter. Similar to the Project, this alternative would have less than significant construction-related noise impacts.

Operational noise impacts would be reduced under this alternative for both on-site stationary noise sources and off-site traffic-related noise, since residential uses do not generate significant stationary noise sources and truck trips would be eliminated. Therefore, the Existing City General Plan Alternative would eliminate the Project's significant and unavoidable off-site traffic-related noise impacts that mainly occur due to truck trips, and impacts would be less than significant.

**N. Population and Housing**

Under the Existing City General Plan Alternative, residential uses would not generate job growth like the Project but would generate a estimated population of approximately 1,203 residents (383 dwelling units x 3.14 persons per household = ~1,203 persons). As shown in Table 6-1, *Estimated Population and Housing Growth in Beaumont with Existing City General Plan Alternative*, under the Existing City General Plan Alternative, the population at buildout would be consistent with the both SCAG and City growth forecasts, similar to the Project. However, the jobs-housing ratio would decrease from the Project's 0.92 to 0.59 for the City under existing plus Project conditions and from 0.93 to 0.64 under buildout year plus project conditions, creating a greater jobs-housing imbalance as compared to the Project. This alternative would impede the Connect SoCal goal of growing the Beaumont area as a job



center and the City’s goal of maintaining and improving the jobs housing balance. Overall, impacts to population and housing would remain less than significant with this alternative but would be greater than the Project.

**Table 6-1 Estimated Population and Housing Growth in Beaumont with Existing City General Plan Alternative**

	<b>Existing (2020/21)</b>	<b>Buildout Year (2027) Without Project<sup>2</sup></b>	<b>Existing (2021) Plus Project</b>	<b>Buildout Year (2027) Plus Project</b>	<b>City of Beaumont General Plan (2040)</b>
Population	51,475 <sup>1</sup>	58,757	52,678	59,960	131,949
Household	17,232 <sup>1</sup>	19,487	17,615	19,870	40,849
Employment	10,440 <sup>2</sup>	12,808	10,440	12,808	38,224
Job-Housing Ratio	0.61	0.66	0.59	0.64	0.93

<sup>1</sup> Values are from the California Department of Finance (DOF), as shown in Section 4.14.1C.

<sup>2</sup> These values are prorated from SCAG’s demographic data contained in Table 4.14-1.

**O. Public Services**

Under the Existing City General Plan Alternative, the Project site would be developed with up to 383 dwelling units, resulting in approximately 1,203 new residents. This would result in a corresponding increase in demands placed on public services, including fire protection, law enforcement, schools, and library services. Residential uses would place a greater demand on schools due to the increase in student population. However, as with the Project, impacts would be less than significant. Overall, impacts associated with public services under the Existing City General Plan Alternative would be less than significant, but greater compared to the Project.

**P. Recreation**

Under the Existing City General Plan Alternative, a total of 1,203 residents would be introduced to the Project site, which would increase the impacts resulting from additional demand on parks and recreational facilities in the City. The City currently has a park ratio of 6.52 acres of parkland per 1,000 residents (343.4 acres of parkland in total), exceeding the goal of 5 acres of parkland per 1,000 residents. Implementation of the Project would require approximately 6.0 acres of parkland to meet the increase in population, which could be developed on site. As with the Project, there is adequate parkland within the City to accommodate the increase in population. Therefore, impacts would remain less than significant. Overall, impacts associated with recreation under the Existing City General Plan Alternative would be less than significant, but slightly greater compared to the Project due to the increase in residents.

**Q. Transportation**

Construction and operation-related truck trips would be reduced under the Existing City General Plan Alternative and would decrease by approximately 78%. Trip generation is based on land uses and its



associated square footage/dwelling units. This would result in a corresponding decrease in overall VMT and proportional decrease in service population. As shown, in Table 6-2, this alternative would eliminate the Project’s significant and unavoidable VMT impact, and impacts would be less than significant (see *Technical Appendix P* of this EIR).

**Table 6-2 Comparison of Project VMT to the Existing City General Plan Alternative**

	<b>Project</b>	<b>Existing City General Plan Alternative</b>
VMT	213,809	7,175
VMT per SP	39.19	5.96
City Threshold	27.03	27.03
Significant?	Yes	No

Similar to the Project, this alternative would have less than impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system; hazards due to a design feature; and emergency access.

**R. Tribal Cultural Resources**

The Existing City General Plan Alternative would result in a similar potential to adversely affect tribal cultural resources on the Project site as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur from the Existing City General Plan Alternative would be similar to those associated with the Project.

**S. Utilities and Service Systems**

The Existing City General Plan Alternative would develop the Project site with up to 383 dwelling units, which would increase the demand for utilities and service systems. Residential uses under this alternative would generate a water demand of 383 equivalent dwelling units (EDUs) or 209 acre-feet per year (AFY), which is slightly higher than the Project’s water demand of 360 EDUs or 197 AFY (see Section 4.19, *Utilities and Service Systems*, of this EIR). The Existing City General Plan Alternative would also result in a proportional increase in wastewater generation. In accordance with the City of Beaumont General Plan EIR, residential uses generate 0.41 tons of solid waste per year. Under the Existing City General Plan Alternative, the residential uses would generate 157 tons of solid waste per year, substantially less than the Project’s 54,752 tons of solid waste per year (see Section 4.19, *Utilities and Service Systems*, of this EIR). The Existing City General Plan Alternative would result in an increased demand on water and wastewater services and a reduced demand on solid waste services. On balance, this alternative would have similar impacts on utilities and service systems compared to the Project. Similar to the Project, impacts on utilities and service systems would less than significant.



***T. Wildfire***

The Existing City General Plan Alternative would construct residential uses within a VHFHSZ and HFHSZ. Similar to the Project, this alternative would be required to maintain adequate emergency access for emergency vehicles on site, comply with the City's emergency operations plan for evacuations, and create defensible space to protect against wildfire hazards. Similar to the Project, this alternative would require the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways. Additionally, as with the Project, this alternative would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides, and would not exacerbate pollution from wildfires. However, by constructing ignition resistant buildings in a focused area, creating defensible space, and implementing vegetation management protocols, the Project would reduce the overall risk of wildfire spread on and off site while the development of homes in very high and high severity fire hazard zones in such a dispersed development pattern significantly increases wildfire risk, and the amount of fuel modification required could also be difficult to achieve given the limited number of units. However, this alternative would result in fewer people on site than would the Project, which would reduce impacts related to evacuation compared to the Project, but not to the units on site. Therefore, overall impacts related to wildfire would be less than significant and overall less than the Project.

***U. Conclusion***

***1. Avoid or Substantially Lessen the Significant Impacts of the Project***

The Existing City General Plan Alternative would reduce impacts related to aesthetics, construction-related air quality, GHG emissions, energy, hazards and hazardous materials, noise, transportation, utilities and service systems, and some impacts from wildfire. Additionally, this alternative would eliminate the Project's significant and unavoidable impacts related to operational-related air quality, off-site traffic-related noise, and transportation impacts. The Existing City General Plan Alternative would result in greater impacts related to population and housing, public services, and recreation compared to the Project. Impacts related to agricultural and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, and tribal cultural resources would be similar to the Project.

***2. Attainment of Project Objectives***

The Existing City General Plan Alternative would fail to meet all the Project Objectives, as described in Section 6.1.1.

**6.4.3 REDUCED DEVELOPMENT AREA AND INTENSITY ALTERNATIVE**

The Reduced Development Area and Intensity Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. The Reduced Development Area and Intensity Alternative would result in an overall 50% reduction of commercial development within Planning Areas 1 and 2 and an overall reduction of 995,000 sf of industrial development. The reduction in industrial development would occur by eliminating 995,000 sf in Planning Area 8 and expanding



Planning Area 7 to allow an additional 305,000 sf (up to 905,000 sf) of industrial development. Overall, the Reduced Development Area and Intensity Alternative would allow for up to 123,000 sf of commercial development, a 125-room hotel, and 4,000,000 sf of industrial development. Additionally, the Reduced Development Area and Intensity Alternative would result in a considerable reduction in grading activities (eliminating approximately 3 million cubic yards of cut and fill).

