POTRERO LOGISTICS CENTER WAREHOUSE PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

Plot Plan - PP2020-0273
General Plan Amendment - PLAN2020-0445
Annexation - PLAN2020-0446

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ES EXECUTIVE SUMMARY

ES.1 INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines require the preparation of an Environmental Impact Report (EIR) to be produced as a full disclosure document. In order to comply with CEQA Guidelines, the EIR must (1) inform agency decision-makers and the general public of the direct and indirect potentially significant environmental effects of a proposed action; (2) identify feasible or potentially feasible mitigation measures to reduce or eliminate potentially significant adverse impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with § 15168 of the State CEQA Guidelines (Title 14 of the California Code of Regulations [CCR]), this Draft EIR (State Clearinghouse No. 2020059016) that has been prepared for the Potrero Logistics Center Warehouse Project (Project) and has been prepared by the City of Beaumont (City).

ES.2 ENVIRONMENTAL PROCEDURES

This Draft EIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the Project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

1. Disclose to decision-makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

ES.3 PROJECT LOCATION

The Project Site is located within the southwest portion of the City, within the County of Riverside south of State Route 60 (SR-60) and approximately one mile west of Interstate 10 (I-10). The City is bordered to the east by the City of Banning; to the south by unincorporated County areas and the City of San Jacinto; to the west by unincorporated County areas and the City of Calimesa; and to the north by the unincorporated community of Cherry Valley; refer to ***Exhibit 2-1: Regional Vicinity***. The 31.26-acre Warehouse Site (Assessor Parcel Number [APNs] 424-010-020 and 424-010-009) is bounded to the north by City-owned property that will be developed for new on and off ramps to SR-60 and a Specific Plan residential development area north of SR-60. To the east, the Project Site is bounded by Potrero Boulevard and vacant land. To the south the Project Site is bound by the unpaved alignment of 4th Street and the 28.41 acres of vacant land that would be annexed to the City as part of the Project (APN 424-010-010). Undeveloped parcels are located to the west. Regional access is provided via SR-60 at the 6th Street off ramp. Local access would be provided via 4th Street. Future local access would be provided via Potrero Boulevard extension once the future SR-60 ramps are completed at Potrero Boulevard (an unrelated project under construction by Caltrans); refer to ***Exhibit 2-2: Local Vicinity***.

ES.4 PROJECT DESCRIPTION

The Project would involve discretionary actions affecting 59.67 acres, consisting of three parcels identified as APN 424-010-020 (21.32 acres); APN 424-010-009 (9.94 acres); and APN 424-010-010 (28.41 acres) (Project Site). APN 424-010-020 is located within the City of Beaumont. APN 424-010-009 and APN 424-010-010 are currently within the County of Riverside (County) but would be annexed to the City as part of the Project. The Project also includes the construction and operation of an approximately 577,920-square foot "high-cube" industrial warehouse facility, parking, and detention basin, which would be constructed on 31.26 acres (specifically, APNs 424-010-020 and 242-010-009). This area is referred to as the Warehouse Site. No development is proposed on APN 424-010-010; the 28.41 acres that would also be annexed to the City. The two County parcels are referred to as the Annexation Area, with the smaller parcel included as part of the Warehouse Site and the larger 28.41-acre parcel remaining vacant and undeveloped. The whole 59.67-acre Project area is collectively referred to as the Project Site.

ES.5 AREAS OF CONTROVERSY

The State CEQA Guidelines §15123 (b)(2) and (3) require that a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public and issues to be resolved, including the choice among alternatives and whether, or how to, mitigate the significant effects. The following issues of concern have been identified during the review period of the distribution of the Notice of Preparation (NOP) and public meetings.

- Increased traffic from development
- Increased emissions leading to adverse health effects
- Truck safety impacts
- Additional warehouses in Beaumont
- Proper drainage on and off-site.

ES.6 ISSUES TO BE RESOLVED

The State CEQA Guidelines require that an EIR present issues to be resolved by the Lead Agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by the City regarding the Project are whether:

- Recommended mitigation measures should be adopted or modified;
- Different mitigation measures need to be applied to the Project; and
- The Project or an alternative should or should not be approved.

ES.7 UNAVOIDABLE SIGNIFICANT IMPACTS

The Projects potentially significant impacts are defined in ***Sections 3.1: Aesthetics*** through ***3.16: Wildfire*** of this Draft EIR. As noted in these sections, most of the potentially significant impacts identified can be mitigated to a less than significant level through implementation of feasible mitigation measures. There are unavoidable significant impacts associated with air quality, greenhouse gas emissions, and transportation, as summarized below:

- Air Quality
    - The Project would conflict with or obstruct implementation of the applicable air quality plan (Impact 3.2-1).
    - The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Impact 3.2-2).
    - The Project would result in significant cumulative air quality impacts.
- Greenhouse Gas Emissions
    - The Project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment (Impact 3.7-1).
    - The Project would conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (Impact 3.7-2).
    - The Project would result in significant cumulative GHG emissions.
- Transportation and Traffic
    - The Project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (Impact 3.13-2).
    - The Project would result in significant cumulative transportation impacts.

ES.8 ALTERNATIVES TO THE PROJECT

State CEQA Guidelines §15126.6(a) requires a Draft EIR to "describe the 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 will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." In response to the potentially significant impacts

that were identified, the EIR includes the following alternatives for consideration by decision-makers upon action related to the Project.

ALTERNATIVE 1: NO PROJECT ALTERNATIVE (EXISTING ZONING, GENERAL PLAN, NO ANNEXATION ALTERNATIVE)

Consistent with State CEQA Guidelines §15126.6, the No Project Alternative assumes that the existing land uses and condition of the Project Site at the time the NOP was published (May 2020) would continue to exist without the Project. The No Project Alternative assumes the Project would not be implemented and proposed land uses and other improvements would not be constructed. Under this alternative none of the proposed improvements would occur. However, development allowed under the existing City and County General Plan designations and City and County zoning (as applicable) could occur and are analyzed as part of this Alternative.

The General Plan land use designation for the City portion of the Project site is Industrial (I) which allows for a range of industrial uses, including "standalone" industrial activities, general and light industrial, research parks, private trade schools, colleges, and business parks. The zoning designation for the City portion of the Project site is Manufacturing (M) which is intended to maintain the existing industrial and manufacturing uses and to promote the development of new business parks, light industrial use, research parks, manufacturing uses, warehousing activities, and ancillary and supportive uses.

Under this alternative the Riverside County area would not be annexed, and the Rural Residential (RR) land use designation and Controlled Development Zone (W-2-20) would remain. While the W-2-20 zone allows for a variety of land uses, this alternative assumed development in accordance with the residential densities allowed under the General Plan. Under the densities allowed in the Riverside General Plan, Rural Residential (RR) can be built with a minimum lot size of five acres. There are two parcels consisting of approximately 38.5 acres within the County. A total of seven rural residential single-family units could be constructed without the need for additional discretionary permits from the County such as a subdivision map.

Infrastructure improvements including water, wastewater, drainage, extension of electrical and natural gas, and roadway improvements and right-of-way dedications identified in the Project would still be required to be extended into the City portion of the Project Site. Because the County portion would not be annexed, this area would not be eligible for City services, and utilities would be provided by the County or through the use of well and alternative wastewater disposal systems.

ALTERNATIVE 2: HABITAT PRESERVATION ALTERNATIVE

This alternative would reduce the overall development footprint by approximately 50 percent with a warehouse area of approximately 288,960 sf. This alternative would concentrate development outside of the riparian area on the Project Site. Under this alternative, parking areas and retention basins would be reduced commensurate with the reduced building size. This alternative also would avoid impacts to riparian corridors through the Project Site. The annexation of Riverside County Parcels 424-010-009 and 424-010-010 would still occur under this alternative, and development would still occur on a portion of

424-010-009; however, no development would occur within the existing natural drainage area. This alternative would preserve the riparian and wetland habitat with more significant habitat value than the heavily disturbed upland areas. Under this alternative, the natural drainage would remain in its current condition and would not be converted to an underground storm drain.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires an EIR to identify the environmentally superior alternative. The environmentally superior alternative is the one that would result in the fewest or least significant environmental impacts. The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the project objectives, and an alternative's ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. The Habitat Preservation Alternative would be the environmentally superior alternative. This alternative, however, would meet only approximately half of the Project Objectives. This alternative would locate a warehouse in proximity to other such uses, and would be consistent with the existing general plan and zoning, but would not take advantage of the flexibility to maximize development potential in consideration of environmental constraints. This alternative also would dedicate lands for roadway and other infrastructure improvements, and which would enable movement of goods and services. However, this alternative would not make the most of the site and would not as effectively facilitate the movement of goods and services, would not result in as great a benefit to regional economic growth, would not generate the volume of revenue to the City, would not result in as many additional employment opportunities and would not enhance the fiscal balance of the City to the extent as would the Project.

ES.9 MITIGATION MONITORING AND REPORTING

CEQA requires public agencies to adopt monitoring and reporting programs to ensure compliance with mitigation measures adopted or made conditions of Project approval in order to mitigate or avoid the significant environmental effects identified in EIRs. A Mitigation Monitoring and Reporting Program (MMRP) incorporating the mitigation measures set forth in this EIR will be prepared and presented for consideration concurrently with the findings of this EIR and prior to approval of the Project.

ES.10 SUMMARY OF ENVIRONMENTAL IMPACTS & MITIGATION MEASURES

Table ES-1: Summary of Project Impacts and Mitigation Measures below provides a summary of significant impacts and proposed mitigation measures associated with the Project as identified in this EIR. Refer to ***Sections 3.1: Aesthetics*** through ***3.16: Wildfire*** for a detailed description of the environmental impacts and mitigation measures for the Project. All impacts of the Project can be mitigated to less than significant levels with the exception of Air Quality, Greenhouse Gas Emissions, and Transportation.

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Table ES-1: Summary of Impacts and Mitigation Measures

Impact	Significance after Mitigation	Mitigation Measure(s)
Aesthetics		
Impact 3.1-4: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant Impact with Mitigation Incorporated	**MM AES-1** - Prior to the start of construction, the Project applicant shall prepare a Construction Lighting & Screening Plan. The Construction Lighting and Screening Plan would indicate aesthetic and lighting treatments for all construction work areas. The Plan shall identify methods used to ensure construction lighting is directional (aimed toward work areas, and not toward nearby sensitive receptors), and limited to sufficient wattage for safety and security. Construction areas visible to sensitive receptors shall be screened via curtains from public view. Construction screening materials shall be of sufficient height and appropriate color to minimize viewshed impacts, as determined appropriate by the applicable jurisdiction(s). All lighting must conform to maximum lumen and shielding guidelines in Chapter 8.50 of the Beaumont MC.
Air Quality		
Impact 3.2-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Significant and Unavoidable Impact	**MM AQ-1** - Prior to issuance of occupancy permits, 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 residents, 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 Warehouse Site. • 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; and • Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.

Impact	Significance after Mitigation	Mitigation Measure(s)
		MM AQ-2 - Electrical hookups shall be provided as part of the tenant improvements for any tenant that requires cold storage. The electric hookups shall be provided at loading bays for truckers to plug in any onboard auxiliary equipment and power refrigeration units while their truck is stopped. **MM AQ-3** - All truck access gates and loading docks within the Warehouse Site shall have a sign posted that states: • Truck drivers shall turn off engines when not in use. • Truck drivers shall shut down the engine after five minutes of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged. • Telephone numbers of the building facilities manager and CARB to report Violations. **MM AQ-4** - The Project Applicant shall make its tenants aware of the funding opportunities to aid in the availability of new and more efficient construction equipment, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program), and other similar funding opportunities, by providing applicable literature available from the California Air Resources Board (CARB). The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped. **MM AQ-5** - Prior to the issuance of occupancy permits, the Project Applicant shall provide applicable portions of the lease agreements to the Planning Department verifying that the provisions are included in the building lease agreements that heavy duty diesel trucks (Class 4 through 8) at a minimum meet the emissions standards of the 2010 vehicle model, and as trucks are replaced, they are replaced with the newest available model. **MM AQ-6** - Prior to the issuance of building permits, the City of Beaumont Planning Department shall verify that applicable building plans and specifications include electric vehicle charging stations and/or infrastructure to support the future installation of vehicle charging stations.

Impact	Significance after Mitigation	Mitigation Measure(s)
Impact 3.2-2: 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?	Significant Unavoidable Impact	See **MMs AQ-1** through **-6** above.
Biological Resources		
Impact 3.3-1: 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?	Less than Significant Impact with Mitigation Incorporated	**MM BIO-1** - Pre-Construction Survey. A 30-day pre-construction survey for burrowing owls is required prior to future ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, site watering, equipment staging, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project site prior to the initiation of ground-disturbing activities, the Project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate in the future with the RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, 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 that burrowing owl have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above will be necessary.
Impact 3.3-2: 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 U.S. Fish and Wildlife Service?	Less than Significant Impact with Mitigation Incorporated	**MM BIO-2** - (1) DBESP. A DBESP analysis will be submitted to the Wildlife Agencies to approve impacts to MSHCP riparian/riverine areas. (2) Impacts to unvegetated MSHCP riverine areas shall be mitigated at a minimum 1:1 ratio and impacts to MSHCP riparian shall be mitigated at a minimum ratio of 2:1, subject to approval of the wildlife agencies, and include one, or a combination of, the following: • On-site creation, enhancement, or restoration and placement into a conservation easement (CE) or similar protective mechanism; • Off-site creation, enhancement, or restoration and placement into a CE or similar protective mechanism; • Off-site acquisition and preservation and placement into a CE or similar protective mechanism;
Impact 3.3-3: Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		

Impact	Significance after Mitigation	Mitigation Measure(s)
		• Purchase of credits at an agency-approved mitigation bank such as Riverpark; and/or • Payment into an agency-approved in-lieu fee program. **MM BIO-3** - (1) Vernal pool habitat (depressional areas occupied by listed fairy shrimp species) shall be mitigated at a minimum 1:1 ratio, and shall include one, or a combination of, the following, all of which shall include the introduction of fairy shrimp inoculum except where listed fairy shrimp already occupy mitigation lands and shall occur within the MSHCP Plan Area: • On-site creation, enhancement, or restoration and placement into a conservation easement (CE) or similar protective mechanism; • Off-site creation, enhancement, or restoration and placement into a CE or similar protective mechanism; • Off-site acquisition and preservation and placement into a CE or similar protective mechanism; • Purchase of credits at an agency-approved mitigation bank; and/or • Payment into an agency-approved in-lieu fee program. (2) A DBESP will be prepared and approved by the Wildlife Agencies (USFWS, CDFW). **MM BIO-4** - The following measures would be implemented to mitigate impacts to the least Bell's vireo: • The Project impact footprint, including any construction buffer, shall be staked and fenced (e.g., with orange snow fencing, silt fencing or a material that is clearly visible) and the boundary shall be confirmed by a qualified biological monitor prior to ground disturbance. The construction site manager shall ensure that the fencing is maintained for the duration of construction and that any required repairs are completed in a timely manner. • Equipment operators and construction crews will be informed of the importance of the construction limits by the biological monitor prior to any ground disturbance. • Construction activities within 300 feet of the nearest extent of adjacent riparian habitat associated with Cooper's Creek will be avoided from April 1st through August 31st.

Impact	Significance after Mitigation	Mitigation Measure(s)
		• For any vegetation clearing or work within 100 feet of Cooper's Creek, a biologist will monitor to ensure encroachment into Cooper's Creek does not occur. • Active construction areas will be watered regularly (at least once every two hours) to control dust and thus minimize impacts on vegetation within Cooper's Creek. • Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the limits of disturbance and designated staging areas and routes of travel approved by the biological monitor. • Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth. Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. The cleaning of equipment will occur at least 300 feet from jurisdictional aquatic features, including Cooper's Creek. If the location is closer, it must be approved by the biological monitor. • Vegetation will be covered while being transported, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations. • All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances will occur only in designated areas within the limits of disturbance and at least 200 feet from jurisdictional aquatic features, including Cooper's Creek. These designated areas will be clearly marked and located in such a manner as to contain runoff and will be approved by the biological monitor. • To avoid attracting predators, the Project site will be kept clear of trash and debris. All food related trash items will be enclosed in sealed containers and regularly removed from the site. **MM BIO-5** - Impacts to unvegetated waters of the U.S. and state shall be mitigated at a minimum 1:1 ratio and impacts to wetland/vegetated streambed shall be mitigated at a minimum ratio of 2:1, subject to approval of the RWQCB and CDFW, and include one, or a combination of, the following: • On-site creation, enhancement, or restoration and placement into a conservation easement (CE) or similar protective mechanism;

Impact	Significance after Mitigation	Mitigation Measure(s)
		• Off-site creation, enhancement, or restoration and placement into a CE or similar protective mechanism; • Off-site acquisition and preservation and placement into a CE or similar protective mechanism; • Purchase of credits at an agency-approved mitigation bank such as Riverpark; and/or • Payment into an agency-approved in-lieu fee agreement.
Impact 3.3-4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than Significant Impact with Mitigation Incorporated	**MM BIO-6** - As feasible, vegetation clearing should 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.
Impact 3.3-6: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Less than Significant Impact with Mitigation Incorporated	See **MM BIO-1** and **MM BIO-2** above
Cultural Resources		
Impact 3.4-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		**MM CUL-1** - During initial ground disturbance of the Project Site, a qualified archaeologist on an approved city or county list shall be present on-site to observe disturbance areas. The qualified archaeologist shall be able to halt work in the immediate vicinity should artifacts, exotic rock, shell or bone be uncovered during construction. In the event such cultural resources are unearthed during ground-disturbing activities by anyone other than the archaeologist, the Project contractor shall cease any ground-disturbing activities within 50 feet of the find and immediately contact the qualified archaeologist. Work shall not resume until the potential resource can be evaluated by the qualified archaeologist and a formal report provided to the City. The qualified archaeologist shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find until the find has been evaluated,

Impact	Significance after Mitigation	Mitigation Measure(s)
		determined whether the find is culturally sensitive, and an appropriate short-term and long-term treatment plan has been designed. **MM CUL-2** - Prior to the issuance of any grading permits for the Project, a Cultural Awareness Training Program shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work at any locations on the Project Site. The training shall be prepared and conducted by a qualified archaeologist to the satisfaction of the City Planning Department. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. A copy of the training materials and/or training video, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgment forms shall be submitted to the City Planning Department for their review and approval.
Impact 3.4-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Less than Significant Impact with Mitigation Incorporated	**MM CUL-1** is applicable.
Geology and Soils		
Impact 3.6-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less than Significant Impact with Mitigation Incorporated	**MM-GEO-1** - The Project applicant shall prepare and submit a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for City of Beaumont Public Works review and approval. The report shall address and make recommendations on the following: a) Potential presence of unknown faults and fault rupture to occur (including digging trenches perpendicular to known off-site fault strike directions); b) Requirements for volumes and areas of needed over-excavation of unsuitable soils; c) Requirements for mixing and re-compaction of soils to account for liquefaction and expansion potential; d) Benching of sidewalls during fill placement to reduce the inclination of the native fill contact to 3:1 (horizontal: vertical) or flatter.

Impact	Significance after Mitigation	Mitigation Measure(s)
		e) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.) Once approved by the City of Beaumont Public Works, two copies of the final report shall be provided to the City of Beaumont Public Works for its use. It is the responsibility of the Project applicant to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.
Impact 3.6-2: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ii. Strong seismic ground shaking?	Less than Significant Impact with Mitigation Incorporated	See **MM-GEO-1**.
Impact 3.6-3: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iii. Seismic-related ground failure, including liquefaction?	Less than Significant Impact with Mitigation Incorporated	**MM GEO-2** - The final geotechnical engineering report shall identify the younger alluvial soils within the development areas and prepare a plan for removal/excavation as needed and to the satisfaction of the City of Beaumont Public Works Department prior to issuance of the first grading permit. The material may be remixed and compacted or exported and fully replaced to reduce the potential for excessive settlement of the proposed improvements based on the findings of the final geotechnical engineering report. All removals shall extend to a depth of firm, competent older alluvium deposits or weathered bedrock/formational soils. The younger alluvium soils should be removed in their entirety to expose suitable older alluvial soils or weathered bedrock/materials. The actual depth of removals shall be determined during grading by the geotechnical engineer to the satisfaction of the City of Beaumont Public Works Department.
Impact 3.6-4: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iv. Landslides?	Less than Significant Impact with Mitigation Incorporated	**MM GEO-3** - The final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer shall address the anticipated steep cut/fill contacts in the southwest-draining canyon. The report shall be verified by the City of Beaumont Public Works Department prior to issuance of any grading permit. As part of the report, measures that include benching of the sidewalls in areas with steep cut/fill contacts shall be used during fill placement. The horizontal extent of the benching shall be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. This measure shall be used in all areas of the proposed building foundation

Impact	Significance after Mitigation	Mitigation Measure(s)
		influence zones. Depending on the outcome of the geotechnical report, benching may be required outside these areas.
Impact 3.6-5: Would the Project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact with Mitigation Incorporated	**MM GEO-4** - Remedial grading is warranted to remove the loose and potentially compressible and collapsible younger alluvium from the Project development area in its entirety. The younger alluvial soils shall be replaced as compact structural fill. With that, the on-site soils are geotechnically suitable for re-use as compacted fill during proposed grading, provided they are relatively free of organic matter, other deleterious material, or oversize rock fragments. Fill soils placed at depths greater than 20 feet below proposed pad grade within the building pad shall be compacted to at least 95 percent of the ASTM D-1557 maximum dry density. **MM GEO-5** - Prior to issuance of a grading permit, a landscape architect shall create a plan for post-construction slope stabilization and long-term maintenance, and submit the plan to the City for review and approval. The natural slopes and any manufactured slopes created on-site shall be planted immediately after construction is completed, to achieve well-established and deep-rooted vegetation. The slopes should be planted and irrigated if recommended by the landscape architect, with shrubs that will develop root systems to depths of five feet or more, such as ground acacia. Intervening areas may be planted with the same plants, or lightweight surface plantings with shallower root systems. The selected plantings shall be lightweight and drought tolerant. Due to its high weight, the use of iceplant shall not be permitted.
Impact 3.6-6: 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 with Mitigation Incorporated	**MM GEO-1**, **MM GEO-2**, and **MM GEO-3** are applicable.
Impact 3.6-7: 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 with Mitigation Incorporated	**MM GEO-6** - The final geotechnical engineering report shall identify the presence of expansive soils. Adequate moisture conditioning of the subgrade soils and fill soils would be necessary during grading, and special care must be taken to maintain the moisture content of these soils at two to four percent above the Modified Proctor Optimum. Based on the findings of the final geotechnical engineering report, a plan to account for expansive soils and need for removal/excavation, remixing, and watering shall be developed to the satisfaction of the City of Beaumont Public Works Department. The plan shall be completed prior to issuance of a grading permit, but

Impact	Significance after Mitigation	Mitigation Measure(s)
		subject to adjustment if certain findings occur, such as the discovery of locations with expansive soils. As part of this process, the contractor shall frequently monitor moisture condition in on-site soils throughout the grading process, which shall be done to the satisfaction of the City of Beaumont Public Works Department throughout the construction process. **MM GEO-7** - Due to the anticipated expansive potential of the soils at this site, provisions shall be made to the satisfaction of the City of Beaumont Public Works Department throughout the construction process. Provisions shall include measures that would limit the potential for surface water to penetrate the soils immediately adjacent to the structure. These provisions shall include directing surface runoff into rain gutters and area drains, reducing the extent of landscaped areas around the structure, and sloping the ground surface away from the buildings. Other provisions, as determined by the civil engineer, may also be appropriate.
Impact 3.6-9: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant Impact with Mitigation Incorporated	**MM GEO-8 - Paleontological Construction Monitoring and Compliance Program.** The following measures would be implemented to reduce potential impacts to paleontological resources to less than significant: a) Retain a Qualified Paleontologist. Prior to initial ground disturbance, the Project Applicant shall retain a Project paleontologist who meets the Society of Vertebrate Paleontology's definition of a Qualified Professional Paleontologist (Principal Investigator or Project Paleontologist)] b) Paleontological Mitigation and Monitoring Program. After Project design has been finalized to determine the precise extent and location of planned ground disturbances, and prior to construction activity, a qualified paleontologist would prepare a Paleontological Mitigation and Monitoring Program (PMMP) to be implemented during ground disturbance activity for the Project. The PMMP would outline the procedures for the construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. The PMMP would be prepared in accordance with the standards set forth by current Society of Vertebrate Paleontology guidelines (http://vertpaleo.org/The-Society/Governance-

Impact	Significance after Mitigation	Mitigation Measure(s)
		Documents/SVP_Impact_Mitigation_Guidelines.aspx, 2010) and provided to the City. c) Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Project paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be presented at a preconstruction meeting that a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources. d) Paleontological Monitoring. Ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) in areas mapped as having high paleontological sensitivity should be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. Areas mapped as low to high paleontological sensitivity should be monitored when ground-disturbing activities exceed five feet in depth, because underlying sensitive sediments could be impacted. Areas considered to have an undetermined paleontological sensitivity should be inspected and further assessed if construction activities bring potentially sensitive geologic deposits to the surface. The PMMP shall be supervised by the Project paleontologist. Monitoring should be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring would be determined by the Project paleontologist. If the Project paleontologist determines that full-time monitoring is no longer warranted, he/she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not exceed five feet in depth would not require paleontological monitoring.

Impact	Significance after Mitigation	Mitigation Measure(s)
		e) Salvage of Fossils. If fossils are discovered, the Project paleontologist or paleontological monitor should recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist would have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. f) Preparation and Curation of Recovered Fossils. Once salvaged, the City would ensure that significant fossils would be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Western Science Center), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Project paleontologist. Field collection and preparation of fossil specimens would be performed by the Project paleontologist with further preparation as needed by an accredited museum repository institution at the time of curation. g) Final Paleontological Mitigation Report. Upon completion of ground-disturbing activity (and curation of fossils, if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.
Greenhouse Gas Emissions		
Impact 3.7-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and Unavoidable Impact	Refer to **MMs AQ-1** through **AQ-6**.
Impact 3.7-2: Would the Project conflict with an applicable plan, policy or regulation adopted for	Significant and Unavoidable Impact	Refer to **MMs AQ-1** through **AQ-6**.

Impact	Significance after Mitigation	Mitigation Measure(s)
the purpose of reducing the emissions of greenhouse gases?		
Transportation		
Impact 3.13-2: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Significant and Unavoidable Impact	**MM TRAN-1** - Prior to final Project approval, the Project applicant and City shall develop a cooperative plan of implementation through a fair share contribution from the Project applicant (or other mechanism) to the City to enable the establishment or enhancement of programs within the City that would reduce VMT. The Project applicant and City shall work cooperatively, to develop effective transportation demand management (TDM) strategies that would be included in site plans and Project operations. The TDM strategies shall be employed as applicable by the Project applicant in conjunction with the City, to reduce the overall VMT resulting from Project implementation. The following strategies shall be considered, but other TDM measures, if feasible may be implemented: • Improving pedestrian networks; • Implementing traffic calming infrastructure; • Provide bicycle parking and secure bike lockers; • Alternative work scheduling; • Public transit benefit; • Building low-street bicycle network improvements; • Encouraging alternative work schedules; • Telecommuting; and • Providing ride-share programs.
Tribal Cultural Resources		
Impact 3.14-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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	Less than Significant Impact with Mitigation Incorporated	**MM TCR-1** - If subsurface deposits believed to be cultural or human in origin, or tribal cultural resources, are discovered during construction, all work shall halt within a 100-foot radius of the discovery, and the Construction Manager shall immediately notify the City of Beaumont Development Services Director by phone. The Construction Manager shall also immediately coordinate with the monitoring archeologist or project archaeologist, or, in the absence of either, contact a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for archaeology and subject to approval by the City, to evaluate the

Impact	Significance after Mitigation	Mitigation Measure(s)
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)? 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		significance of the find and develop appropriate management recommendations. All management recommendations shall be provided to the City in writing for the City's review and approval. If recommended by the qualified professional and approved by the City, this may include modification of the no-work radius. The professional archaeologist must make a determination, based on professional judgement and supported by substantial evidence, within one business day of being notified, as to whether or not the find represents a cultural resource or has the potential to be a tribal cultural resource. The subsequent actions will be determined by the type of discovery, as described below. These include: 1) a work pause that, upon further investigation, is not actually a discovery and the work pause was simply needed in order to allow for closer examination of soil (a "false alarm"); 2) a work pause and subsequent action for discoveries that are clearly not related to tribal resources, such as can and bottle dumps, artifacts of European origin, and remnants of built environment features; and 3) a work pause and subsequent action for discoveries that are likely related to tribal resources, such as midden soil, bedrock mortars, groundstone, or other similar expressions. Whenever there is question as to whether or not the discovery represents a tribal resource, culturally affiliated tribes shall be consulted in making the determination. The following processes shall apply, depending on the nature of the find, subject to the review and approval of the City: • Response to False Alarms: If the professional archaeologist determines that the find is negative for any cultural indicators, then work may resume immediately upon notice to proceed from the City's representative. No further notifications or tribal consultation is necessary, because the discovery is not a cultural resource of any kind. The professional archaeologist shall provide written documentation of this finding to the City. • Response to Non-Tribal Discoveries: If at the time of discovery a professional archaeologist determines that the find represents a non-tribal cultural resource from any time period or cultural affiliation, the City shall be notified immediately, to consult on a finding of eligibility and implementation of appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in § 15064.5(a) of the CEQA Guidelines. The professional archaeologist shall provide a photograph of the find and a written description to the City of Beaumont.

Impact	Significance after Mitigation	Mitigation Measure(s)
		The City of Beaumont will notify any [tribe(s)] who, in writing, requested notice of unanticipated discovery of non-tribal resources. Notice shall include the photograph and description of the find, and a tribal representative shall have the opportunity to determine whether or not the find represents a tribal cultural resource. If a response is not received within 24 hours of notification (none of which time period may fall on weekends or City holidays), the City will deem this portion of the measure completed in good faith as long as the notification was made and documented. If requested by a [tribe(s)], the City may extend this timeframe, which shall be documented in writing (electronic communication may be used to satisfy this measure). If a notified tribe responds within 24 hours to indicate that the find represents a tribal cultural resource, then the Response to Tribal Discoveries portion of this measure applies. If the tribe does not respond or concurs that the discovery is non-tribal, work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not a Historical Resource under CEQA, as defined in § 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to its satisfaction. • Response to Tribal Discoveries: If the find represents a tribal or potentially tribal cultural resource that does not include human remains, the [tribe(s)] and City shall be notified. The City will consult with the tribe(s) on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be either a Historical Resource under CEQA, as defined in § 15064.5(a) of the CEQA Guidelines, or a Tribal Cultural Resource, as defined in § 21074 of the Public Resources Code (PRC). Preservation in place is the preferred treatment, if feasible. Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not a Historical Resource under CEQA, as defined in § 15064.5(a) of the CEQA Guidelines; or 2) not a Tribal Cultural Resource, as defined in Section 21074 of the PRC; or 3) that the treatment measures have been completed to its satisfaction. • Response to Human Remains: If the find includes human remains, or remains that are potentially human, the construction supervisor or on-site archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641) and shall notify the City and Riverside County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California

Impact	Significance after Mitigation	Mitigation Measure(s)
		Health and Safety Code, § 5097.98 of the California PRC, and Assembly Bill 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. PRC § 5097.94 provides structure for mediation through the NAHC if necessary. If no agreement is reached, the City shall rebury the remains in a respectful manner where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

1.0 INTRODUCTION AND PURPOSE

1.1 INTRODUCTION

This document is an Environmental Impact Report (EIR) prepared for the City of Beaumont for the Potrero Logistics Center Warehouse Project (Project) in compliance with the California Environmental Quality Act (CEQA). CEQA is a statute that requires local and state agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. The CEQA Guidelines are located within the California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15000-15387, while the CEQA Statute is codified as Public Resources Code (PRC) § 21000-21189.57. This Draft EIR has been prepared by the City of Beaumont as the Lead Agency under CEQA. This Project entails the construction and operation of a 577,920-square foot warehouse on approximately 32 acres. The Project would be constructed in one phase, beginning in 2022 with anticipated construction completion in the same year.