**A. Aesthetics**

The Reduced Development Area and Intensity Alternative would have a reduced development area compared to the Project by eliminating 995,000 sf of development within Planning Area 8. The existing vacant and undeveloped site would be replaced with 4,000,000 sf of industrial development, 123,000 sf of commercial development, and a 125-room hotel at the same maximum height as the Project (60 feet above finished grade). This alternative would also include design features similar to the Project to create an aesthetically pleasing building and site design. Walls and fences will be provided for screening, buffering, and security purposes along building site perimeters and interior to building sites. Landscaping would include a variety of trees, shrubs, vines, and accent plants along the site's perimeter. Monumentation featuring colorful accent trees, shrubs, and groundcover occur at the Project entrances. Streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers to create a visually pleasing experience for pedestrians and passing motorists. Accordingly, implementation of the Reduced Development Area and Intensity Alternative would result in less impacts as compared to the Project and would be less than significant.

**B. Agriculture and Forestry Resources**

The majority of the Project site is designated as "Other Land" and the remaining portions (60.9 acres) of the site, located around the northern portions of the Project site, is designated "Farmland of Local Importance. Similar to the Project, the Reduced Development Area and Intensity Alternative would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps pursuant to the FMMP of the California Resource Agency to non-agricultural use, and less than significant impacts related to agriculture and forestry resources would result.

**C. Air Quality**

The Reduced Development Area and Intensity Alternative would reduce the overall building square footage by 995,000 sf of industrial uses and 123,000 sf of general commercial uses, resulting in a reduced development area, leading to a considerable reduction in grading activities (eliminating approximately 3 million cubic yards). Therefore, implementation of the Reduced Development Area and Intensity Alternative would result in the less construction-related air quality impact compared to the Project. However, construction-related air quality emissions would remain significant and unavoidable.

The Project's operational emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would exceed the applicable South Coast AQMD regional thresholds for operational-source emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> and would therefore contribute to the violation of air quality standards and result in a cumulatively



considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project's emissions to levels that are less than significant.

The Reduced Development Area and Intensity Alternative would reduce the number of vehicle trips and associated VMT, which is calculated based on square footage and the types of use. Under the Reduced Development Area and Intensity Alternative, the volume of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would be reduced to approximately 156.97, 327.60, 188.64, 54.78 pounds per day during summer and 149.44, 344.82, 188.64, and 54.78 pounds per day during winter, respectively (see *Technical Appendix P* of this EIR). The South Coast AQMD thresholds for VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are 55, 55, 150, and 55, respectively. Under this alternative, PM<sub>2.5</sub> emissions for both summer and winter would be reduced to a less than significant level. However, under this alternative, the Project's operational air quality emissions for VOC, NO<sub>x</sub>, PM<sub>10</sub> emissions would remain significant unavoidable.

**D. Biological Resources**

The Reduced Development Area and Intensity Alternative would have a reduced impact area, resulting in a considerable reduction in grading activities (eliminating Phase 3 grading). This alternative would reduce the development impact area in the northwest portion of the Project site, providing greater wildlife access to the SR-60 undercrossing. However, impacts to special-status wildlife species, burrowing owl, nesting birds, coastal California gnatcatcher, and jurisdictional waters would continue to occur, and mitigation measures similar to those of the Project would be implemented to reduce impacts to such resources to a less than significant level. Therefore, impacts to biological resources from the Reduced Development Area and Intensity Alternative would be less than significant with mitigation, and reduced compared to the Project.

**E. Cultural Resources**

The Reduced Development Area and Intensity Alternative would have a reduced impact area, resulting in a considerable reduction in grading activities. No known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. However, due to the presence of cultural resources documenting prehistoric and historic use of this property, and the poor ground visibility during the survey, there is a potential to impact buried prehistoric archaeological resources during ground disturbance activities (i.e., grading and excavation activities). Like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the Reduced Development Area and Intensity Alternative would be less than significant with mitigation, and slightly reduced compared to the Project.

**F. Energy**

The Reduced Development Area and Intensity Alternative would have a reduced impact area, resulting in a considerable reduction in grading activities. Additionally, under the Reduced Development Area and Intensity Alternative, the total building square footage would be reduced, resulting in a reduced



building energy demand and reduced vehicle trips and vehicle miles traveled. Therefore, this alternative would have a proportional decrease in building energy consumption and fuel. Construction and operational activities associated with this alternative would have reduced energy demand compared to the Project and impacts would remain less than significant.

***G. Geology and Soils***

Grading and development of the Project site would be reduced under the Reduced Development Area and Intensity Alternative, and therefore, impacts to geology and soils would be reduced compared to the Project. This alternative would also result in a similar but reduced potential to impact to previously undiscovered paleontological resources during grading, compared to the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the Reduced Development Area and Intensity Alternative would be less than significant with mitigation, and slightly reduced compared to the Project.

***H. Greenhouse Gas Emissions***

The Reduced Development Area and Intensity Alternative would have a reduced impact area and building square footage compared to the Project. Therefore, implementation of the Reduced Development Area and Intensity Alternative would result in fewer impacts from construction-related GHG emissions that would occur from implementation of the Project.

As previously discussed, Project-related GHG emissions would exceed the 3,000 MTCO<sub>2e</sub> per year significance threshold for GHG emissions and would result in a cumulatively-considerable impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

The Reduced Development Area and Intensity Alternative would decrease vehicle trips by approximately 15% from 16,266 trips-ends per day to 13,614 trips-ends per day, which is calculated based on square footage and the types of use. The Reduced Development Area and Intensity Alternative would result in 48,007.58 MTCO<sub>2e</sub> per year of GHG emissions (approximately 83% mobile source) compared to the Project's net increase of 60,638.09 MTCO<sub>2e</sub> per year (approximately 80% mobile source) after the implementation of mitigation measures. This alternative would result in a reduction of GHG emissions but would not eliminate the Project's significant and unavoidable GHG impacts, since it would exceed the threshold of 3,000 MTCO<sub>2e</sub> per year. Therefore, GHG emissions impacts would remain significant and unavoidable, but reduced compared to the Project.

***I. Hazards and Hazardous Materials***

The Reduced Development Area and Intensity Alternative would develop the Project site for the same uses as the Project. Therefore, the same type of hazardous materials typically used for construction and operation of the Project would be used under the Reduced Development Area and Intensity Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state,



and local laws and permitting requirements as would occur with the Project. There were no identified contaminated soils on the Project site, therefore construction activities would not involve the transport of contaminated soils, similar to the Project. Similar to the Project, this alternative would result in less than significant impacts related to hazards and hazardous materials.

***J. Hydrology and Water Quality***

The Reduced Development Area and Intensity Alternative would reduce the total building square footage and development area; therefore, the area of impervious surfaces would be reduced compared to the Project. Therefore, this alternative would result in reduced runoff and potential for impacts to drainage, erosion, and water quality. Similar to the Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs. Therefore, the Reduced Development Area and Intensity Alternative would result in less than significant impacts to hydrology and water quality, and slightly reduced impacts when compared to the Project.

***K. Land Use and Planning***

Similar to the Project, the Reduced Development Area and Intensity Alternative would require a General Plan Amendment, Pre-zoning to “Specific Plan, Adoption of the Beaumont Pointe Specific Plan, Tentative Parcel Map and a Pre-Annexation to implement the development. Similar to the Project, this alternative would be consistent with the SCAG’s Connect SoCal policies, the City’s General Plan and Zoning Ordinance, and Western Riverside County MSHCP. While, like the Project, this alternative would not conflict with the SCAG’s Connect SoCal policies, it would impede the Connect SoCal goal of growing the Beaumont area as a job center to a greater extent than would the Project. Therefore, the Reduced Development Area and Intensity Alternative would still result in a less than significant impact related to land use and planning and similar to the Project.

***L. Mineral Resources***

The Project site is not designated as a mineral resource recovery site by the City’s General Plan and does not contain any known mineral resources that would be of value to the region or the residents of the State. Therefore, development of the Project would result in less than significant impacts to mineral resources. As with the Project, the Reduced Development Area and Intensity Alternative would have less than significant impacts related to mineral resources.