This Draft EIR evaluates the potentially significant, adverse and beneficial impacts on the environment resulting from implementation of the Project. ***Section 2.0, Project Description***, provides detailed descriptions of the construction and operational components of the Project. ***Section 3.0, Environmental Impact Analysis***, discusses the document content and cumulative impact analysis approach. Following public review of the Draft EIR, a Final EIR will be prepared, in which the City of Beaumont will respond to public comments on the Draft EIR.

1.2 PURPOSE OF THE EIR

According to §15121 of the CEQA Guidelines, an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a proposed project. The purpose of this Draft EIR for the proposed Project is to review the existing conditions at and in the vicinity of the Project Site; identify and analyze the potential environmental impacts; and suggest feasible mitigation measures or alternatives to reduce significant adverse environmental effects, as described in ***Section 2.0, Project Description*** and ***Section 4.0, Alternatives to the Proposed Project***. The potential impacts include both temporary construction-related effects and the long-term effects of development, operation, and maintenance of the Project, as described in ***Section 2.0, Project Description***.

The intent of this EIR is to address the potential Project impacts utilizing the most current and detailed plans, technical studies, and related information available. This EIR will be used by the City of Beaumont as the Lead Agency, other responsible and trustee agencies, interested parties, and the general public to evaluate the potential environmental impacts of the proposed Project (refer to ***Section 2.8, Discretionary Actions and Approvals***, for a list of anticipated responsible and trustee agencies and Project approvals).

Therefore, this EIR is intended to serve as the primary environmental document for all entitlements associated with the Project, including all discretionary approvals requested or required to implement the Project. The City of Beaumont, as Lead Agency, can approve subsequent actions without additional

environmental documentation unless otherwise required by Section 21166 of the CEQA Statutes and Section 15162 of the CEQA Guidelines. Section 21166 of the CEQA Statutes states that:

> *When an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:*
>
> *a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.*
>
> *b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.*
>
> *c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.*

Additionally, Section 15162 of the CEQA Statutes states that:

> *a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
>
> *1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
>
> *2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
>
> *3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
>
> *(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
>
> *(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
>
> *(C) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

1.3 COMPLIANCE WITH CEQA

According to the CEQA Guidelines (14 CCR § 15064[f][1]), preparation of an EIR is required whenever a project may result in a significant effect on the environment. An EIR is an informational document used to inform public agency decision-makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project that could feasibly attain most of the basic objectives of the Project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project. CEQA requires that state and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects.

This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the current proposed actions, as required by § 15146 of the CEQA Guidelines. The analysis considers all activities associated with the Project, to determine the short-term and long-term effects associated with their implementation. This EIR discusses both direct and indirect impacts of the Project, as well as cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Based on significance criteria, the effects of the Project have been categorized as either "no impact," "less than significant impact," "less than significant with mitigation incorporated," or "significant unavoidable impact" (refer to ***Section 3.0, Environmental Impact Analysis***). Mitigation measures are recommended for potentially significant impacts, to avoid or lessen impacts. In some cases, the Project results in significant unavoidable impacts even with implementation of feasible mitigation measures. In these situations, the decision-makers may approve the Project based on a "Statement of Overriding Considerations." This determination would require the decision-makers to balance the benefits of the Project to determine if they outweigh identified unavoidable impacts. The CEQA Guidelines § 15093 provides in part the following:

- CEQA requires that the decision-maker balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the Project. If the benefits of the Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the reason to support its action based on the Final EIR and/or other information on the record. This statement may be necessary if the agency also makes the finding under § 15091 (a)(3) of the CEQA Guidelines.

- If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the Project approval and should be mentioned in the Notice of Determination.

1.4 NOTICE OF PREPARATION/EARLY CONSULTATION

In compliance with the CEQA Guidelines, the City of Beaumont provided opportunities for various agencies and the public to participate in the environmental review process. During preparation of the Draft EIR, efforts were made to contact various Federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of review in this document. This included the distribution of a Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties. Pursuant to CEQA Guidelines § 15082 and PRC § 21084.4, the City of Beaumont circulated the NOP directly to public agencies (including the State Clearinghouse Office of Planning and Research), special districts, and members of the public who had requested such notice. The NOP was distributed on May 14, 2020, with the 30-day public review period concluding on June 15, 2020.

PUBLIC SCOPING MEETING

The City of Beaumont prepared a NOP for the Project and sent it to the general public and Local, State and Federal agencies. A public virtual scoping meeting was held on Thursday, June 4, 2020, utilizing teleconference communications as opposed to an in person meeting, due to the COVID-19 (Novel Coronavirus) pandemic, and associated Federal, State, and local orders for social distancing. The purpose of the scoping meeting was to obtain comments from the public and agencies regarding the scope of the environmental document.

A total of 7 comment letters were received in response to the NOP. The comment letters received during the NOP comment period; along with Scoping Reports for the NOP, providing a more detailed summary of the issues raised during the public scoping meeting, are included in ***Appendix A, Notice of Preparation and Scoping Meeting***.

SCOPING RESULTS

Areas of concern identified during the scoping period include:

- Air quality/Greenhouse gas impacts
- Impacts to tribal cultural resources
- Solid Waste/Landfill Impacts

NATIVE AMERICAN CONSULTATION

Senate Bill (SB) 18, further discussed in ***Section 3.14, Tribal Cultural Resources***, essentially requires local governments to consult with Native American tribes when amendment or adoption of a general or specific plan, or designation of open space occurs. The Bill encourages local governments to consider the cultural aspects of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places early in the land use planning process. In compliance with SB 18, the City of Beaumont contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File (SLF). The

NAHC responded that the results of the search were negative, but that the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area.

The NAHC also included a contact list of several tribal groups or individuals who may have knowledge of cultural resources within the Project area. Further complying with SB 18, the City of Beaumont mailed 27 letters to 23 tribal groups on November 5, 2020, requesting any information they may have regarding Native American cultural resources within the Project area. SB 18 consultation and correspondence (including the aforementioned NAHC response letter) is included as ***Appendix E, Cultural Resources***.

Similarly, on July 24, 2020, the City initiated Native American consultation consistent with Assembly Bill (AB) 52. The City received requests for consultations from one tribe: the Morongo Band of Mission Indians. See ***Section 3.14, Tribal Cultural Resources*** for a discussion of the outcome of AB 52 and SB 18 consultation.

1.5 ENVIRONMENTAL REVIEW PROCESS

The Draft EIR has been prepared in accordance with CEQA to assess the environmental effects associated with the implementation of the proposed Project, as well as anticipated future discretionary actions and approvals. There are five main objectives of this document as established by CEQA:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities;
- To identify ways to avoid or reduce environmental damage;
- To disclose to the public reasons for agency approval of projects with any significant environmental effects;
- To foster interagency coordination in the review of projects; and
- To enhance public participation in the planning process.

The Draft EIR, with an accompanying Notice of Completion (NOC), would be circulated to the State Clearinghouse, trustee agencies, responsible agencies, other government agencies, and interested members of the public for a 45-day review period as required by CEQA. During this period, public agencies and members of the public may provide written comments on the analysis and content of the Draft EIR. In reviewing a Draft EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and on ways in which the significant effects of the proposed Project might be avoided or mitigated.

Following the close of the public comment period, a Final EIR will be prepared to respond to all substantive comments raising environmental issues surrounding the proposed Project. The Final EIR will be completed prior to the final public hearing to consider this EIR and the proposed Project.

Concurrent with the City's consideration of the Final EIR, the Planning Commission and the Board of Supervisors will also consider the merits of the proposed Project itself. This consideration may render a request to revise the proposed Project, or an approval or denial. If the proposed Project is approved, the Board of Supervisors may require mitigation measures specified in this Draft EIR as conditions of proposed

Project approval. Alternatively, the Board of Supervisors could require other mitigation measures deemed to be effective mitigations for the identified impacts, or it could find that the mitigation measures cannot be feasibly implemented. For any identified significant impacts for which no mitigation measure is feasible, or where mitigation would not reduce the impact to a less than significant level, the Board of Supervisors will be required to adopt a finding that the impacts are considered acceptable because specific overriding considerations indicate that the proposed Project's benefits outweigh the impacts in question.

1.6 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF DRAFT EIR

The Draft EIR is available to the general public for review at the locations listed below and on the City's website at:

https://www.beaumontca.gov/1132/Potrero-Logistics-Center

Community Development Department
550 E. Sixth Street
Beaumont, CA 92223

As stated above, in accordance with CEQA Guidelines § 15087 and 15105, this Draft EIR will be circulated for a 45-day public review period.

Comment letters should be sent to:

City of Beaumont - Planning
Attn: Christina Taylor
Community Development Director
550 E. Sixth Street
Beaumont, CA 92223
(951) 769-8518

1.7 FINAL EIR

Upon completion of the 45-day Draft EIR public review period, the City of Beaumont will evaluate all written comments received during the public review period on the Draft EIR. Pursuant to CEQA Guidelines § 15088, the City of B will prepare written responses to comments raising environmental issues. Pursuant to CEQA Guidelines § 15132 (Contents of Final Environmental Impact Report), the Final EIR will be prepared and will include:

a) The draft EIR or a revision of the draft;

b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

c) A list of persons, organizations, and public agencies commenting on the Draft EIR; and

d) The Lead Agency's responses to significant environmental points raised in the review and consultation process.

Additionally, pursuant to CEQA Guidelines § 15088 (Evaluation of and Response to Comments), after the Final EIR is completed, the City of Beaumont will provide a written proposed response to each public agency on comments made by that public agency at least ten days prior to certifying the EIR.

CERTIFICATION OF THE FINAL EIR

The Draft EIR, as revised by the Final EIR, will be considered by the City of Beaumont City Council for certification, consistent with CEQA Guidelines § 15090, which states:

Prior to approving a project, the lead agency shall certify that:

1) *The final EIR has been completed in compliance with CEQA;*
2) *The final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and*
3) *The final EIR reflects the lead agency's independent judgment and analysis.*

Regarding the adequacy of an EIR, according to CEQA Guidelines § 15151, "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

1.8 EIR ORGANIZATION

The purpose of this EIR is to provide environmental review of the Project, such that the City of Beaumont will be able to utilize this EIR to satisfy CEQA for Project-related permits or approvals and to provide CEQA analysis.

This Draft EIR is organized into nine sections:

Section 0.0 **Executive Summary**, provides a Project summary and summary of environmental impacts, and the proposed mitigation measures and alternatives.

Section 1.0 **Introduction**, provides CEQA compliance information.

Section 2.0 **Project Description**, provides Project history, as well as the environmental setting, Project characteristics and objectives, phasing, and anticipated permits and approvals that may be required for the Project.

Section 3.0 **Environmental Impact Analysis**, provides a discussion of the existing conditions for each of the environmental impact areas. This section also describes methodologies for significance determinations, identifies both short-term and long-term environmental impacts of the Project, recommends mitigation measures to reduce the significance of environmental impacts, and identifies any areas of potentially significant and unavoidable

impacts. This section includes a discussion of cumulative impacts that could arise as a result of the implementation of the proposed Project.

Section 4.0 **Alternatives to the Proposed Project**, describes potential Project alternatives, including alternatives considered but rejected from further consideration, the No Project Alternative, various Project Alternatives, and identifies the Environmentally Superior Alternative.

Section 5.0 **Effects Found Not to Be Significant**, describes potential impacts that have been determined not to be significant throughout the EIR process.

Section 6.0 **Other CEQA Considerations**, summarizes unavoidable significant impacts, and discusses significant irreversible environmental changes, growth-inducing impacts, and energy conservation, in accordance with CEQA Guidelines Appendix F.

Section 8.0 **Agency Contacts and Preparers** identifies the CEQA Lead Agency and EIR preparation team, as well as summarizes the EIR consultation process.

Based on significance criteria, the effects of the proposed Project have been categorized as either "less than significant," "less than significant with mitigation," or "potentially significant." Mitigation measures are recommended for potentially significant impacts, to avoid or lessen impacts. In the event the proposed Project results in significant impacts even after implementation of all feasible mitigation measures, the decision-makers are able to approve a proposed Project based on a Statement of Overriding Considerations. This determination would require the decision-makers to provide a discussion of how the benefits of the proposed Project outweigh identified unavoidable impacts. The CEQA Guidelines provide in part the following:

- CEQA requires that the decision-maker balance the benefits of a proposed Project against its unavoidable environmental risks in determining whether to approve the Project. If the benefits of the Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091 (a)(2) or (a)(3) of the CEQA Guidelines.
- If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the Project approval and should be mentioned in the Notice of Determination (Section 15093 of the CEQA Guidelines).

1.9 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines § 15148 or have been incorporated by reference in accordance with CEQA Guidelines § 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports.

The following documents are hereby incorporated by reference into this EIR and are available for review online. Information contained within these documents has been utilized for various sections of this EIR.

Riverside County General Plan. The County of Riverside adopted the County of Riverside General Plan in 2015. The General Plan serves as a blueprint for growth and development. The County of Riverside General Plan primarily focuses on the unincorporated area - territory that is not located within a city - but also addresses regional services and facilities provided by the County such as regional parks, roads, and flood control facilities. As part of its General Plan, the County includes the following nine elements: 1) Land Use; 2) Circulation; 3) Multipurpose Open Space; 4) Safety; 5) Noise; 6) Housing; 7) Air Quality; 8) Healthy Communities; and 9) Administration. The General Plan is used throughout this EIR since it contains information, policies, and regulations relevant to the Project.

This document is available for review on the County's website at:

https://planning.rctlma.org/General-Plan-Zoning/General-Plan

City of Beaumont General Plan. This City of Beaumont General Plan serves as the blueprint for future planning and development in the City. This General Plan indicates the City's vision for the future through the policies, programs, and plans contained herein. The information contained in the individual sections or Elements that comprise this General Plan will shape the physical development of the City. Public and private decision-makers will refer to this General Plan to formulate decisions with respect to land use and development.

The General Plan consists of five elements:

- Land Use and Community Design
- Mobility
- Economic Development
- Health and Environmental Justice
- Community Facilities and Infrastructure
- Conservation and Open Space
- Safety
- Noise

The Beaumont GP was used throughout this EIR since it contains policies and regulations relevant to the Project. This document is available for review on the City's website at:

https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521

Draft Program Environmental Impact Report. Beaumont General Plan (SCH #2018031022). The City of Beaumont General Plan articulates Goals, Policies, and Implementation Programs which will provide for successful realization of the City's near-term plans, and will facilitate implementation of land uses, supporting infrastructure, and services envisioned under Buildout conditions. Modifications incorporated in the General Plan Update, are evaluated in this Draft Program EIR. This document is available for review on the City's website at:

https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720

Beaumont Municipal Code. The Beaumont Municipal Code establishes detailed zoning districts and regulations based on the General Plan. The Beaumont Zoning Code (Title 17) serves as the primary

implementation tool for the General Plan. Whereas the General Plan is a policy document that sets forth direction for development decisions, the Zoning Code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Zoning Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Zoning Code also indicates which land uses are permitted in the various zones. The Municipal Code includes all the City's zoning ordinance provisions and has been supplemented over time to include other related procedures such as subdivision regulations, environmental review procedures, and an advertising and sign code. Municipal Code regulations and maps must be consistent with the General Plan land uses, policies, and implementation programs. The Municipal Code is referenced throughout this Draft EIR to establish the proposed Project's baseline requirements according to the City's regulatory framework.

The Beaumont MC can be accessed online at:

https://library.municode.com/ca/beaumont/codes/code_of_ordinances

SR-60/Potrero Boulevard Interchange Project. The SR-60/Potrero Boulevard Interchange Project is on State Route 60 (SR-60) in the City of Beaumont (between Jack Rabbit Trail and the Interstate 10/SR-60 Junction) and includes a new 6-lane Potrero Boulevard overcrossing (3-lanes in each direction) with a temporary connection to Western Knolls Avenue. The City will also construct interim project Phase 1A which includes a deceleration lane and acceleration lane along westbound SR-60 at the Western Knolls Avenue access point (west). Phase 2 of the interchange includes the design and construction of a six ramp, partial cloverleaf interchange. The six ramp interchange would consist of four on-ramps and two off-ramps.

More information about the SR-60/Potrero Boulevard Interchange Project can be found here:

https://beaumontca.gov/992/Potrero-Interchange

Southern California Association of Governments. The Southern California Association of Governments (SCAG) 2020/2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in September 2020. The RTP/SCS aims to create a long-range vision plan that balances future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow in accordance with smart and sustainable growth strategies. The 2020/2045 RTP/SCS Program EIR (SCH # 2019011061)) addresses the cumulative impact of future development and associated infrastructure improvements for the SCAG region, which includes Riverside County and the City of Beaumont.

The SCAG RTP/SCS can be accessed online at:

https://scag.ca.gov/read-plan-adopted-final-plan

2.0 PROJECT DESCRIPTION

2.1 PURPOSE

The City of Beaumont (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has prepared this Draft Environmental Impact Report (DEIR) for the proposed Potrero Logistics Center Warehouse Project (Project). The following Project Description is provided in conformance with CEQA Guidelines § 15124. It discusses the geographic setting, Project location, Project setting, current City land use and zoning designations, Project characteristics, Project objectives, discretionary actions required to implement the Project, and recent State of California legislation related to the provision of housing. This information will be the basis for analyzing the Project's impacts on the existing physical environment in Chapter 3 of this DEIR. The Project Description contains the following:

- The precise location and boundaries of the Project area(s) shown on a detailed map, along with a regional location map;
- A statement of objectives sought by the Project including the underlying purpose of the Project and Project benefits;
- A general description of the Project's characteristics; and
- A statement briefly describing the intended uses of the DEIR, including a list of the agencies that are expected to use the DEIR in their decision making, a list of the permits and other approvals required to implement the Project, and a list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies.

An adequate Project description need not be exhaustive but should supply the detail necessary for Project evaluation.

2.2 PROJECT OVERVIEW

The City has prepared this DEIR to provide a comprehensive environmental review for the Project. The Project, commonly referred to as the "Potrero Logistics Center Warehouse Project," would involve discretionary actions affecting 59.67 acres, consisting of three parcels identified as Assessor Parcel Number (APN) 424-010-020 (21.32 acres); APN 424-010-009 (9.94 acres); and APN 424-010-010 (28.41 acres) (Project Site). APN 424-010-020 is located within the City of Beaumont. APN 424-010-009 and APN 424-010-010 are currently within the County of Riverside (County) but would be annexed to the City as part of the Project. The Project also includes the construction and operation of an approximately 577,920-square foot "high-cube" industrial warehouse facility, parking, and detention basin, which would be constructed on 31.26 acres (specifically, APN 424-010-020 and APN 242-010-009). This area is referred to as the Warehouse Site in this document. No development is proposed on APN 424-010-010; the 28.41 acres that would also be annexed to the City. The two County parcels are referred to as the Annexation Area within this document, with the smaller parcel included as part of the Warehouse Site and the larger 28.41-acre parcel remaining vacant and undeveloped. The whole 59.67-acre Project area is collectively referred to as the Project Site within this document. ***Exhibit 2-6: Project Boundaries***, shows these components.

APNs 424-010-009 and 424-010-010 are separated by the planned future alignment of West 4th Street with APN 424-010-009 located adjacent to the northerly future alignment and APN 424-010-010 located adjacent to the southerly boundary of the future alignment. The Warehouse Site, including the warehouse structures and parking, would be built on the existing City parcel, APN 424-010-020, and existing County parcel, APN 424-010-009. No construction on the existing 28.41-acre parcel (APN 424-010-010), would occur and this area would remain vacant and undeveloped.

Development of the Project consists of the following:

- A General Plan Land Use and Zoning amendment and construction of the proposed warehouse facility including the warehouse structures and parking, which would occupy APNs 424-010-020 and 424-010-009 (referred to in this document as the Warehouse Site).
- The annexation of APNs 424-010-009 and 424-010-010 into the City to allow for development of the Project. This area is rereferred to as the Annexation Area within this document. As noted above, APN 424-010-009 is included as part of the Project and the 28.41-acre APN 424-010-010 would remain vacant and undeveloped.

2.3 PROJECT LOCATION

The Project Site is located within the southwest portion of the City, within the County of Riverside south of State Route 60 (SR-60) and approximately one mile west of Interstate 10 (I-10). The City is bordered to the east by the City of Banning; to the south by unincorporated County areas and the City of San Jacinto; to the west by unincorporated County areas and the City of Calimesa; and to the north by the unincorporated community of Cherry Valley; refer to ***Exhibit 2-1: Regional Vicinity***. The 31.26-acre Warehouse Site is bounded to the north by City-owned property that will be developed for new on and off ramps to SR-60 and a Specific Plan residential development area north of SR-60. To the east, the Project Site is bounded by Potrero Boulevard and vacant land. To the south the Project Site is bound by the unpaved alignment of 4th Street and the 28.41 acres of vacant land that would be annexed to the City as part of the Project (APN 424-010-010). Undeveloped parcels are located to the west. Regional access is provided via SR-60 at the 6th Street off ramp. Local access would be provided via 4th Street. Future local access would be provided via Potrero Boulevard extension once the future SR-60 ramps are completed at Potrero Boulevard (an unrelated project under construction by Caltrans); refer to ***Exhibit 2-2: Local Vicinity***.

2.4 ENVIRONMENTAL SETTING

The Project Site is undeveloped, vacant, and is generally characterized by various types of habitat both native and disturbed.[1] The Project Site is composed of three irregularly shaped vacant and unimproved parcels described above in ***Section 2.2: Project Overview***.

TOPOGRAPHY AND VEGETATION

The Project Site's topography is composed of generally flat areas dominated by grasslands in the northeast as well as low lying rolling hills supporting patches of scrub within the northerly and southerly portions of

[1] Ecological Sciences, Inc. 2018. *General Habitat Assessment*.

the Project Site, and open space areas to the west.[2] Site elevations range between a maximum elevation of approximately of 2,452 feet above mean sea level (amsl) in the northeast property to a minimum elevation of approximately of 2,367 feet amsl at the southwest property. The major topographic features of the Project Site are the southwest-draining ravine in the central to southern and eastern property lines.[3]

The Project Site is currently vacant and has been subject to regular human disturbances, evidenced by signs of tire tracks and ramps left behind for off-road vehicle (ORV) use. Topography is lowest at the southeastern portion of the Project Site and many linear human-made disturbance trails streak throughout the Project Site typically from east to west, although non-linear disturbance trails do exist throughout the Project Site as well. A drainage of Potrero Creek runs along the northern border of the Project Site and is lined with concrete, and a small but exposed ravine runs in the northeast portion of the site. The riparian area of the Project Site has been impacted by adjacent construction activities on City-owned property for infrastructure development (new freeway interchange to SR-60) and a water diversion has taken place that has shifted flows eastward.[4] Vegetation in these areas contains riparian habitat characterized by willow (*Salix ssp.*), black walnut (*Juglans californica*), California bay (*Umbellularia californica*), and Mexican elderberry (*Sambucus mexicanarian).*

The roadways bordering the Project Site, Potrero Boulevard and 4th Street, are partially paved or graded. Improvements from the SR 60/Potrero Boulevard New Interchange Project have begun to take place along Potrero Boulevard, east of the Project boundary. ***Exhibit 2-7: Aerial Map***, shows the existing site conditions as of May 2020.

GEOLOGY AND SOILS[5]

The Project Site is situated within the eastern portion of San Timoteo Canyon of the northern Peninsular Ranges geomorphic province of the State of California (State). The uppermost geologic formation underlying the soils at the Project Site is the Quaternary Older Alluvium and Quaternary Younger Alluvium. The Quaternary Iayers are composed mostly of clay, silt, and sand deposited in alluvial fan and fluvial environments. The thickness of the alluvium is estimated at about 100 feet and the Project Site contains derived soil types: sandy, sandy loams, clay, and clay loams.

Younger alluvial soils possess low relative densities, relatively low strengths, and some porosity. Laboratory test results show that younger alluvium is compressible when loaded and collapsible when inundated with water. Remedial grading is considered warranted to remove the younger alluvium from the proposed development area. The older alluvium and weathered bedrock materials possess relatively high strengths and high relative densities. These materials are generally considered to be suitable for the support of new fill soils and site improvements.

[2] Ecological Sciences, Inc. 2018. *General Habitat Assessment*.
[3] Southern California Geotechnical. 2018. Geotechnical Feasibility Study.
[4] Jericho Systems, Inc. 2019. *Biological Resources Assessment, Jurisdictional Delineation and MSHCP Compliance Report*.
[5] Southern California Geotechnical. 2018. *Geotechnical Feasibility Study*.

FLOOD ZONE

The Project Site is located in Zone X, which is defined as an area located outside of the 100-year and 500-year flood plains. The Project Site is shown on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C0795H (revised August 18, 2014).

HYDROLOGY

The direction of groundwater in the vicinity of the Project Site is inferred to flow south or southwest. The nearest surface water is Coopers Creek, shown in ***Exhibit 2-2***, which traverses APN 424-010-010. A small unnamed tributary to Coopers Creek runs through the middle of Project Site and connects with Coopers Creek just off-site of the southwestern Project boundary. Additionally, no public stormwater system is operated on the Project Site or its vicinity.

GROUNDWATER[6]

Site specific geotechnical analysis found that the static groundwater table is expected at a depth of about 49 feet below the existing site grades at Boring No. B-4 at the time of subsurface exploration. Shallower zones of perched groundwater may also be present, especially in within the southwest-draining canyon.

2.5 GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The Project Site has parcels within both the City and County. As previously discussed, APN 424-010-020 is in the City and has a land use designation of Industrial (I).[7] This parcel has a zoning designation of Manufacturing (M).[8] APNs 424-010-009 and 424-010-010 are located in the County. The current land use designation for both parcels is Rural Residential (RR)[9] and the current zoning designation for both parcels is Controlled Development Area (W-2-20).[10]

Construction of the warehouse facility would require land use and zone changes to the existing designations of the Project's County APNs, prior to requesting annexation through the Local Agency Formation Commission (LAFCO) for APNs 424-010-009 and 424-010-010, the two parcels currently within the County. The proposed General Plan Land Use designation for all Project parcels would be Industrial (I) and the proposed prezoning (for both County parcels) designation would be Manufacturing (M) to be consistent with the City's land use and zoning designations. Upon approval of the land use and zoning changes for the Project parcels, the City would request approval of annexation through the LAFCO for the County parcels to be incorporated into the City. Refer to ***Table 2-1: General Plan Land Use and Zoning Designations,*** below and the following exhibits for current and proposed land use and zoning designations: ***Exhibit 2-8: Existing General Plan Land Use Designations, Exhibit 2-9: Existing Zoning***

[6] Southern California Geotechnical. 2018. *Geotechnical Feasibility Study*.
[7] City of Beaumont. 2020. Land Use Map Final. http://www.beaumontca.gov/DocumentCenter/View/36839/Beaumont-Land-Use-Map-Final (accessed August 2021).
[8] City of Beaumont. 2020. Zoning Map Final. http://www.beaumontca.gov/DocumentCenter/View/36840/Beaumont-Zoning-Map-Final (accessed August 2021).
[9] County of Riverside. 2017. The Pass Area Plan, Figure 3: The Pass Area Plan Land Use Plan. https://planning.rctlma.org/Portals/14/genplan/2019/ap/PAP_102417.pdf (accessed August 2021).
[10] County of Riverside. ND. May My County. https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public (accessed August 2021).

Designations, ***Exhibit 2-10: Proposed General Plan Land Use Designations*** and ***Exhibit 2-11: Proposed Zoning Designations***.

Table 2-1: General Plan Land Use and Zoning Designations

Location/APN		Size (Acres)	Existing General Plan Land Use Designation	Existing Zoning Designation	Proposed General Plan Land Use Designation	Proposed Zoning Designation
Project Site	424-010-020 (City)	21.32	Industrial (I)	Manufacturing (M)	Industrial (I)	Manufacturing (M)
	424-010-009 (County of Riverside)	9.94	Rural Residential (RR)	Controlled Development Area (W-2-20)	Industrial (I)	Manufacturing (M)
	424-010-010 (County of Riverside)	28.41	Rural Residential (RR)	Controlled Development Area (W-2-20)	Industrial (I)	Manufacturing (M) with Residential Single Family (RSF) Overlay Zone
Total		59.67				
North			(SFR) Single-Family Residential (UV) Urban Village (OS) Open Space	(SPA) Specific Plan Area	*No Change*	*No Change*
South			Rural Residential (RR) Rural Mountainous (RM) County of Riverside	County of Riverside	*No Change*	*No Change*
East			Rural Residential (RR) County of Riverside	County of Riverside	*No Change*	*No Change*
West			Rural Residential (RR) Rural Mountainous (RM) County of Riverside	County of Riverside	*No Change*	*No Change*

Sources: City of Beaumont. 2020. Land Use Map Final. http://www.beaumontca.gov/DocumentCenter/View/36839/Beaumont-Land-Use-Map-Final (accessed August 2021); City of Beaumont. 2020. Zoning Map Final. http://www.beaumontca.gov/DocumentCenter/View/36840/Beaumont-Zoning-Map-Final (accessed August 2021); County of Riverside. 2017. The Pass Area Plan, Figure 3: The Pass Area Plan Land Use Plan. https://planning.rctlma.org/Portals/14/genplan/2019/ap/PAP_102417.pdf (accessed August 2021); and County of Riverside. ND. May My County. https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public (accessed August 2021).

The existing General Plan Land Use designations for the Project parcels are based on the adopted City's Elevate Beaumont 2040 - General Plan Update, Land Use Map Final and the County's The Pass Area Plan, revised in 2017.

A Residential Overlay Zone for APN 424-010-010 is proposed to comply with the requirements of Senate Bill (SB) 330, also known as the Housing Crisis Act of 2019, which was signed into law on October 9, 2019. Government Code § 66300(b)(1)(A) was enacted and provides that agencies shall not "chang[e] the

general plan land use designation, specific plan land use designation, or zoning…to a less intensive use… below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018." For purposes of Government Code § 66300(b)(1)(A), a "less intensive use" includes any changes that would lessen the intensity of potential housing development. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided at the time of project approval. The proposed General Plan Amendment on the 9.94-acre APN 424-010-009 (which is part of the Warehouse Site) would change the land use from Rural Residential to Industrial. Consequently, this land use amendment would remove the potential for developing seven residences on these 9.94 acres of the Warehouse Site. In order to address the loss of potential housing units, the Project also includes the adoption a Residential Overlay Zone that would allow residential development over the 28.41-acre APN 424-010-010 portion of the Project Site. The Project proposes the adoption of a Single Family Residential (R-SF) Overlay Zone that would allow for the development of the 28.41-acre APN 424-010-010 at a density that would permit seven single family residential units to replace the seven single-family units currently allowed under the Rural Residential land use designation. The overlay zone preserves the ability for future development of these 28.41 acres within the Project Site at a residential density that ensures the residential capacity of the 38.35 acres being annexed to the City as part of the Project is maintained. The Project does not remove any existing residential units and does not propose to construct any residential units.

Project Characteristics

The Project consists of the development of a warehouse facility on APN 424-010-020 and APN 424-010-009 consisting of approximately 31.26 acres. Project plans for development of the Warehouse Site are described in additional detail below. Construction of the warehouse facility would require land use and zone changes to the existing designations of all the Project's APNs, prior to requesting annexation through the LAFCO for APNs 424-010-009 and 424-010-010 (Annexation Area). Although APN 424-010-010 would remain undeveloped, it is included in the Project as it would be annexed to the City and its General Plan land use designation and zoning would be amended to be consistent and compatible with the Industrial land use and Manufacturing zoning designation proposed for the 31.26 acres Warehouse Site component of the Project Site. The City would approve the General Plan Amendments and prezone the properties in anticipation of annexation. The provisions of the City General Plan and rezoned/ prezoned parcels would only take effect once the annexation process is complete.

In addition to the proposed annexation of the properties to the City, the Project also proposes the annexation of the Project Site to the Beaumont Cherry Valley Water District (BCVWD). The Project also would require plot plan approval for development of the warehouse development on APN 424-010-020 and APN 424-010-009, a variance to the City's parking standards, off-site roadway improvements to Potrero Boulevard and 4th Street, and dedication of approximately 3.16 acres of 4th Street right-of-way (ROW) to the City.