***M. Noise***

Construction and operation noise impacts would be reduced under the Reduced Development Area and Intensity Alternative because this alternative would decrease the development impact area and reduce building square footage by 995,000 sf of industrial uses and 123,000 sf of general commercial uses. Although construction of this alternative would generate the same peak noise volumes and similar type and volume of construction noise as the Project, the length of time of construction and the associated noise would be marginally shorter. Operational noise would also be reduced under this alternative as



traffic-generated and stationary noise sources would decrease in relation to the reduction in industrial and commercial square footage. However, Project-related off-site traffic noise level increases are considered significant and unavoidable. Noise impacts from the Reduced Development Area and Intensity Alternative would remain significant and unavoidable, but reduced compared to the Project.

**N. Population and Housing**

Under the Reduced Development Area and Intensity Alternative, buildout would result in a total of 4,239 jobs<sup>1</sup>, 1,217 fewer jobs compared to the Project’s generated 5,456 jobs. As shown in Table 6-3, *Estimated Population and Housing Growth in Beaumont with the Reduced Development Area and Intensity Alternative*, under this alternative, the employment at buildout would be consistent with the both SCAG and City growth forecasts and contribute to an improved jobs-housing ratio of 0.85 for the City under existing plus Project conditions and 0.87 at Project buildout. However, the jobs-housing ratio would decrease from the Project’s 0.92 to 0.85 for the City under existing plus Project conditions and from 0.93 to 0.87 under buildout year plus project conditions, creating a greater jobs-housing imbalance as compared to the Project. While this alternative would not conflict with the SCAG’s Connect SoCal goal of growing the Beaumont area as a job center policies, it would impede the project objective of maximizing the opportunity of increasing the jobs housing balance. Overall, impacts to population and housing would remain less than significant with this alternative but would be greater than the Project.

**Table 6-3 Estimated Population and Housing Growth in Beaumont with the Reduced Development Area and Intensity Alternative**

	<b>Existing (2020/21)</b>	<b>Buildout Year (2027) Without Project<sup>2</sup></b>	<b>Existing (2021) Plus Project</b>	<b>Buildout Year (2027) Plus Project</b>	<b>City of Beaumont General Plan (2040)</b>
Population	51,475 <sup>1</sup>	58,757	51,475	58,757	131,949
Household	17,232 <sup>1</sup>	19,487	17,232	19,487	40,849
Employment	10,440 <sup>2</sup>	12,808	14,679	17,047	38,224
Job-Housing Ratio	0.61	0.66	0.85	0.87	0.93

<sup>1</sup> Values are from the California Department of Finance (DOF), as shown in Section 4.14.1C.

<sup>2</sup> These values are prorated from SCAG’s demographic data contained in Table 4.14-1.

**O. Public Services**

Under the Reduced Development Area and Intensity Alternative, development would be reduced by 995,000 sf of industrial uses and 123,000 sf of general commercial uses. This would result in a corresponding reduction in demands placed on public services, including fire protection and law enforcement. However, as with the Project, impacts would be less than significant. Overall, impacts

<sup>1</sup> Based on standard employment factors in the City’s General Plan. Specifically, 1,000 s.f./employee for 3,600,000 s.f. Industrial Warehouse, 750 s.f./employee for 400,000 s.f. General Light Industrial, and 1,163 s.f./employee for 123,000 s.f. of Commercial.



associated with public services under the Reduced Development Area and Intensity Alternative would be less than significant, but reduced when compared to the Project.

**P. Recreation**

Under the Reduced Development Area and Intensity Alternative, fewer employees would be introduced to the Project. Similar to the Project, this alternative would include active and passive recreational amenities and entertainment. Furthermore, the City currently has a park ratio of 6.52 acres of parkland per 1,000 residents (343.4 acres of parkland in total), exceeding the goal of 5 acres of parkland per 1,000 residents. Similar to the Project, employees and visitors who may occasionally use the City’s neighborhood parks, regional parks, or other recreational facilities, would not cause a substantial deterioration of park facilities. Overall, impacts associated with recreation under the Reduced Development Area and Intensity Alternative would be less than significant and similar to the Project.

**Q. Transportation**

Construction and operation-related vehicle truck trips would be reduced under the Reduced Development Area and Intensity Alternative and Project trip generation would decrease vehicle trips by 15% from 16,266 trips-ends per day to 13,614 trips-ends per day. This would result in a corresponding decrease in overall VMT and proportional decrease in employees. As shown, in Table 6-4, *Comparison of Project VMT to the Reduced Development Area and Intensity Alternative*, this alternative would reduce VMT per service population from 39.19 to 36.45 compared to the Project (see *Technical Appendix P* of this EIR). Therefore, the Reduced Development Area and Intensity Alternative would continue to exceed the City’s baseline VMT threshold and impacts would remain significant and unavoidable, but reduced when compared to the Project.

**Table 6-4 Comparison of Project VMT to the Reduced Development Area and Intensity Alternative**

	<b>Project</b>	<b>Reduced Development Area and Intensity Alternative</b>
VMT	213,809	154,519
VMT per SP	39.19	36.45
City Threshold	27.03	27.03
Significant?	Yes	Yes

**R. Tribal Cultural Resources**

The Reduced Development Area and Intensity Alternative would result in a reduced potential to adversely affect any tribal cultural resources on the Project site compared the Project due to a reduced development impact area. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts associated with tribal cultural resources



under the Reduced Development Area and Intensity Alternative would be less than significant, but reduced when compared to the Project.

**S. Utilities and Service Systems**

The Reduced Development Area and Intensity Alternative would reduce the total building square footage by 995,000 sf of industrial uses and 123,000 sf of general commercial uses. This would reduce the number of employees on the Project site and the demand for utilities and service systems. The water and wastewater generation rates are based on the number of employees and square footage. Therefore, the demand for regional water supplies and generation of wastewater would be less than the Project. Similarly, solid waste generation would be less than the Project and require less landfill capacity. Therefore, impacts to utilities and service system would be less under this alternative than the Project. Similar to the Project, impacts on utilities and service systems would be less than significant.

**T. Wildfire**

The Project site is designated within a VHFHSZ and HFHSZ. Similar to the Project, the Reduced Development Area and Intensity Alternative would be required to maintain adequate emergency access for emergency vehicles on site, comply with the City's emergency operations plan for evacuations, would be constructed with ignition resistant materials and to the highest fire protective building code standards. In addition, this alternative would be required to create defensible space to protect against wildfire hazards. Similar to the Project, this alternative would require the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways. Additionally, as with the Project, this alternative would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides, and would not exacerbate pollution from wildfires. Therefore, impacts related to wildfire would be similar to the Project and less than significant.

**U. Conclusion**

**1. *Avoid or Substantially Lessen the Significant Impacts of the Project***

The Reduced Development Area and Intensity Alternative would result in reduced impacts related to aesthetics, air quality, biological resources, cultural resources, energy, geology, and soils, GHG emissions, hydrology and water quality, noise, public services, transportation, and tribal cultural resources, due to the reduction in overall square footage, development area, and associated vehicular trips. However, significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would continue to occur from implementation of this alternative, and it would not achieve the maximum improvement in jobs housing ratio.

Impacts related to population and housing, therefore, would be greater under this alternative compared to the Project due to the decrease in the jobs-housing ratio. Impacts related to agriculture and forestry resources, hazardous and hazardous materials, land use and planning, mineral resources, recreation, utilities and service systems, and wildfire would be similar to the Project.



## **2. *Attainment of Project Objectives***

The Reduced Development Area and Intensity Alternative would meet Project Objectives A, B, and F-I, as described in Section 6.1.1. As compared with the Project, this alternative would not meet the following objectives to the same extent, due to a reduced industrial and commercial building square footage and proportional reduction in employees and economic benefit:

- Objective C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.
- Objective D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.
- Objective E. Fulfilling a need in the City and region for wellness based retail, including entertainment, recreation, hospitality, and restaurants.

### **6.4.4 REDUCED INTENSITY ALTERNATIVE**

The Reduced Intensity Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. The Reduced Intensity Alternative would consider development of the Project site with a 10% reduction in industrial and commercial development. Under this alternative, the Project would allow for 4,495,500 sf of industrial development, 221,400 sf of commercial development, and a 125-room hotel. The development impact area would generally remain the same as the Project. Access to the site would be the same with a proportional reduction in the number of parking spaces.

#### **A. Aesthetics**

The Reduce Intensity Alternative would have the same development area as the Project. The existing vacant and undeveloped site would be replaced with 4,495,500 sf of industrial development, 221,400 sf of commercial development, and a 125-room hotel at the same height as the Project. This alternative would also include design features similar to the Project to create an aesthetically pleasing building and site design. Walls and fences will be provided for screening, buffering, and security purposes along building site perimeters and interior to building sites. Landscaping would include a variety of trees, shrubs, vines, and accent plants along the site's perimeter. Monumentation featuring colorful accent trees, shrubs, and groundcover occur at the Project entrances. Streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers to create a visually pleasing experience for pedestrians and passing motorists. Accordingly, implementation of the Reduced Intensity Alternative would result in the similar impacts as compared to the Project and would be less than significant.



**B. Agriculture and Forestry Resources**

The majority of the Project site is designated as “Other Land” and the remaining portions (60.9 acres) of the site, located around the northern portions of the Project site, is designated “Farmland of Local Importance. The Reduced Intensity Alternative would cover the same development impact area as the Project. Similar to the Project, this alternative would result in less than significant impacts related to agriculture and forestry resources.

**C. Air Quality**

The Reduced Intensity Alternative would result in an approximate 10% reduction of allowable building square footage; however, the development impact area would be similar to the Project. Therefore, construction-related air quality impacts would be slightly reduced during the building construction phase compared to the Project. However, Project-related NO<sub>x</sub> emissions during construction would remain significant and unavoidable.

The Project’s operational emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would exceed the applicable South Coast AQMD regional thresholds for operational-source emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project’s emissions to levels that are less than significant.

The Reduced Intensity Alternative would reduce the number of vehicle trips and associated VMT by 10%, which is calculated based on square footage and the types of use. Under the Reduced Intensity Alternative, the volume of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would be reduced to approximately 188.63, 468.14, 236.20, 69.01 pounds per day during summer and 180.30, 491.49, 236.20, and 69.01 pounds per day during winter, respectively (see *Technical Appendix P* of this EIR). The South Coast AQMD thresholds for VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are 55, 55, 150, and 55, respectively. Therefore, this alternative would reduce the Project’s operational air quality emissions, but impacts would remain significant and unavoidable.

**D. Biological Resources**

The Reduce Intensity Alternative would generally involve the same development impact area as the Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources (including potential impacts to special-status wildlife species, burrowing owl, nesting birds, coastal California gnatcatcher, and jurisdictional waters) as the Project, and mitigation measures would be implemented to reduce impacts to such resources to a less than significant. Therefore, impacts would be similar compared to the Project.

**E. Cultural Resources**

The Reduced Intensity Alternative would have the same development impact area and no known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. However, due to the presence of cultural



resources documenting prehistoric and historic use of this property, and the poor ground visibility during the survey, there is a potential to impact buried prehistoric archaeological resources during ground disturbance activities (i.e., grading and excavation activities). Like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the Reduced Intensity Alternative would be similar to those of the Project.

**F. Energy**

Under the Reduced Intensity Alternative, the total building square footage would be reduced and building energy demand would also be proportionately reduced by approximately 10% due to a proportional decrease in building energy consumption and fuel from the reduction in vehicle trips. Construction and operational activities associated with this alternative would have reduced energy demand compared to the Project and impacts would remain less than significant.

**G. Geology and Soils**

Grading and development of the Project site would still occur under the Reduced Intensity Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the Project. This alternative would also result in a similar potential to impact undiscovered paleontological resources during grading, as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the Reduced Intensity Alternative would be similar to those of the Project.

**H. Greenhouse Gas Emissions**

The Reduced Intensity Alternative would have a reduced amount of building square footage. Therefore, implementation of the Reduced Intensity Alternative would result in fewer impacts from construction-related GHG emissions that would occur from implementation of the Project.

As previously discussed, Project-related GHG emissions would exceed the 3,000 MTCO<sub>2e</sub> per year significance threshold for GHG emissions and would result in a cumulatively-considerable impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

The Reduced Intensity Alternative would decrease vehicle trips by approximately 10%, which is calculated based on square footage and the types of use. The Project would result in a net increase of 60,638.09 MTCO<sub>2e</sub> per year (approximately 80% mobile source), which would be reduced to 51,556.08 MTCO<sub>2e</sub> per year (approximately 84% mobile source) under the Reduced Intensity Alternative (see *Technical Appendix P* of this EIR). However, the Project's significant and unavoidable GHG impacts would remain, since the alternative's GHG emissions would exceed the threshold of 3,000 MTCO<sub>2e</sub> per year. Therefore, GHG emissions impacts would remain significant and unavoidable, but reduced compared to the Project.



***I. Hazards and Hazardous Materials***

The Reduced Intensity Alternative would develop the Project site for the same uses, and therefore the same type of hazardous materials typically used for construction and operation of the Project would be used under the Reduced Intensity Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would occur with the Project. There were no identified contaminated soils on the Project site, therefore construction activities would not involve the transport of contaminated soils, similar to the Project. Similar to the Project, this alternative would result in less than significant impacts related to hazards and hazardous materials.

***J. Hydrology and Water Quality***

The Reduced Intensity Alternative would reduce the total building square footage; however, the area of impervious surfaces would be similar compared to the Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Similar to the Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs. Therefore, the Reduced Intensity Alternative would result in similar impacts to hydrology and water quality as the Project and would be less than significant.

***K. Land Use and Planning***

The Reduced Intensity Alternative would require a General Plan Amendment, Pre-zoning to “Specific Plan, Adoption of the Beaumont Pointe Specific Plan, Tentative Parcel Map and a Pre-Annexation to implement the development similar to the Project. Similar to the Project, this alternative would be consistent with the SCAG’s Connect SoCal policies, the City’s General Plan and Zoning Ordinance, and Western Riverside County MSHCP. Therefore, the Reduced Development Area and Intensity Alternative would result in a less than significant impact related to land use and planning and impacts would be similar compared to the Project.

***L. Mineral Resources***

The Project site is not designated as a mineral resource recovery site by the City’s General Plan and does not contain any known mineral resources that would be of value to the region or the residents of the State. Therefore, development of the Project would result in less than significant impacts to mineral resources. Similarly, the Reduced Intensity Alternative would have the same development impact area and implementation of this alternative would have less than significant impacts related to mineral resources as the Project. Therefore, the Reduced Intensity Alternative would have similar impacts as the Project.

**M. Noise**

Construction and operation noise impacts would be reduced under the Reduced Intensity Alternative due to the reduction of 499,500 sf of industrial uses and 24,600 sf of general commercial uses. Although construction of this alternative would generate the same peak noise volumes and similar type and volume of construction noise as the Project, the length of time of construction and the associated noise would be marginally shorter. Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in industrial and commercial square footage. However, Project-related off-site traffic-related noise level increases would remain significant and unavoidable. Noise impacts from the Reduced Intensity Alternative would remain significant and unavoidable for off-site traffic-related noise, but reduced compared to the Project.

**N. Population and Housing**

Under the Reduced Intensity Alternative, buildout would result in a total of 4,836 jobs<sup>2</sup>, 620 fewer jobs compared to the Project’s generated 5,456 jobs. However, as shown in Table 6-5, *Estimated Population and Housing Growth in Beaumont with the Reduced Intensity Alternative*, under from the Reduced Intensity Alternative and similar to the Project, the employment at buildout would be consistent with the both SCAG and City growth forecasts. This alternative would also contribute to an improved jobs-housing ratio of 0.88 for the City under existing plus Project conditions and 0.91 at Project buildout, similar to the Project’s jobs-housing ratio of 0.92 and 0.93, respectively. Overall, impacts to population and housing would remain less than significant with this alternative and similar to the Project.