Annexation Area Description

The Annexation Area is roughly rectangular and encompasses approximately 38.35 acres, of which an approximate 9.94 acres is included within the Warehouse Site and planned for development. The Annexation Area includes the 9.94-acre area (APN 424-010-009), and APN 424-010-010 comprised of

approximately 28.41 acres. Although the Project includes annexation of APN 424-010-010, it would remain vacant and undeveloped. For the purposes of annexation into the City and the BCVWD, the Annexation Area also includes a portion of the ROW for 4th Street, which runs east to west and divides the two parcels within the Annexation Area. Approximately 3.16 acres of 4th Street would be dedicated to the City. Under existing conditions, the 4th Street ROW is unimproved and would be constructed upon implementation of the Project. Refer to ***Exhibit 2-6: Project Boundaries***, showing the Annexation Area and associated Project boundaries.

In addition to the proposed base zoning changes, a Residential Single Family (R-SF) overlay zone is proposed over APN 424-010-010 to comply with the requirements of SB 330. The General Plan Amendment for APN 424-010-020, the parcel in the City, does not trigger SB 330 compliance because this parcel does not currently have a residential General Plan or zoning designation that would be changed to a non-residential land use designation. The Project does not remove any existing residential units and does not propose to construct any residential units. The overlay zone preserves the ability for future development of the 28.41 acres within the Annexation Area at a rural residential density consistent with its existing County General Plan land use and zoning designation. To accommodate the proposed Annexation Area, LAFCO approval would be required to:

1. Detach the subject property from the Riverside County Waste Resources Management District;
2. Detach the subject property from Riverside County Service Area 152;
3. Annex the subject property into the City of Beaumont; and
4. Annex the subject property into the Beaumont-Cherry Valley Water District.

Warehouse Site

The Project consists of a "high-cube" logistics warehouse building of approximately 577,920-square feet on approximately 31.26 acres. The Warehouse Site consists of APN 424-010-020 (currently in the City) and APN 424-010-009 (currently in the County) situated north of 4th Street and west of Potrero Boulevard. The warehouse would include a total of approximately 20,000 sf of office space in the southeasterly corner of the building. The first floor would include approximately seven separate office areas with Americans with Disabilities Act (ADA) compliant restrooms and various closets storage areas. Immediately above this area on the second floor would be the remainder of office areas. An alternative office area is noted on the plans in the northeasterly portion of the building and may be used if needed. The Project also would include other associated facilities and improvements such as a perimeter fencing, parking, on-site and perimeter landscaping, lighting, and exterior sidewalks; refer to ***Exhibit 2-3: Preliminary Site Plan***. The warehouse building would be approximately 48-feet in height at the highest point; refer to ***Exhibit 2-4: Building Elevations***.

Site Access and Circulation

Regional access to the Warehouse Site is provided via SR-60 at the 6th Street off ramp located north of the site, and the I-10 freeway, located north and east of the Project Site. The I-10 freeway would provide access to the Project Site via the Oak Valley Parkway and Beaumont Avenue interchanges. Construction on the SR-60/Potrero Boulevard Interchange Project began in February 2018 and would serve as a major connecting road between SR-60 and the Project Site upon completion of the future interchange.

Local access to the Project Site would be provided via 4th Street, Viele Avenue, Potrero Boulevard, and Oak Valley Parkway. Additionally, future local access would be provided via the Potrero Boulevard Interchange extension, upon completion of the interchange project. Two driveways, each approximately 40-feet wide, would be constructed; one on Potrero Boulevard would provide ingress to the Warehouse Site and the other driveway on 4th Street would provide egress from the Warehouse Site. Truck access would be available from future 4th Street and Potrero Boulevard, and the dockyard would include 106 trailer stalls, four grade doors, and 112 dock doors.

Parking

Parking would be located on the east and southeast portions of the Warehouse Site. The Project would provide 314 automobile parking stalls and 106 truck trailer stalls.

The Warehouse Site has been designed to accommodate the needed maneuvering space for daily activities and machinery use including forklifts, other lift equipment, and large semi-trucks. The parking lots have been designed to efficiently enable vehicle circulation through parking lots around the site with adequate space to enable backing into the loading docks. As required, all trucks and machinery would be equipped with warning sounds (high pitch beeping) consistent with the Occupational Safety and Health Administration (OSHA) requirements.

The Project Applicant intends to request a variance to the City's parking standards as a part of the Plot Plan approval to reduce the required number of parking spaces. Section 17.05.040.C of the Beaumont Municipal Code (MC) states, no reduction of required parking spaces shall be allowed, except through approval of a variance in accordance with the provisions of Title 17.05 of the Beaumont Municipal Code. Thus, the warehouse development would be required to provide 578 parking spaces, according to § 17.05.040 where one space per 1,000 square feet of gross floor area must be provided. The Project seeks a variance to the City's the parking requirements in § 17.05.040 of the Beaumont MC to allow for a reduction in the required number of parking space. The parking variance reflects how warehouse buildings have evolved with technology and staffing. The existing code requires for far more car parking stalls than would be needed or used. The parking modification request is to balances the size of the building, it's intended use, and the number of vehicle parking spaces and trailer stalls that would be needed to adequately serve the needs of a wide variety of tenants that may occupy the warehouse to be successful in this location.

Landscaping and Retention Basins

Approximately 21 percent or 290,982-square feet of the Warehouse Site would be covered in new landscaping, as shown in ***Exhibit 2-5: Conceptual Landscape Plan***. On-site water quality and storm drainage within the Warehouse Site would be addressed through the construction of two retention basins. One retention basin would be located near the northern property line (approximately 0.48 acre) and the other retention basin would be located near the southern property line (approximately 0.36 acre). There is also an existing drainage course that would be conveyed through the Warehouse Site. Within the limits of the Warehouse Site, the existing drainage would be converted to an underground storm drain pipeline to convey off-site surface water flows through the Warehouse Site. In addition, the Project design includes best management practices and low impact development designs such as retention basins to collect

stormwater and allow sediments to settle, combined with bio-treatment (landscaped) areas to treat and control storm water runoff before it leaves the Warehouse Site. Stormwater collected in the retention basins would leave the basins through an outlet structure and enter the storm drain pipeline before ultimately discharging to the natural drainage course near the southwest corner of the Warehouse Site.

Development of the Warehouse Site includes the construction of a retaining wall to minimize grading outside of the property limits. The retaining wall would be up to 26-feet at its highest point. A cross section of the proposed wall is shown in ***Exhibit 2-13: Cross Section of Highest Retaining Wall (Northeast Portion of the Site)***.

The Project includes manufactured slopes of up to 40 feet in height to create a level building pad. Slopes would be planted with a drought tolerant slope planting mixed with assorted grasses for erosion control. Ongoing maintenance of the slopes would be the responsibility of the Project developer.

Roadway and ROW Improvements

The current ROW for the Potrero Interchange encroaches into the northeast corner of the Project Site (see **Exhibit 2-3**). When the ROW property was initially acquired by the City, the limits were determined based on existing topography and done prior to entitlements being obtained for this (and other sites). At that time, discussions with the City confirmed that the ROW could be modified to accommodate the Project as long as there would not be any impact to the design of the proposed on and off ramps for the SR-60 interchange. The construction of retaining walls (see **Exhibit 2-13**) and minor grading would be required to accommodate the current site plan and not impact the interchange as currently designed and approved. Caltrans is currently reviewing the plans for the interchange. In the event the City and Caltrans cannot change the interchange alignment and this portion of the Warehouse Site cannot be developed for the Project, the Project applicant has indicated that it has a design option which avoids this portion of the Warehouse Site, if necessary.

The Project Site also includes a portion of the ROW for 4th Street, which runs east to west and divides the two parcels (APN 424-010-009 and APN 424-010-010) that are in the County. Approximately 3.16 acres of 4th Street would be dedicated to the City. Under existing conditions, the 4th Street ROW is unimproved and would be constructed upon implementation of the Project.

Project Utility Improvements

The following is a list of on- and off-site improvements:

- On- and off-site utility connections (water, sewer, gas and electrical) and street frontage improvements along Potrero Boulevard and 4th Street;
- The existing drainage course that runs through the Warehouse Site would be converted to a new underground storm drain that would convey off-site flows under the proposed development and release the water off-site in the existing natural drainage where the water currently flows. Two drainage systems would be constructed. One to transport off-site flows through the site, and a second to capture and treat on-site flows before discharging into the existing drainage course, as described below;

- Storm drain improvements for collecting and treating on-site stormwater flows from the Warehouse Site in two on-site retention basins. Once the water has been treated it would be released into the storm drain that conveys the off-site flows and the water would be released into the existing natural drainage course near the southwestern corner of the site.
- Potable water improvements and connection to the water line on 4th Street immediately adjacent to the Project Site, and construction of a water line on Potrero Boulevard;
- Sewer service connection to the existing pump station on 4th Street, with effluent lifted to the nearest gravity main for transmission to the City of Beaumont sewer treatment plant; and
- Recycled water lines within the Project Site for future connection to a future City recycled water main should one be constructed in the future. The recycled water system would be built entirely within the Project Site and stubbed out near the City's ROW as a future point of connection.

The proposed locations of the project utilities are shown in ***Exhibit 2-14: Project Utilities***.

Construction

The Project would be constructed in one phase, beginning in 2022 with anticipated construction completed in the same year.

Cut and Fill

Based the existing topography, grading of the Project Site would involve approximately 968,130 cubic yards of cut and 970,624 cubic yards of fill, for an import of 2,495 cubic yards. Cut and fill slopes of approximately 40 feet on the northerly side of the Warehouse Site would be necessary to achieve the proposed building pad grades. Some portions of the graded slopes would extend beyond the property line of the Warehouse Site. These areas are shown in ***Exhibit 2-15: Off-site Grading Areas***. Temporary construction easements and private agreements between the Project applicant and the adjacent property owners would be required for work in these off-site locations.

2.6 ANNEXATION TO CITY OF BEAUMONT AND BCVWD

A jurisdictional boundary change would be processed through the Riverside LAFCO and BCVWD to annex the southernmost parcels, APNs 424-010-009 and 424-010-010 (referred to as the Annexation Area) which are currently within the unincorporated area of Riverside County, to the City of Beaumont and the BCVWD service area. LAFCO is responsible for reviewing and approving proposed jurisdictional boundary changes, spheres of influence, incorporations of new cities, formations of new special districts, and consolidations, mergers, and dissolutions of existing districts. The BCVWD would provide the Project connections to existing water systems serving the surrounding neighborhood. Upon approval by the Riverside LAFCO and BCVWD, the parcels would be subject to City of Beaumont jurisdiction, and the associated Beaumont General Plan Amendment, and zone change would become effective and would allow for the development of a "high-cube" warehouse facility on the 9.94 acre parcel that is also part of the Warehouse Site. A Plan of Services (POS), attached as ***Appendix J***, was prepared for the Project, as a part of the application from the City to the LAFCO and the BCVWD for the Annexation Area. LAFCO uses a POS to evaluate the ability of an agency to provide services in a cost-effective manner and to assess the benefit

to be received by the area relative to alternative public agency frameworks. Project implementation would include on- and off-site improvements including utility connections and street improvements, expansion of sewer service, and storm drain improvements to serve the Warehouse Site.

Background

APN 424-010-020, located in the City, was annexed into the BCVWD Service Area in 2016.

2.7 PROJECT DESIGN FEATURES

The Project applicant proposes the following Project Design Features that would be incorporated into the Project design and constructed or implemented as part of the Project.

Aesthetics

- Exterior Lighting – Other than street lighting, shall be low to the ground or shielded and hooded to avoid shining onto adjacent properties and streets; an example of this includes lighted bollards.
- Lighting Fixtures – Lighting fixtures shall be well integrated into the visual environment and the theme.
- Low-intensity, energy-conserving night lighting shall be used.
- Low-voltage light-emitting diode (LED) lighting shall be used wherever feasible throughout the Project.

Air Quality

SC-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

Water Quality

- On-site Storm Drain inlets – The drain inlets would be marked with text such as, "Only Rain Down the Storm Drain," and that would be maintained regularly. Owners and lessees would be provided with stormwater pollution prevention information and the lease agreement would states, "Tenant shall not allow anyone to discharge anything to storm drain or to store or deposit materials so as to create a potential discharge to storm drains.
- Interior Flood Drains and Sumps - All floor drains and elevator shaft sumps would be plumbed to the sanitary sewer and inspected regularly to prevent blockages or overflow.
- Landscaping and Pesticide Use – Drought tolerant plants and those conditioned for the local climate would be used and landscaping would be designed to minimize runoff and maximize infiltration. Landscaping requiring minimal pesticides, and those consistent with Riverside guidelines and integrated pest management strategies would be used.
- Refuse Areas – Refuse areas would be emptied on a minimum weekly basis, and adequate refuse bins would be provided indoors and outdoors to accommodate waste disposal. Bins would be required to be inspected for leaks, to remain covered, and marked with, "No hazardous materials." All spills would be required to be cleaned immediately.
- Industrial Processes – All processes would be conducted indoors and would not drain to the stormwater system.
- Loading Docks – Any spills at the loading docks would be cleaned immediately and all products would be off-loaded or loaded to covered areas immediately.
- Plazas, sidewalks, and parking lots – These areas would be swept monthly to prevent accumulation of litter and debris and collected debris would be prevented from entering the storm drain system. All wash water containing any cleaning agent or degreaser would be collected and discharged to the sanitary sewer.

Geology and Soils

- Soils. Project construction would re-use on-site soils, where applicable, as fill during grading provided that they are free of organic matter to the satisfaction of the geotechnical engineer.
- Retaining Walls. Project construction would insert retaining walls to restrain soils present on site.

Sustainable Design and Energy

The Project would implement sustainable design features with the goal of reducing the energy needs of the Project and related greenhouse gas (GHG) emissions. These features and programs would be incorporated into the warehouse development and would comply with the California Green Building Standards Code ([CALGreen]; California Code of Regulations, Title 24, Part 11) as implemented by the City of Beaumont.

- Install drought-tolerant plants for landscaping;

- Install water-efficient irrigation systems, such as weather-based and soil-moisture-based irrigation controllers and sensors, for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance;
- Buildings will be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design features for potential certification and would employ energy and water conservation measures in accordance with such standards. This includes design considerations related to the building envelope; heating, ventilating, and air conditioning; lighting; and power systems;
- Surface parking lots will be well landscaped to reduce heat island effect. Parking lot landscaping will be planted with 15-gallon trees, at a rate of one per every four parking stalls. The trees may be clustered, but a minimum of one cluster will be provided for each 100 feet of parking row;
- Trees will be selected and placed to provide canopy and shade for the parking lots;
- The Project shall implement a recycling program in order to meet a 50 percent minimum waste diversion goal;
- Choose construction materials and interior finish products with zero or low emissions to improve indoor air quality;
- Provide adequate ventilation and high-efficiency in-duct filtration system;
- Use low or moderate water use plants, including native plant materials where appropriate; minimize turf areas;
- Use low volatile organic compound paints and wall coverings;
- Electrical outlets will be provided in loading dock areas to provide power for trucks.; and
- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be an.

2.8 DISCRETIONARY ACTIONS AND APPROVALS

The City of Beaumont is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the EIR for the Project. Prior to development of the Project, discretionary permits and approvals must be obtained from local, State and federal agencies, as listed below. It is expected that these agencies, at a minimum, would consider the data and analyses contained in this EIR when making their permit determinations. The Project would require the following discretionary approvals and entitlements:

- General Plan Land Use amendment on APN 424-010-009 and APN 424-010-010 to change the land use from Rural Residential (County) to Industrial (City) effective upon completion of annexation;
- Prezoning to change the existing zoning of APN 424-010-009 and APN 424-010-010 from the County's Controlled Development Area (W-2-20) to the City's Manufacturing (M);
- Adoption of a Single Family Residential (R-SF) Overlay Zone on APN 424-010-010;

- Plot plan approval for development of a 577,920 sf warehouse on the approximately 31.26 acre Warehouse Site;
- A request for a variance to City parking standards as defined in § 17.05.040.C of the Beaumont MC to allow for a reduction in the required number of parking space; and
- Dedication and approval of a portion of the ROW for 4th Street to the City.