**Table 6-5 Estimated Population and Housing Growth in Beaumont with the Reduced Intensity Alternative**

	Existing (2020/21)	Buildout Year (2027) Without Project <sup>2</sup>	Existing (2021) Plus Project	Buildout Year (2027) Plus Project	City of Beaumont General Plan (2040)
Population	51,475 <sup>1</sup>	58,757	51,475	58,757	131,949
Household	17,232 <sup>1</sup>	19,487	17,232	19,487	40,849
Employment	10,440 <sup>2</sup>	12,808	15,276	17,664	38,224
Job-Housing Ratio	0.61	0.66	0.88	0.91	0.93

<sup>1</sup> Values are from the California Department of Finance (DOF), as shown in Section 4.14.1C.

<sup>2</sup> These values are prorated from SCAG’s demographic data contained in Table 4.14-1.

**O. Public Services**

Under the Reduced Intensity Alternative, development would be reduced by approximately 10%. This would result in a corresponding reduction in demands placed on public services, including fire

<sup>2</sup> Based on standard employment factors in the City’s General Plan. Specifically, 1,000 s.f./employee for 4,045,950 s.f. Industrial Warehouse, 750 s.f./employee for 449,550 s.f. General Light Industrial, and 1,163 s.f./employee for 221,400 s.f. of Commercial.



protection and law enforcement. However, as with the Project, impacts would be less than significant. Overall, impacts associated with public services under the Reduced Intensity Alternative would be less than significant, but reduced when compared to the Project.

**P. Recreation**

Under the Reduced Intensity Alternative, fewer employees would be introduced to the Project, which would reduce potential impacts resulting from additional demand on parks and recreational facilities in the City. Similar to the Project, this alternative would include active and passive recreational amenities and entertainment. Furthermore, the City currently has a park ratio of 6.52 acres of parkland per 1,000 residents (343.4 acres of parkland in total), exceeding the goal of 5 acres of parkland per 1,000 residents. Similar to the Project, employees and visitors who may occasionally use the City’s neighborhood parks, regional parks, or other recreational facilities, would not cause a substantial deterioration of park facilities. Overall, impacts associated with recreation under the Reduced Intensity Alternative would be less than significant and similar to the Project.

**Q. Transportation**

Construction and operation-related vehicle truck trips would be reduced under the Reduced Intensity Alternative and would decrease by approximately 10%. This would result in a corresponding decrease in overall VMT and proportional decrease in employees. Therefore, the resulting VMT per employee would be similar to the Project since it is based on Project generated VMT divided by number of employees. As shown, in Table 6-6, *Comparison of Project VMT to the Reduced Intensity Alternative*, this alternative would slightly increase VMT per service population from 39.19 to 39.82 compared to the Project (see *Technical Appendix P* of this EIR). Therefore, the Reduced Intensity Alternative would continue to exceed the City’s baseline VMT threshold and impacts would remain significant and unavoidable, but similar compared to the Project.

**Table 6-6 Comparison of Project VMT to the Reduced Intensity Alternative**

	<b>Project</b>	<b>Reduced Intensity Alternative</b>
VMT	213,809	192,575
VMT per SP	39.19	39.82
City Threshold	27.03	27.03
Significant?	Yes	Yes

**R. Tribal Cultural Resources**

The Reduced Intensity Alternative would result in a similar potential to adversely affect tribal cultural resources as the Project, since the development impact area would be the same. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the Reduced Intensity Alternative would be similar to those associated with the Project.



**S. Utilities and Service Systems**

The Reduced Intensity Alternative would reduce the total allowable building square footage by 499,500 sf of industrial uses and 24,600 sf of general commercial uses. This would reduce the number of employees on the Project site and the demand for utilities and service systems. The water and wastewater generation rates are based on the number of employees and square footage. Therefore, the demand for regional water supplies and generation of wastewater would be reduced by approximately 10%. Similarly, solid waste generation would be less than the Project and require less landfill capacity. Therefore, impacts to utilities and service system would be less under this alternative when compared to the Project and less than significant.

**T. Wildfire**

The Project site is designated within a VHFHSZ and HFHSZ. Similar to the Project, the Reduced Development Area and Intensity Alternative would be required to maintain adequate emergency access for emergency vehicles on site, comply with the City's emergency operations plan for evacuations, would be constructed with ignition resistant materials and to the highest fire protective building code standards. In addition, this alternative would be required to create defensible space to protect and create defensible space to protect against wildfire hazards. Similar to the Project, this alternative would require the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways. Additionally, as with the Project, this alternative would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides, and would not exacerbate pollution from wildfires. Therefore, impacts related to wildfire would be similar to the Project and less than significant.

**U. Conclusion**

**1. *Avoid or Substantially Lessen the Significant Impacts of the Project***

The Reduced Intensity Alternative would result in reduced impacts related to air quality, energy, GHG emissions, noise, public services, and utilities and service systems due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would continue to occur from implementation of this alternative. Impacts related to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, recreation, transportation, tribal cultural resources, and wildfire would be similar to the Project.

**2. *Attainment of Project Objectives***

The Reduced Intensity Alternative would meet Project Objectives, A, B, and F-I, as described in Section 6.1.1. As compared with the Project, this alternative would not meet the following objectives to the same extent, due to the reduced industrial and commercial building square footage and proportional reduction in employees:



- Objective C. Maximizing opportunities to develop land in the City's sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.
- Objective D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.
- Objective E. Fulfilling a need in the City and region for wellness based retail, including entertainment, recreation, hospitality, and restaurants.

#### 6.4.5 TRUCK STORAGE YARD ALTERNATIVE

The Truck Storage Yard Alternative was selected to reduce impacts associated with air quality, GHG emissions, noise, and transportation. The Truck Storage Yard Alternative would be the same as the Project except that it would replace the warehouse building in Planning Area 8 (approximately 1,000,000 sf) with a truck storage and lay down yard. Overall, the Project would allow for up to 246,000 sf of commercial development, a 125-room hotel, 4,000,000 sf of industrial development, and a truck storage yard for an approximately 20% decrease in total building square footage. It is assumed that the truck storage yard would be an ancillary use to one of the adjacent industrial warehouse buildings. The grading quantities and phases would be the same as the Project. The Truck Storage Yard Alternative would reduce the number of vehicle trips. Trip generation is calculated based on square footage and the types of use. The Truck Storage Yard Alternative would result in a total of 14,136 vehicle trips, compared to the Project's 16,266 trips (see *Technical Appendix P* to this EIR).

##### A. Aesthetics

The Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. The Truck Storage Yard Alternative would have the same development area as the Project. The existing vacant and undeveloped site would be replaced with 4,000,000 sf of industrial development, 246,000 sf of commercial development, and a 125-room hotel at the same height as the Project. This alternative would also include design features similar to the Project to create an aesthetically pleasing building and site design. Walls and fences will be provided for screening, buffering, and security purposes along building site perimeters and interior to building sites. Landscaping would include a variety of trees, shrubs, vines, and accent plants along the site's perimeter. Monumentation featuring colorful accent trees, shrubs, and groundcover occur at the Project entrances. Streetscape landscaping presents a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers to create a visually pleasing experience for pedestrians and passing motorists. Accordingly, implementation of the Truck Storage Yard Alternative would result in the similar impacts as compared to the Project and would be less than significant.



***B. Agriculture and Forestry Resources***

The majority of the Project site is designated as “Other Land” and the remaining portions (60.9 acres) of the site, located around the northern portions of the Project site, is designated “Farmland of Local Importance. The Truck Storage Yard Alternative would continue to cover the same impact area as the Project site. Similar to the Project, this alternative would result in less than significant impacts related to agriculture and forestry resources.

***C. Air Quality***

The Truck Storage Yard Alternative would have a reduced amount of building square footage. Therefore, implementation of the Truck Storage Yard Alternative would result in the fewer impacts from construction-related air quality that would occur from implementation of the Project; however, Project-related NO<sub>x</sub> emissions during construction would remain significant and unavoidable.

The Project’s operational emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would exceed the applicable South Coast AQMD regional thresholds for operational-source emissions of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project’s emissions to levels that are less than significant.

Additionally, the Truck Storage Yard Alternative would reduce the number of vehicle trips and associated VMT, which is calculated based on square footage and the types of use. Under the Truck Storage Yard Alternative, the volume of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would be reduced to approximately 162.47, 322.85, 196.97, 57.09 pounds per day during summer and 154.16, 350.34, 196.98, and 57.10 pounds per day during winter, respectively. The South Coast AQMD thresholds for VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are 55, 55, 150, and 55, respectively. Therefore, this alternative would not reduce the Project’s operational air quality emissions to a less than significant level and a significant unavoidable air quality impact would remain.

***D. Biological Resources***

The Truck Storage Yard Alternative would generally involve the same physical impact area as the Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources (including potential impacts to special-status wildlife species, burrowing owl, nesting birds, coastal California gnatcatcher, and jurisdictional waters) as the Project and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level. Therefore, impacts would be similar to the Project.

***E. Cultural Resources***

The Truck Storage Yard Alternative would have the same impact area and no known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. However, due to the presence of cultural resources documenting prehistoric and historic use of this property, and the poor ground visibility during the survey, there is



a potential to impact buried prehistoric archaeological resources during ground disturbance activities (i.e., grading and excavation activities). Like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the Truck Storage Yard Alternative would be similar to those of the Project.

**F. Energy**

Under the Truck Storage Yard Alternative, the total building square footage would be reduced and building energy demand would also be reduced by 13% due to a proportional decrease in building energy consumption and fuel from the reduction in vehicle trips. Construction and operational activities associated with this alternative would have reduced energy demand compared to the Project and impacts would remain less than significant.

**G. Geology and Soils**

Grading and development of the Project site would still occur under the Truck Storage Yard Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the Project. This alternative would also result in a similar potential to impact undiscovered paleontological resources during grading, as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the Truck Storage Yard Alternative would be similar to those associated with the Project.

**H. Greenhouse Gas Emissions**

The Truck Storage Yard Alternative would have a reduced amount of building square footage. Therefore, implementation of the Truck Storage Yard Alternative would result in fewer impacts from construction-related GHG emissions that would occur from implementation of the Project.

As previously discussed, Project-related GHG emissions would exceed the 3,000 MTCO<sub>2e</sub> per year significance threshold for GHG emissions and would result in a cumulatively-considerable impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

Additionally, the Truck Storage Yard Alternative would also decrease vehicle trips by 13% from 16,266 trips-ends per day to 14,134 trips-ends per day, which is calculated based on square footage and the types of use. The Project would result in a net increase of 60,638.09 MTCO<sub>2e</sub> per year (approximately 80% mobile source), which would be reduced to 48,655.28 MTCO<sub>2e</sub> per year (approximately 83% mobile source) under the Truck Storage Yard Alternative. This alternative would still result in significant and unavoidable GHG impacts, since it would exceed the threshold of 3,000 MTCO<sub>2e</sub> per year. Therefore, GHG emissions impacts would remain significant and unavoidable, but reduced compared to the Project.



***I. Hazards and Hazardous Materials***

The Truck Storage Yard Alternative would develop the Project site for the same uses, and therefore the same type of hazardous materials typically used for construction and operation of the Project would be used under the Truck Storage Yard Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would occur with the Project. There were no identified contaminated soils on the Project site, therefore construction activities would not involve the transport of contaminated soils, similar to the Project. Similar to the Project, this alternative would result in less than significant impacts related to hazards and hazardous materials.

***J. Hydrology and Water Quality***

The Truck Storage Yard Alternative would reduce the total building square footage; however, the area of impervious surfaces would be similar compared to the Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Like the Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs. Therefore, the Truck Storage Yard Alternative would result in similar impacts to hydrology and water quality as the Project and would be less than significant.

***K. Land Use and Planning***

The Truck Storage Yard Alternative would require a General Plan Amendment, Pre-zoning to “Specific Plan, Adoption of the Beaumont Pointe Specific Plan, Tentative Parcel Map and a Pre-Annexation to implement the development similar to the Project. This alternative would have the same type of consistency with the SCAG’s Connect SoCal policies, the City’s General Plan and Zoning Ordinance, and Western Riverside County MSHCP. While, like the Project, this alternative would not conflict with the SCAG’s Connect SoCal policies, it would impede the Connect SoCal goal of growing the Beaumont area as a job center to a greater extent than would the Project. Nevertheless, the Truck Storage Yard Alternative would result in a less than significant impact related to land use and planning and similar compared to the Project.

***L. Mineral Resources***

The Project site is not designated as a mineral resource recovery site by the City’s General Plan and does not contain any known mineral resources that would be of value to the region or the residents of the State. Therefore, development of the Project would result in less than significant impacts to mineral resources. Similarly, the Truck Storage Yard Alternative would have the same impact area and implementation of this alternative would have less than significant impacts related to mineral resources as the Project. Therefore, the Truck Storage Yard Alternative would have similar impacts as the Project.



**M. Noise**

Construction and operation noise impacts would be reduced under the Truck Storage Yard Alternative because this alternative would decrease the development area by 1,000,000 sf of industrial uses. Although construction of this alternative would generate the same peak noise volumes and similar type and volume of construction noise as the Project, the length of time of construction and the associated noise would be marginally shorter. Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in industrial square footage. However, Project-related off-site traffic noise level increases are considered significant and unavoidable. Noise impacts from the Truck Storage Yard Alternative would remain significant and unavoidable, but reduced compared to the Project.

**N. Population and Housing**

Under the Truck Storage Yard Alternative, buildout would result in a total of 4,345 jobs<sup>3</sup>, 1,111 fewer jobs compared to the Project’s generated 5,456 jobs. However, as shown in Table 6-7, *Estimated Population and Housing Growth in Beaumont with the Truck Storage Yard Alternative*, similar to the Project, the employment at buildout would be consistent with the both SCAG and City growth forecasts and contribute to an improved jobs-housing ratio of 0.85 for the City under existing plus Project conditions and 0.88 at Project buildout. However, the jobs-housing ratio would decrease from the Project’s 0.92 to 0.85 for the City under existing plus Project conditions and from 0.93 to 0.88 under buildout year plus project conditions, creating a greater jobs-housing imbalance as compared to the Project, and would impede the project objective of maximizing the opportunity of increasing the jobs housing balance. Overall, impacts to population and housing would remain less than significant with this alternative, but would be greater than the Project.

**Table 6-7 Estimated Population and Housing Growth in Beaumont with the Truck Storage Yard Alternative**

	<b>Existing (2020/21)</b>	<b>Buildout Year (2027) Without Project<sup>2</sup></b>	<b>Existing (2021) Plus Project</b>	<b>Buildout Year (2027) Plus Project</b>	<b>City of Beaumont General Plan (2040)</b>
Population	51,475 <sup>1</sup>	58,757	51,475	58,757	131,949
Household	17,232 <sup>1</sup>	19,487	17,232	19,487	40,849
Employment	10,440 <sup>2</sup>	12,808	14,785	17,153	38,224
Job-Housing Ratio	0.61	0.66	0.85	0.88	0.93

<sup>1</sup> Values are from the California Department of Finance (DOF), as shown in Section 4.14.1C.

<sup>2</sup> These values are prorated from SCAG’s demographic data contained in Table 4.14-1.

<sup>3</sup> Based on standard employment factors in the City’s General Plan. Specifically, 1,000 s.f./employee for 3,600,000 s.f. Industrial Warehouse, 750 s.f./employee for 400,000 s.f. General Light Industrial, and 1,163 s.f./employee for 246,000 s.f. of Commercial.



**O. Public Services**

Under the Truck Storage Yard Alternative, development would be reduced by 20%. This would result in a corresponding reduction in demands placed on public services, including fire protection, law enforcement, schools, and library services. However, as with the Project, impacts would be less than significant. Overall, impacts associated with public services under the Truck Storage Yard Alternative would be less than significant, but slightly reduced compared to the Project.

**P. Recreation**

Under the Truck Storage Yard Alternative, fewer employees would be introduced to the Project, which would reduce impacts resulting from additional demand on parks and recreational facilities in the City. Similar to the Project, this alternative would include active and passive recreational amenities and entertainment. Furthermore, the City currently has a park ratio of 6.52 acres of parkland per 1,000 residents (343.4 acres of parkland in total), exceeding the goal of 5 acres of parkland per 1,000 residents. Similar to the Project, employees and visitors who may occasionally use the City’s neighborhood parks, regional parks, or other recreational facilities, would not cause a substantial deterioration of park facilities. Overall, impacts associated with recreation under the Truck Storage Yard Alternative would be less than significant and similar compared to the Project.