Responsible Agencies

- California Department of Fish and Wildlife – Section 1602 Lake and Streambed Alteration Agreement
- Regional Water Quality Control Board – Section 401 Water Quality Certification and General Construction Wastewater Discharge Permit
- LAFCO – Annexation Request Approval to annex the Annexation Area into the City of Beaumont and BCVWD
- United States Army Corps of Engineers – Section 404 Clean Water Act Permit
- South Coast Air Quality Management District – Construction Permit
- BCVWD – Annexation Approval and Water Service Agreement

2.9 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires that an EIR include "[a] statement of the objectives sought by the Project. A clearly written statement of objectives will help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the Project." The following objectives have been established for the Project:

1. Develop a warehouse use in proximity to nearby transportation corridors and truck routes near SR-60 and I-10.
2. Develop a single pad warehouse of sufficient size (greater than 500,000 square feet) to be competitive within the industrial warehouse marketplace, support multiple simultaneous warehouse operations, and support a high level of mechanization and automation to attract a high-end buyer or tenant.
3. Provide new land uses consistent with the designed flexibility of the City's General Plan and Zoning Code.
4. Increase employment and create a revenue generating use consistent with market opportunities.
5. Provide infrastructure and landscaping improvements to the Potrero Boulevard and 4th Street vicinity to enhance aesthetics as well as improve safety and traffic flow.
6. Develop a warehouse use in proximity to other similar planned uses south of SR-60 to the west and east.

7. Facilitate goods movement for the benefit of local and regional economic growth.
8. Provide new development that will generate a positive fiscal balance for the City moving forward.
9. Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.

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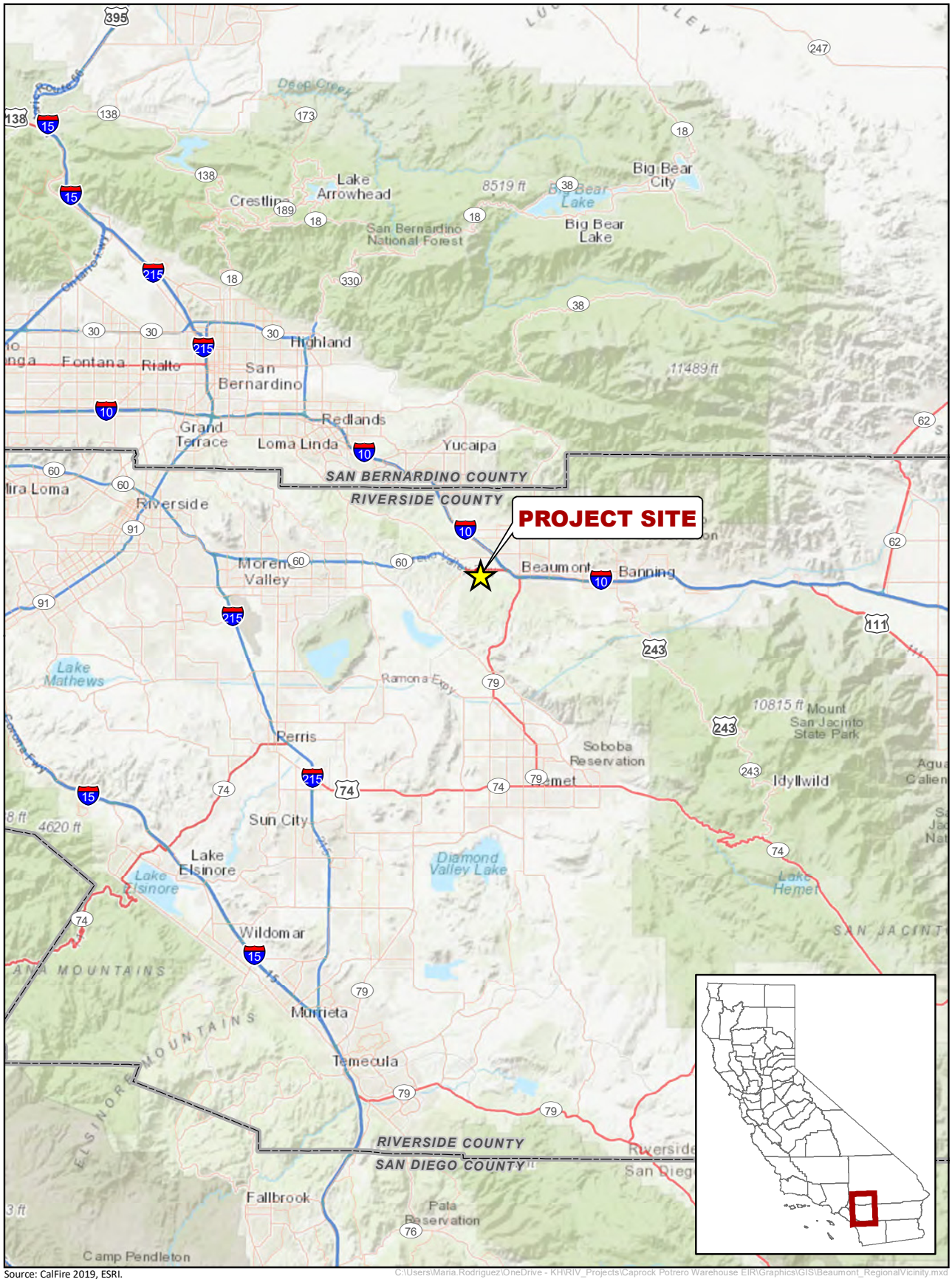

Source: CalFire 2019, ESRI.

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EXHIBIT 2-1: Regional Vicinity

Potrero Logistics Center Warehouse Project

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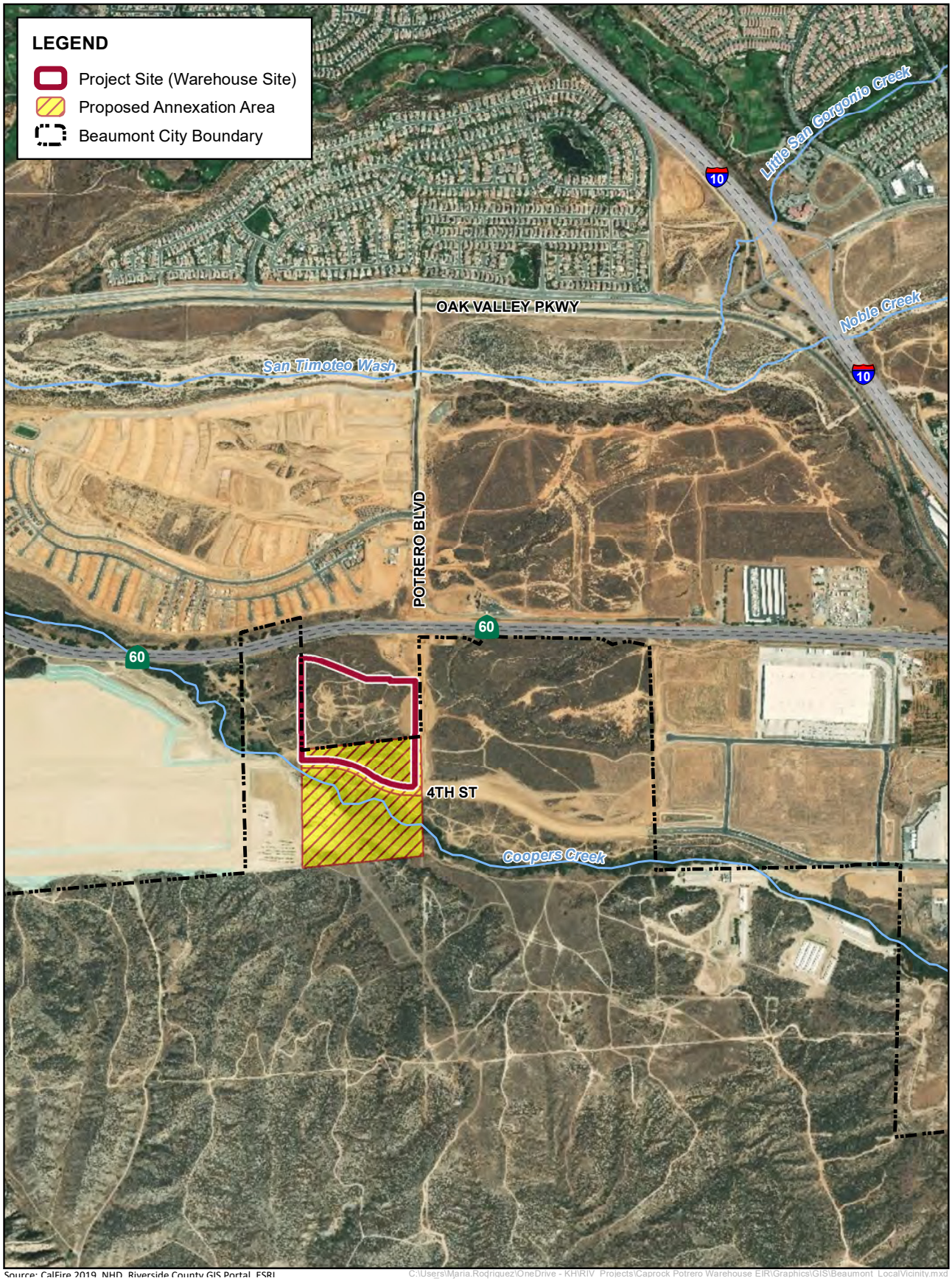

EXHIBIT 2-2: Local Vicinity
Potrero Logistics Center Warehouse Project

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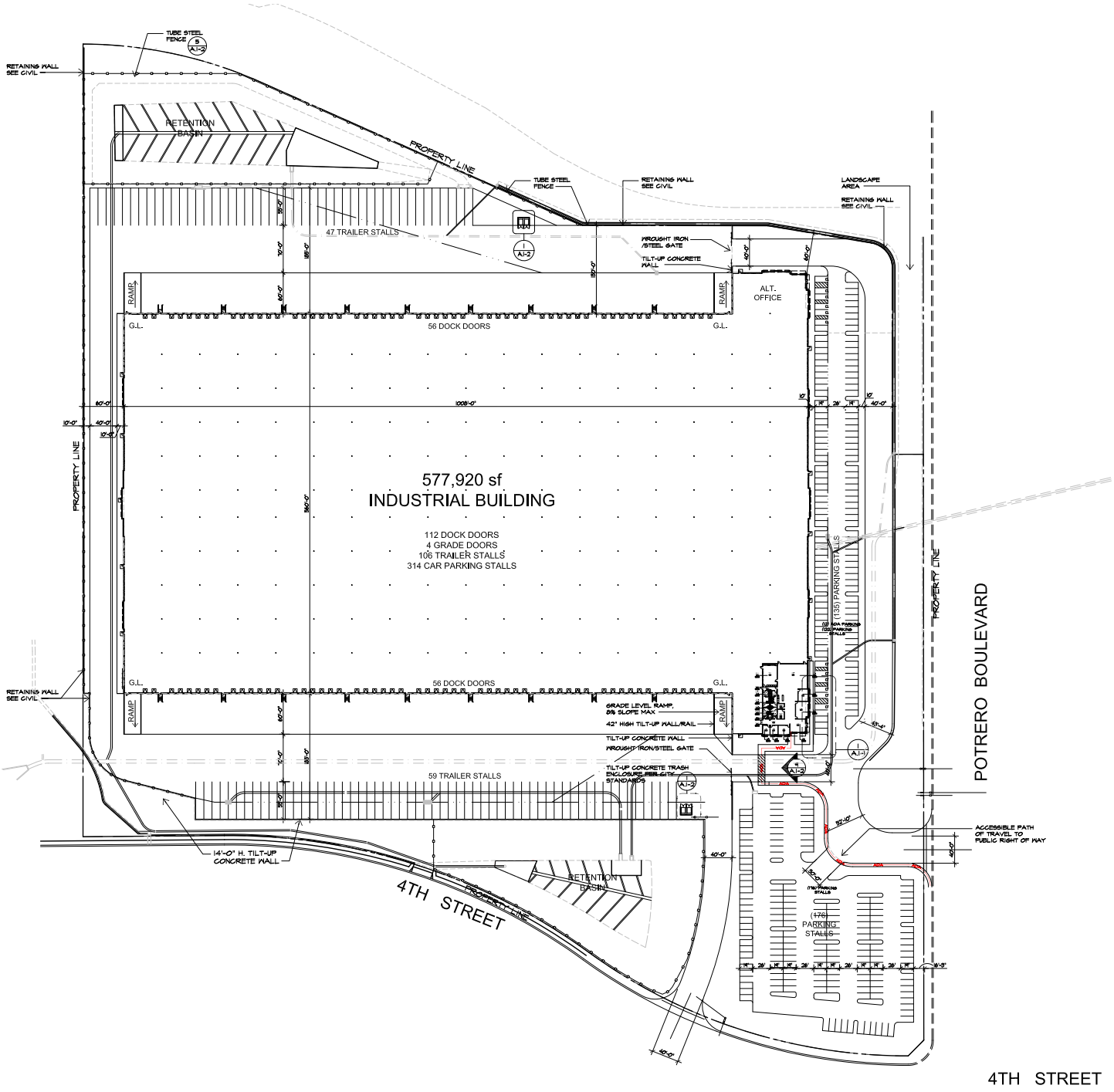

Source: douglasfranz "Progress Set Aug-27-2019"

\\rivfp01\Data\Project\RIV_PLAN\194143001 - Caprock Potrero Warehouse EIR\Graphics\GIS\mxd\NOP Exhibit 2 Site Plan.mxd

EXHIBIT 2-3: Preliminary Site Plan
Potrero Logistics Center Warehouse Project

Not to scale

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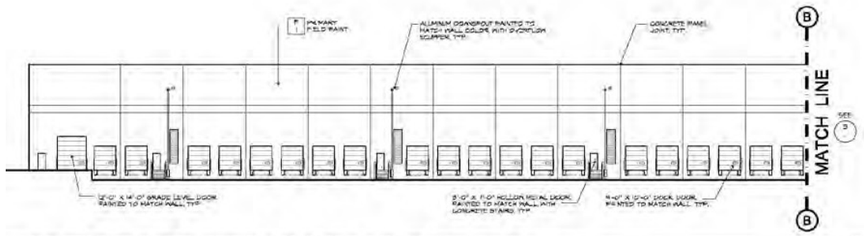
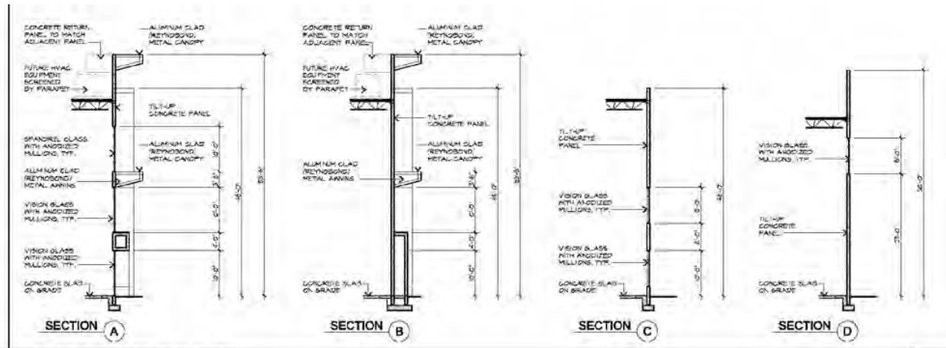


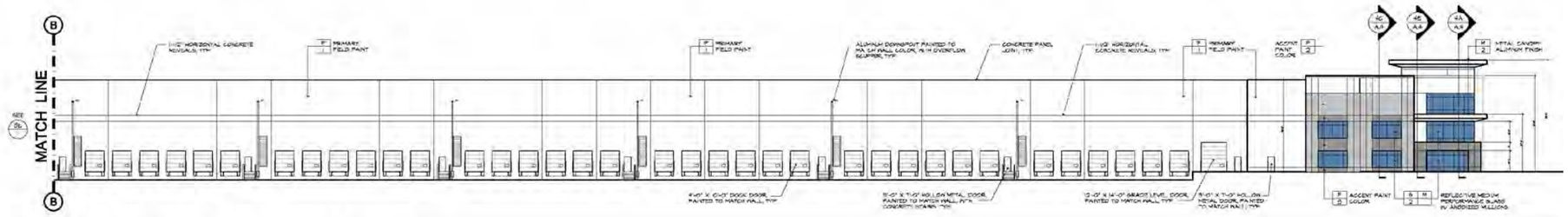
SOUTH ELEVATION (partial) - NORTH ELEVATION (mirrored)
SCALE: 1/16" = 1'-0"

3b



PARTIAL WALL SECTION
SCALE: 3/32" = 1'-0"