**Q. Transportation**

Construction and operation-related vehicle truck trips would be reduced under the Truck Storage Yard Alternative and would decrease by approximately 13%. This would result in a corresponding decrease in overall VMT and proportional decrease in employees. Therefore, the resulting VMT per employee would be similar to the Project since it is based on Project generated VMT divided by number of employees. As shown, in Table 6-8, *Comparison of Project VMT to the Truck Storage Yard Alternative*, this alternative would result in a slight increase VMT per service population from 39.19 to 39.88 compared to the Project (see *Technical Appendix P* of this EIR). Therefore, the Truck Yard Alternative would continue to exceed the City’s baseline VMT threshold and impacts would remain significant and unavoidable, and similar to the Project.

**Table 6-8 Comparison of Project VMT to the Truck Storage Yard Alternative**

	<b>Project</b>	<b>Truck Storage Yard Alternative</b>
VMT	213,809	173,258
VMT per SP	39.19	39.88
City Threshold	27.03	27.03
Significant?	Yes	Yes



**R. Tribal Cultural Resources**

The Truck Storage Yard Alternative would result in a similar potential to adversely affect any tribal cultural resources as the Project, since the Project would have the same development impact area. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the Truck Storage Yard Alternative would be similar to those associated with the Project.

**S. Utilities and Service Systems**

The Truck Storage Yard Alternative would reduce the total building square footage by 1,000,000 sf of industrial uses. This would reduce the number of employees on the Project site and the demand for utilities and service systems. The water and wastewater generation rates are based on the number of employees and square footage. Therefore, the demand for regional water supplies and generation of wastewater would be approximately 20% less than the Project due to a proportional decrease in building square footage. Similarly, solid waste generation would be less than the Project and require less landfill capacity. Therefore, impacts to utilities and service system would be less under this alternative than the less than significant impacts that would occur from implementation of the Project.

**T. Wildfire**

The Project site is designated within a VHFHSZ and HFHSZ. Similar to the Project, the Truck Storage Yard Alternative would be required to maintain adequate emergency access for emergency vehicles on site, comply with the City's emergency operations plan for evacuations, and create defensible space to protect against wildfire hazards. Similar to the Project, this alternative would require the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways. Additionally, as with the Project, this alternative would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides, and would not exacerbate pollution from wildfires. Therefore, impacts related to wildfire would be similar to the Project and less than significant.

**U. Conclusion**

**1. Avoid or Substantially Lessen the Significant Impacts of the Project**

The Truck Storage Yard Alternative would result in reduced impacts related to air quality, energy, GHG emissions, noise, public services, and utilities and service systems due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would continue to occur from implementation of this alternative. Impacts related to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, mineral resources, recreation, transportation, tribal cultural resources, and wildfire would be similar to the Project; and impacts related to population and housing would be greater compared to the Project.



2. *Attainment of Project Objectives*

The Truck Storage Yard Alternative would meet Project Objectives, A, B, and E–I, as described in Section 6.1.1. As compared with the Project, this alternative would not meet the following objectives to the same extent, due to the reduced industrial and commercial building square footage and proportional reduction in employees:

- Objective C. Maximizing opportunities to develop land in the City’s sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.
- Objective D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.

**6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction activities or commercial/industrial operations. There would be no impacts associated with a cumulatively considerable increase of VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> during construction and operation, and no cumulative impacts related to GHG emissions, off-site traffic-related noise, and VMT. These impacts are considered significant and unavoidable for the Project. While this alternative would avoid the significant effects of the Project, it would not receive the environmental benefits from conservation of 152.42 acres of natural habitat; implementation of stormwater drainage and water quality filtration features; and ignition resistant structures, parking areas, and irrigated landscaping within a VHFHSZ and HFHSZ that would be constructed by the Project. Additionally, none of the Project Objectives would be met.

The Existing City General Plan Alternative would eliminate the Project’s significant and unavoidable impacts related to operational-related air quality, off-site traffic-related noise, and transportation impacts. However, the Existing City General Plan Alternative would result in greater impacts related to population and housing, public services, and recreation compared to the Project due to the increase in residents. Additionally, none of the Project Objectives would be met.

The Reduced Development Area and Intensity Alternative is environmentally superior to the Project because the alternative reduces the commercial and industrial square footage of the Project the most (non-hotel commercial square footage by 50% and the industrial square footage of the Project by



approximately 20%) and also reduces the development footprint, with resulting reductions in grading, construction and off-site vehicular travel. As shown in Table 6-9, *Comparison of Alternatives and Project-related Environmental Impacts*, the Reduced Development Area and Intensity Alternative would result in reduced impacts related to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hydrology and water quality, noise, public services, transportation, tribal cultural resources, and utilities and service systems, due to the reduction in overall square footage, development area, and associated vehicular trips. Despite the reductions to the Project scope under this alternative, significant and unavoidable impacts related to air quality, GHG emissions, noise, and transportation would be reduced but would continue to occur from implementation of this alternative. Impacts related to population and housing would be greater under this alternative compared to the Project but would not be significant. Impacts related to agriculture and forestry resources, hazardous and hazardous materials, land use and planning, mineral resources, recreation, and wildfire would be similar to the Project.

As shown on Table 6-10, *Alternatives Attainment of Project Objectives*, the Reduced Development Area and Intensity Alternative would meet Project Objectives A, B, and F–I, as described in Section 6.1.1. As compared with the Project, this alternative would not meet the following objectives to the same extent, due to the reduced industrial and commercial building square footage and proportional reduction in employees and economic benefit:

- Objective C. Maximizing opportunities to develop land in the City’s sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.
- Objective D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.
- Objective E. Fulfilling a need in the City and region for wellness-based retail, including entertainment, recreation, hospitality, and restaurants.



**Table 6-9 Comparison of Alternatives and Project-related Environmental Impacts**

<b>Impact Area</b>	<b>Project</b>	<b>No Project/ No Development</b>	<b>Existing City General Plan</b>	<b>Reduced Development Area and Intensity</b>	<b>Reduced Intensity</b>	<b>Truck Storage Yard</b>
Aesthetics	LTS	No Impact (less)	LTS (less)	LTS (less)	LTS (similar)	LTS (similar)
Agriculture and Forestry Resources	LTS	No Impact (less)	LTS (similar)	LTS (similar)	LTS (similar)	LTS (similar)
<b>Air Quality</b>						
Construction	SU	No Impact (less)*	SU (less)	SU (less)	SU (less)	SU (less)
Operation	SU	No Impact (less)*	LTS (less)*	SU (less)	SU (less)	SU (less)
Biological Resources	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (less)	LTS/M (similar)	LTS/M (similar)
Cultural Resources	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (less)	LTS/M (similar)	LTS/M (similar)
Energy	LTS	No Impact (less)	LTS (less)	LTS (less)	LTS (less)	LTS (less)
Geology and Soils	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (less)	LTS/M (similar)	LTS/M (similar)
GHG Emissions	SU	No Impact (less)*	SU (less)	SU (less)	SU (less)	SU (less)
Hazards and Hazardous Materials	LTS	No Impact (less)	LTS (less)	LTS (similar)	LTS (similar)	LTS (similar)
Hydrology and Water Quality	LTS	No Impact (greater)	LTS (similar)	LTS (less)	LTS (similar)	LTS (similar)
Land Use and Planning	LTS	No Impact (less)	LTS (similar)	LTS (similar)	LTS (similar)	LTS (similar)
Mineral Resources	LTS	No Impact (less)	LTS (similar)	LTS (similar)	LTS (similar)	LTS (similar)
<b>Noise</b>						
Construction	LTS	No Impact (less)	LTS (less)	LTS (less)	LTS (less)	LTS (less)
On-Site Operations	LTS	No Impact (less)	LTS (less)	LTS (less)	LTS (less)	LTS (less)
Off-Site Traffic-Related	SU	No Impact (less)*	LTS (less)*	SU (less)	SU (less)	SU (less)
Population and Housing	LTS	No Impact (less)	LTS (greater)	LTS (greater)	LTS (similar)	LTS (greater)
Public Services	LTS	No Impact (less)	LTS (greater)	LTS (less)	LTS (less)	LTS (less)
Recreation	LTS	No Impact (less)	LTS (greater)	LTS (similar)	LTS (similar)	LTS (similar)
Transportation	SU	No Impact (less)*	LTS (less)*	SU (less)	SU (similar)	SU (similar)
Tribal Cultural Resources	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (less)	LTS/M (similar)	LTS/M (similar)
Utilities and Service Systems	LTS	No Impact (less)	LTS (similar)	LTS (less)	LTS (less)	LTS (less)
Wildfire	LTS	No Impact (less)	LTS (less)	LTS (similar)	LTS (similar)	LTS (similar)

LTS = Less than Significant; LTS/M = Less than Significant with Mitigation; SU = Significant and Unavoidable  
\* = Eliminates SU impact



**Table 6-10 Alternatives Attainment of Project Objectives**

<b>Project Objectives</b>	<b>No Project/ No Development</b>	<b>Existing City General Plan</b>	<b>Reduced Development Area and Intensity</b>	<b>Reduced Intensity</b>	<b>Truck Storage Yard</b>
A. Develop large land areas in the City and particularly south of SR-60 and adjacent to existing industrial uses, infrastructure and truck routes to meet the growing demand for large scale industrial and warehouse development in the City while minimizing impacts of industrial development on residential and other sensitive receptors in the City, which are primarily located north of SR-60.	Not Met	Not Met	Met	Met	Met
B. Providing for conservation of open space habitat within MSHCP criteria cells in a manner consistent with the MSHCP requirements and providing access for wildlife movement to Caltrans constructed and proposed wildlife under-crossings along the SR-60 Freeway that abut the northern Project boundary to accommodate wildlife movement.	Not Met	Not Met	Met	Met	Met
C. Maximizing opportunities to develop land in the City’s sphere of influence to provide job opportunities and economic benefit to the City and its residents, including new sales and property tax revenues that can be used for City services and providing sufficient fiscal benefit to permit annexation of the Project site into the City.	Not Met	Not Met	Partially Met	Partially Met	Partially Met
D. Creating new job opportunities within the City of Beaumont to improve and maximize the jobs to housing balance within the City and reduces the need for members of the existing local workforce to commute long distances.	Not Met	Not Met	Partially Met	Partially Met	Partially Met
E. Fulfilling a need in the City and region for wellness-based retail, including entertainment, recreation, hospitality, and restaurants.	Not Met	Not Met	Partially Met	Partially Met	Met
F. Developing a center that will accommodate a variety of future tenants, including light manufacturing, warehouse, distribution tenants and other businesses that rely on transportation efficiency within an industrial corridor in a location with superior access to the local and regional transportation network, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.	Not Met	Not Met	Met	Met	Met



<b>Project Objectives</b>	<b>No Project/ No Development</b>	<b>Existing City General Plan</b>	<b>Reduced Development Area and Intensity</b>	<b>Reduced Intensity</b>	<b>Truck Storage Yard</b>
G. Developing a project that utilizes existing investment in capital improvements for water, reclaimed water, sewer, storm drain and circulation facilities to further the planned development of land in the City and in its sphere of influence.	Not met	Met	Met	Met	Met
H. Developing a range of warehouse facility options, such as varying structure sizes and building configurations within the City with high quality businesses to facilitate local and regional distribution of goods while minimizing vehicle miles traveled, air quality and greenhouse gas impacts.	Not met	Not met	Met	Met	Met
I. Minimizing the demand for water resources by creating a development-wide landscape concept that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment and developing a project where recycled water is planned to be available.	Not met	Not met	Met	Met	Met



## 7.0 REFERENCES

### 7.1 PERSONS CONTRIBUTING TO EIR PREPARATION

#### 7.1.1 CITY OF BEAUMONT

##### *Planning Department*

Christina Taylor  
Deputy City Manager

Carole Kendrick  
Planning Manager

##### *Public Works Department*

Jeff Hart  
Public Works Director

Robert Vestal  
Assistant Director of Public Works

Richard Godsey  
Engineering Development Technician

Richard Godsey  
Engineering Development Technician

##### *PlaceWorks (CEQA Peer Review Consultant)*

Mark Teague  
Managing Principal

Nicole Vermilion  
Principal

#### 7.1.2 T&B PLANNING, INC.

Nicole Morse, Esq.  
Principal

Tracy Chu  
Assistant Project Manager



Christhi Mrosła  
Project Planner

Cristina Maxey  
Senior GIS/Graphics Specialist

Rhea Smith  
GIS/Graphics Technician

**7.1.3 TECHNICAL REPORT CONSULTANTS**

Brian F. Smith and Associates, Inc.  
Phase I and II Cultural Resources Assessment, Paleontological Resource Impact Mitigation Program  
Brian F. Smith, Principal Investigator  
Todd A. Wirths, Senior Paleontologist

CR Associates  
Fire Evacuation Analysis  
Phuong Nguyen, PE

Dudek  
Fire Protection Plan  
Michael Huff, Project Manager

Glenn Lukos Associates, Inc.  
Biological Technical Report  
David Moskovitz, Principal/Director of Biological Services

Kling Consulting Group, Inc.  
Preliminary Geotechnical Feasibility Investigation  
Henry F. Kling, Principal Geotechnical Engineer  
Jeffrey P. Blake, Associate Engineering Geologist

Pacific Advanced Civil Engineering, Inc.  
Water Supply Assessment

Proactive Engineering Consultants West, Inc.  
Preliminary Hydrology and Hydraulic Study, Project Specific Water Quality Management Plan  
George Lenfestey, Principal

McAlister GeoScience  
Phase I Environmental Site Assessment



David C. McAlister, Environmental Professional  
Alexis Ceballos, Staff Scientist

Urban Crossroads, Inc.  
Air Quality, Energy, Greenhouse Gas Analysis  
Haseeb Qureshi, Principal  
Alyssa Tamase, Environmental Analyst

Health Risk Assessment  
Haseeb Qureshi, Principal

Noise Impact Analysis  
Bill Lawson, PE, INCE

Traffic Analysis  
Aric Evatt, PTP  
Charlene So, PE  
Connor Paquin, PE

Vehicle Miles Traveled Analysis  
Aric Evatt, PTP  
Robert Vu, PE

**7.2 DOCUMENTS INCORPORATED BY REFERENCE**

The following reports, studies, and supporting documentation were used in the preparation of this EIR and are incorporated by reference within this EIR. A copy of the following reports, studies, and supporting documentation is a matter of public record and is generally available to the public at the location listed.

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**7.3 PERSONS CONSULTED/WRITTEN OR VERBAL COMMUNICATION**

**7.3.1 PUBLIC SERVICE CORRESPONDENCE**

Beaumont Police Department  
Christopher Ramos, Police Sergeant

**7.3.2 TRIBAL CONSULTATION**

Agua Caliente Band of Cahuilla Indians  
Patricia Garcia, Director



Augustine Band of Cahuilla Mission Indians  
Amanda Vance, Chairperson

Cabazon Band of Mission Indians  
Doug Welmas, Chairperson

Cahuilla Band of Indians  
Daniel Salgado, Chairperson

Los Coyotes Band of Cahuilla and Cupeno Indians  
Shane Chapparosa, Chairperson

Morongo Band of Mission Indians  
Robert Martin, Chairperson  
Ann Brierty, Cultural Resources Manager

Ramona Band of Cahuilla  
Joseph Hamilton, Chairperson  
John Gomez, Environmental Coordinator

Santa Rosa Band of Cahuilla Indians  
Steven Estrada, Chairperson

Soboba Band of Mission Indians  
Scott Cozart, Chairperson  
Joe Ontiveros, Tribal Historic Preservation Officer

Torres-Martinez Desert Cahuilla Indians  
Michael Mirelez, Cultural Resources Manager