4



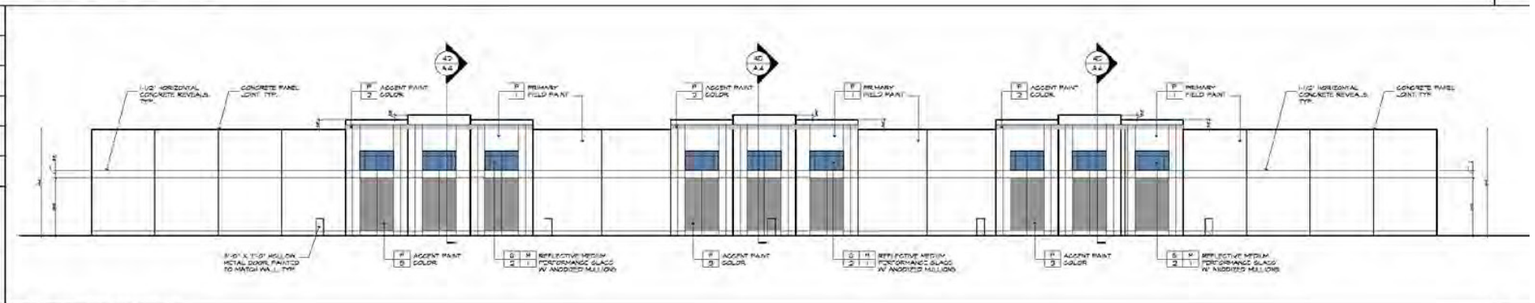
SOUTH ELEVATION (partial) - NORTH ELEVATION (mirrored)
SCALE: 1/16" = 1'-0"

3

P 1	TILT-UP CONCRETE WALL PANEL, ONE COAT PRIMER, ONE COAT FIELD COLOR: SHERWIN WILLIAMS PAINT SW 7014 EIDER WHITE
P 2	TILT-UP CONCRETE WALL PANEL, ONE COAT PRIMER, ONE COAT ACCENT COLOR: SHERWIN WILLIAMS PAINT SW 9170 "ACIER"
P 3	TILT-UP CONCRETE WALL PANEL, ONE COAT PRIMER, ONE COAT ACCENT COLOR: SHERWIN WILLIAMS PAINT SW 7018 DOVETAIL GRAY
G 1	DUAL PANE (1/4" THICK MEDIUM PERFORMANCE GLASS BY PPG INDUSTRIES, VISTACOOL-(2) FACFICA GLASS (BLUE) + CLEAR INTERIOR PANE
M 1	2" X 4-1/2" CLEAR ANODIZED ALUMINUM FRAMING BY ARCADIA, "CLEAR AC-11"
M 2	METAL CANOPY WITH REYNOBOND CLADDING. CLEAR ANODIZED ALUMINUM FINISH

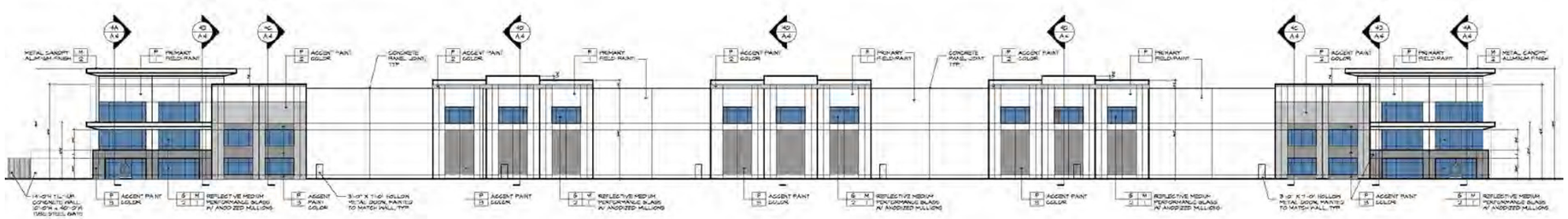
NOTE:
1. INTERIOR TILT-UP WALL SURFACES TO BE BACKED AND PATCHED SMOOTH TO RECEIVE PAINT.
2. G.C. TO PROVIDE PAINT SAMPLES ON CONCRETE WALL SURFACE FOR OWNER APPROVAL PRIOR TO FINAL PAINTING

MATERIAL & FINISH LEGEND



WEST ELEVATION
SCALE: 1" = 20'-0"

2



EAST ELEVATION
SCALE: 1" = 20'-0"

1

Source: douglasfranz "Progress Set Aug-27-2019"

EXHIBIT 2-4: Building Elevations
Potrero Logistics Center Warehouse Project

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DESIGN KEY NOTES:

1. NEW STREET TREE PER LEGEND.
2. PARKING LOT SHADE TREE PER LEGEND.
3. FLOWERING ACCENT TREE PER LEGEND.
4. ASSORTED DROUGHT TOLERANT GROUND COVER PER LEGEND.
5. FOUNDATION SHRUB ALONG BUILDING PER LEGEND.
6. VERTICAL TREE ALONG BUILDING PER LEGEND.
7. PROPERTY LINE TREE PER LEGEND.
8. ENHANCED VEHICULAR PAVING CONSISTING OF 4'X4' GRID PATTERN CONC. PAVING WITH MEDIUM SAND BLAST FINISH. 18" WIDE PERIMETER CONC. BAND WITH SAND BLAST FINISH.
9. RETENTION BASIN PER CIVIL DWGS.

PLANTING LEGEND

TREES

SYMBOL	TREE NAME	QTY.	WUCOLS
	STREET TREE ALONG POTRERO BOULEVARD QUERCUS ILEX, HOLLY OAK 24" BOX SIZE.	24	L
	STREET TREE ALONG 4TH STREET SCHINUS MOLLE, CALIFORNIA PEPPER TREE 24" BOX SIZE.	25	L
	VERTICAL TREE AGAINST BUILDING ACACIA STENOPHYLLA, SHOE-STRING ACACIA 15 GAL. SIZE.	26	L
	VERTICAL TREE AGAINST BUILDING CUPRESSUS SEMPERVIRENS, ITALIAN CYPRESS 24" BOX SIZE.	22	L
	PARKING LOT SHADE TREE ULMUS P. 'TRUE GREEN', CHINESE ELM 24" BOX SIZE.	46	L
	SECONDARY PARKING LOT SHADE TREE BRACHYCHITON POPULNEUS, BOTTLE TREE 15 GAL. SIZE.	75	L
	PROPERTY LINE SCREEN TREE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE.	88	L
	RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE.	29	L
	LARGE FLOWERING ACCENT TREE CERCIDIUM F. 'DESERT MUSEUM', PALO VERDE 36" BOX SIZE.	11	L
	SMALL FLOWERING ACCENT TREE CHILOPSIS LINEARIS, DESERT WILLOW 24" BOX SIZE.	9	L
	PLATANUS RACEMOSA, CALIFORNIA SYCAMORE 24" BOX SIZE.	31	L
	QUERCUS AGRIFOLIA, COAST LIVE OAK 24" BOX SIZE.	26	L

SHRUBS

SYMBOL	SHRUB NAME	WUCOLS
	DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	M
	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	ROSMARINUS 'TUSCAN BLUE', ROSEMARY SHRUB 5 GAL. SIZE	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	M

GROUND COVER AND SHRUB MASSES

SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
	SENECIO MANDRALISCAEA, BLUE CHALK STICKS 1 GAL. SIZE @ 24" O.C.	L
	ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 1 GAL. SIZE @ 36" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	M
	LONICERA J. 'HALLIANA', HALL'S HONEYSUCKLE 1 GAL. SIZE @ 24" O.C.	L
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	TYP. EROSION CONTROL DROUGHT TOLERANT BANK PLANTING SUCH AS BACCHARIS MIXED WITH ASSORTED GRASSES.	M
	DETENTION BASIN BOTTOM SHALL RECEIVE A HYDROSEED MIX CONSISTING OF THE FOLLOWING: • ACHILLEA MILLEFOLIUM 1.0 LBS/ ACRE • ESCHSCHOLZIA CAESPITOSA 1.0 LBS/ ACRE • JUNCUS BUFONIUS 1.0 LBS/ ACRE • LEYMUS TRITICOIDESRIO 6.0 LBS/ ACRE • DESCHAMSIA DESPITOSA 4.0 LBS/ ACRE • FESTUCA RUBRA 'MOLATE' 10.0 LBS/ ACRE • HORDEUM BRACHYANTHERUM 9.0 LBS/ ACRE • MUHLENBERGIA RIGENS 1.0 LBS/ ACRE • MUHLENBERGIA MICROSPERMA 3.0 LBS/ ACRE • HORDEUM DEPRESSUM 3.0 LBS/ ACRE	M

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY'.

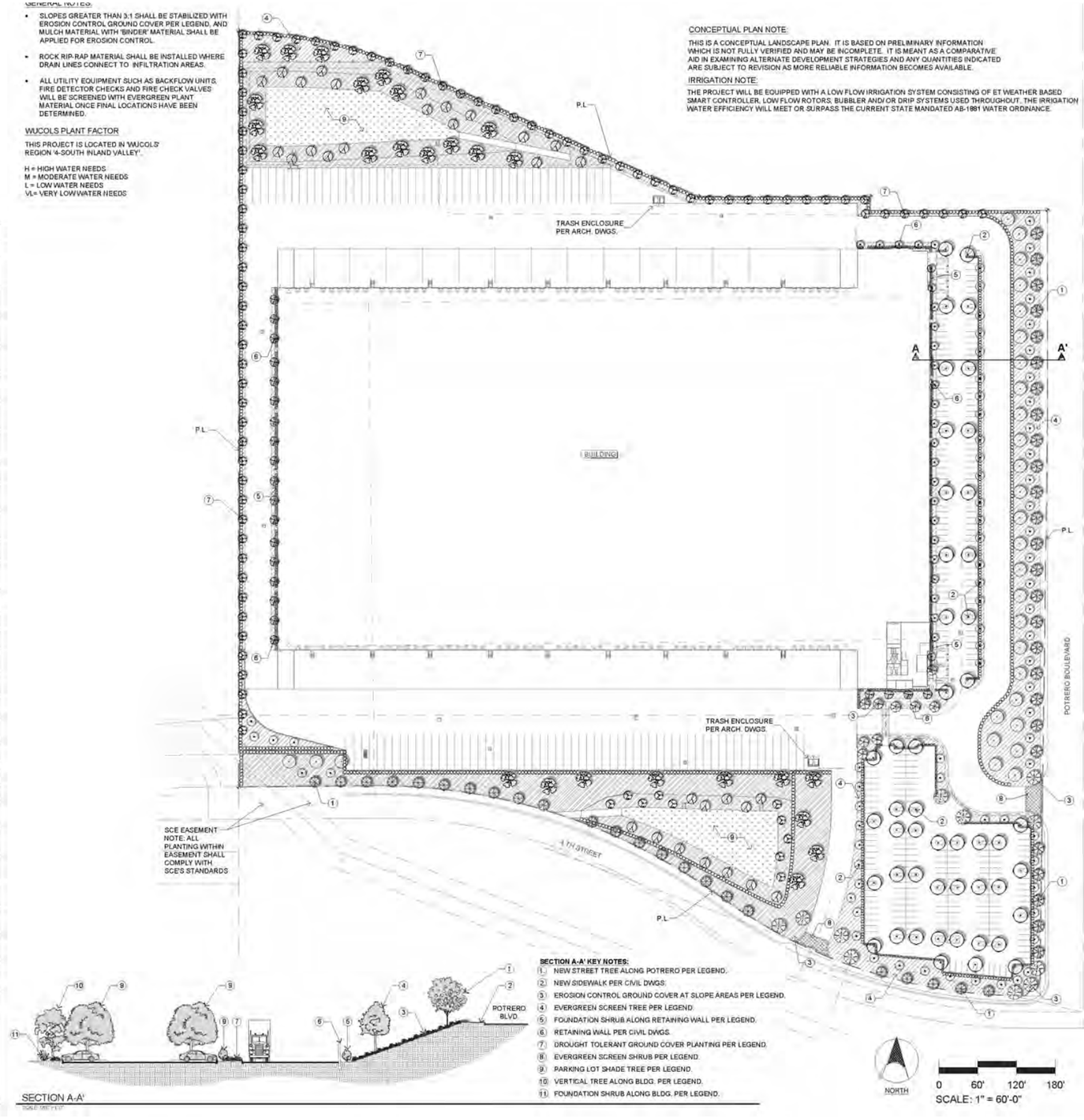
H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL= VERY LOW WATER NEEDS

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AB-1881 WATER ORDINANCE.



SECTION A-A' KEY NOTES:

1. NEW STREET TREE ALONG POTRERO PER LEGEND.
2. NEW SIDEWALK PER CIVIL DWGS.
3. EROSION CONTROL GROUND COVER AT SLOPE AREAS PER LEGEND.
4. EVERGREEN SCREEN TREE PER LEGEND.
5. FOUNDATION SHRUB ALONG RETAINING WALL PER LEGEND.
6. RETAINING WALL PER CIVIL DWGS.
7. DROUGHT TOLERANT GROUND COVER PLANTING PER LEGEND.
8. EVERGREEN SCREEN SHRUB PER LEGEND.
9. PARKING LOT SHADE TREE PER LEGEND.
10. VERTICAL TREE ALONG BLDG. PER LEGEND.
11. FOUNDATION SHRUB ALONG BLDG. PER LEGEND.

Source: douglasfranz "Progress Set Aug-27-2019"

EXHIBIT 2-5: Conceptual Landscape Plan
Potrero Logistics Center Warehouse Project

Kimley»Horn

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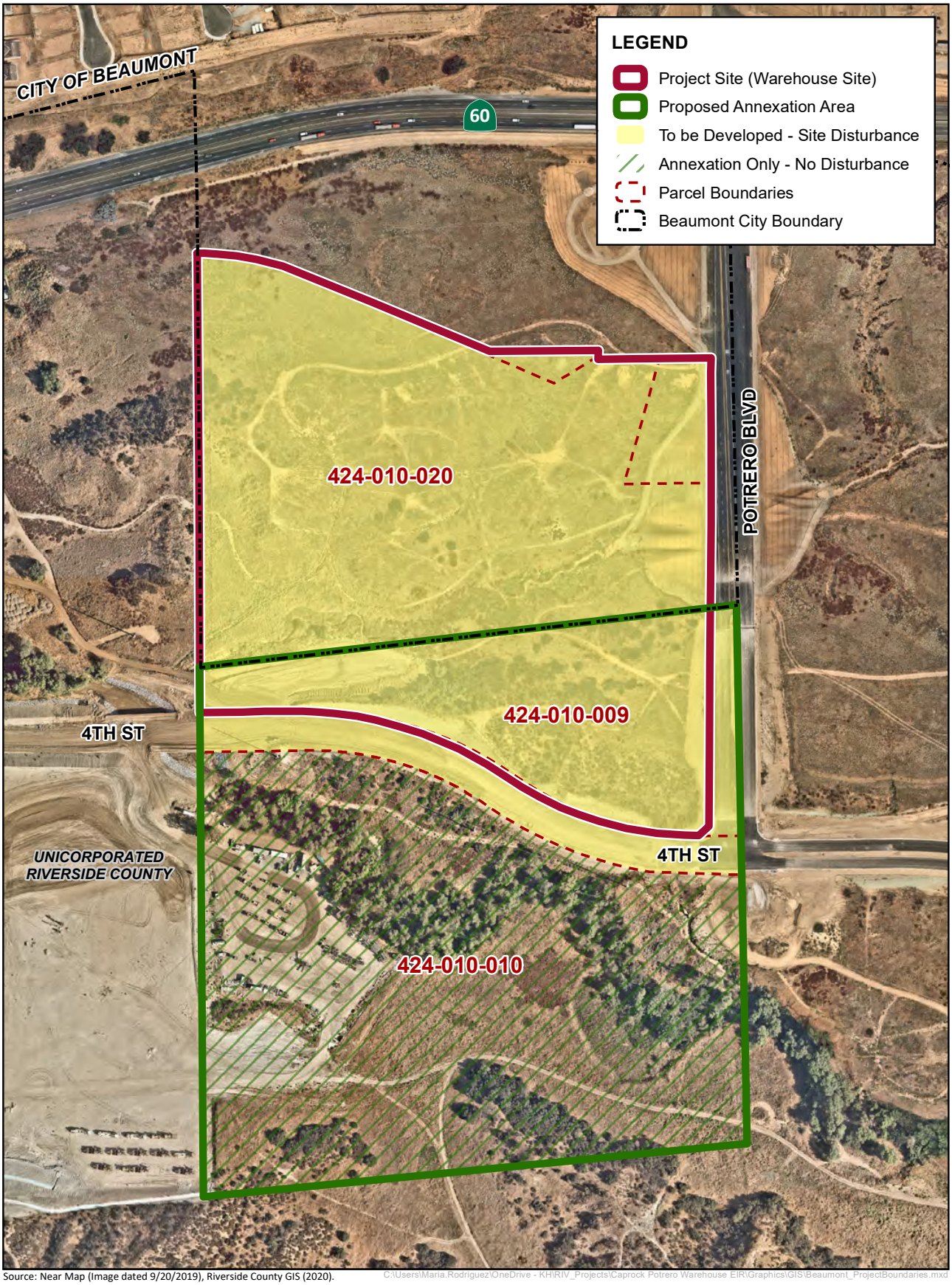

Source: Near Map (Image dated 9/20/2019), Riverside County GIS (2020).

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0 150 300

Feet

EXHIBIT 2-6: Project Boundaries

Potrero Logistics Center Warehouse Project

Kimley»Horn

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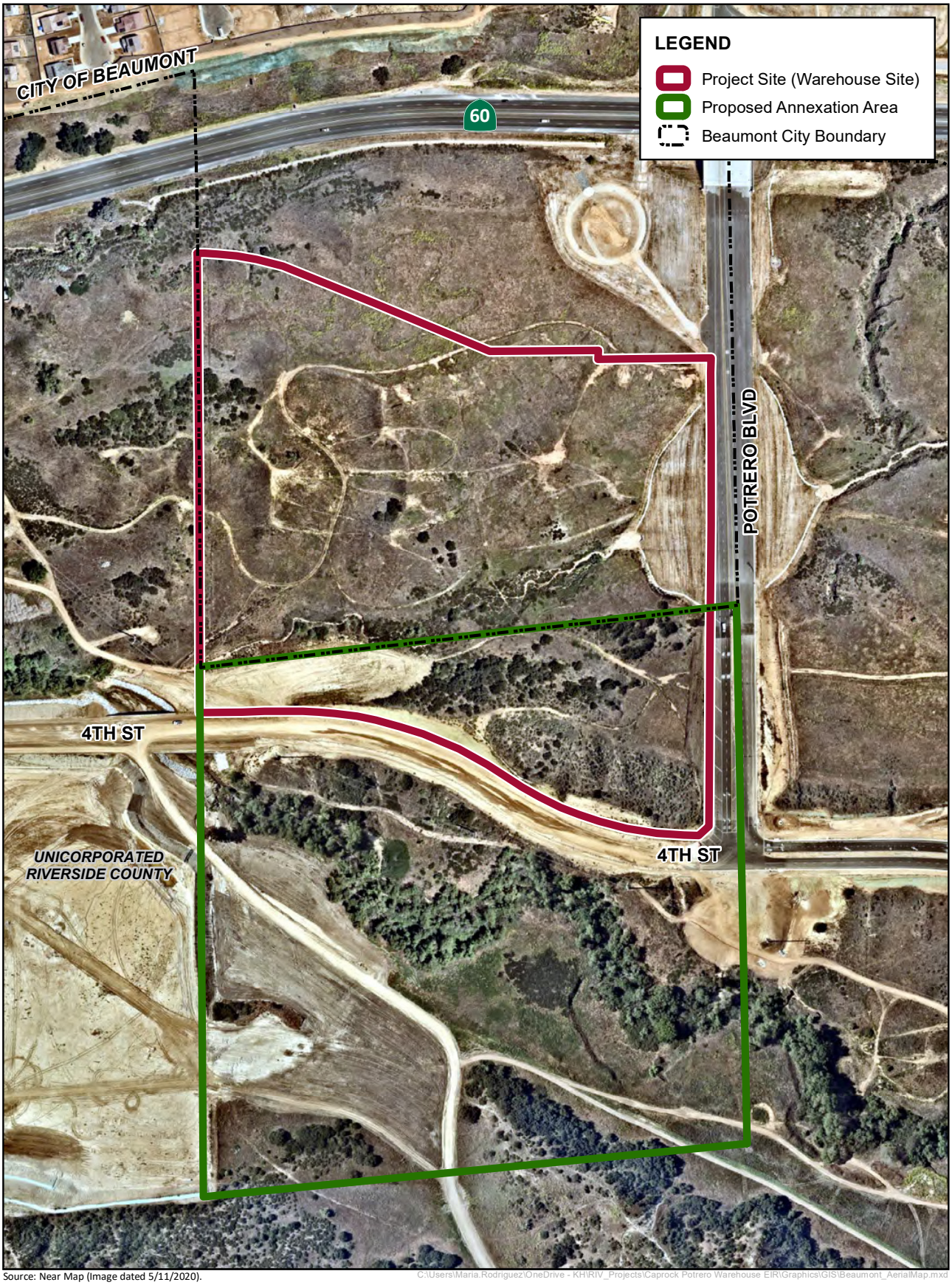

Source: Near Map (Image dated 5/11/2020).

C:\Users\Maria.Rodriguez\OneDrive - KHRIV_Projects\Caprock Potrero Warehouse EIR\Graphics\GIS\Beaumont_AerialMap.mxd

0 150 300

Feet

EXHIBIT 2-7: Aerial Map

Potrero Logistics Center Warehouse Project

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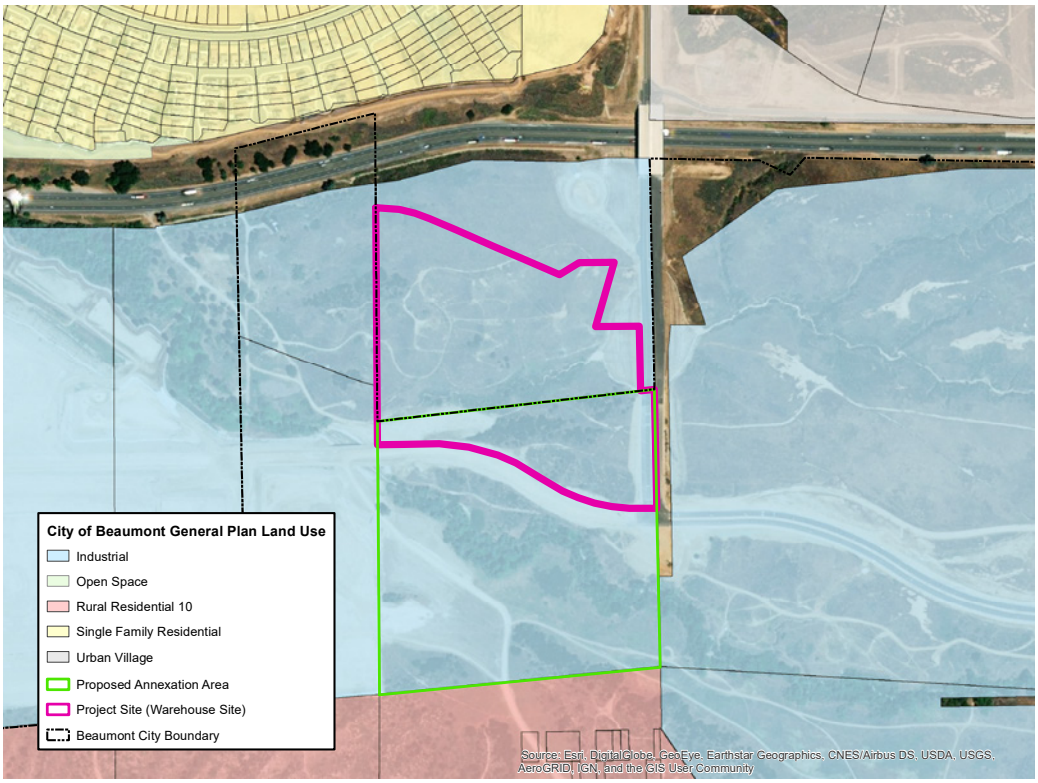
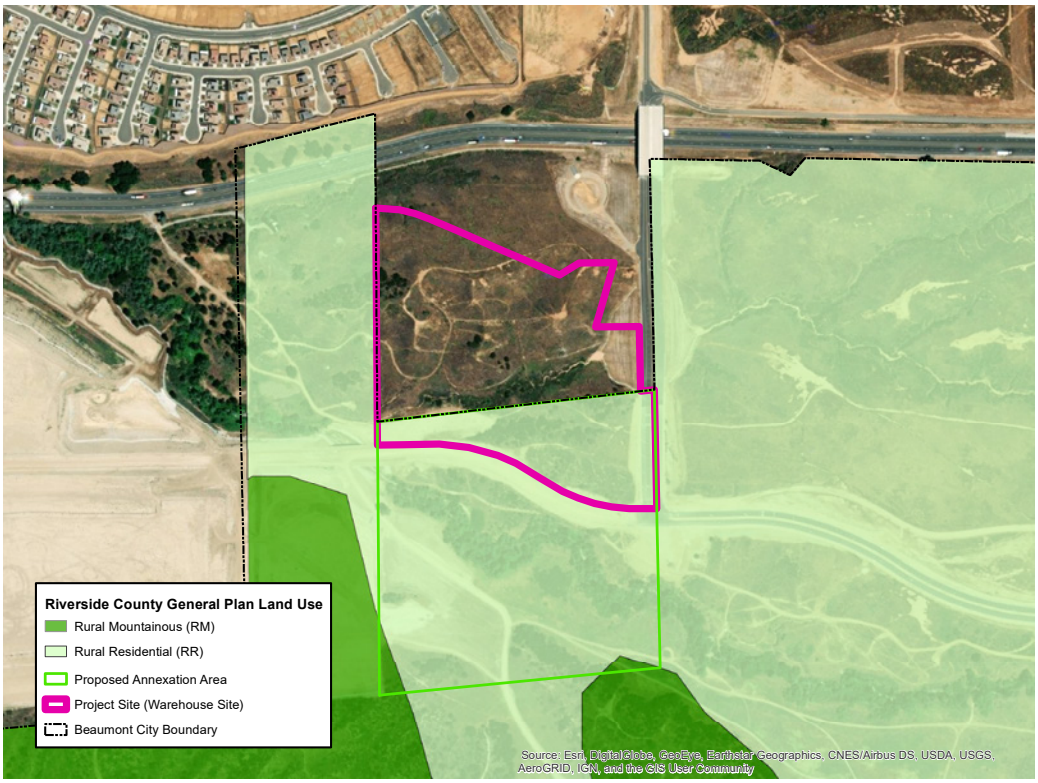
City of Beaumont – General Plan Land Use



Source: ESRI, City of Beaumont (2021)

Riverside County – General Plan Land Use



Source: ESRI, County of Riverside (2021)

EXHIBIT 2-8: Existing General Plan Land Use Designations
Potrero Logistics Center Warehouse Project

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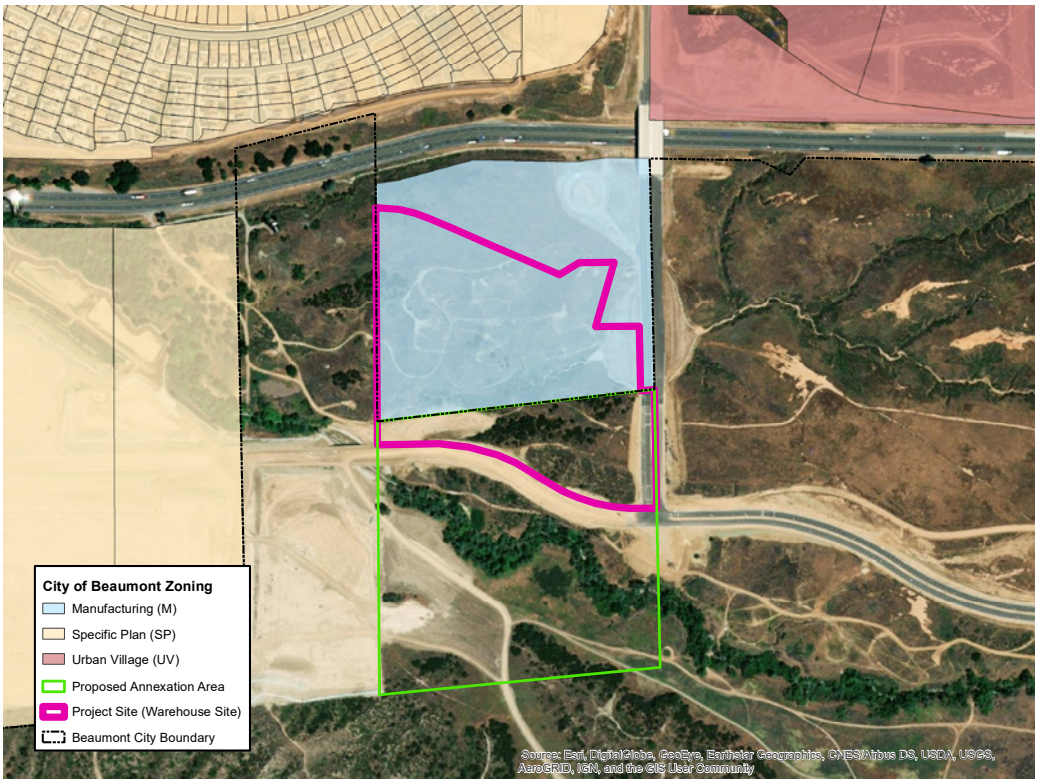
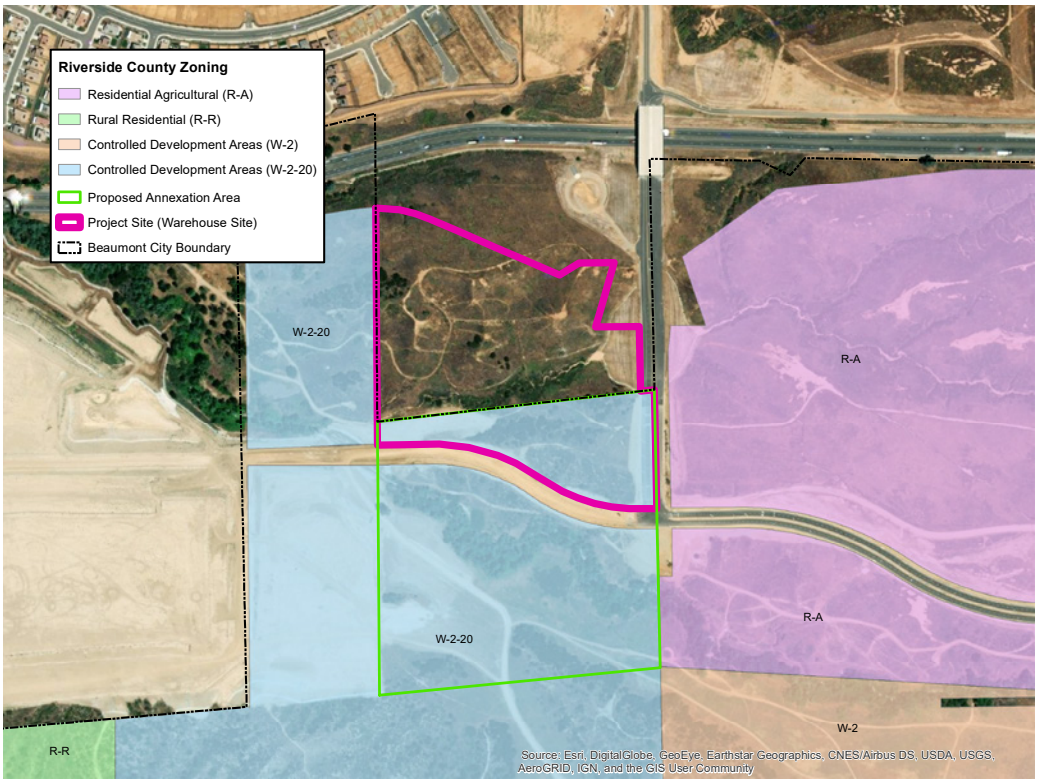
City of Beaumont – Zoning



Source: ESRI, City of Beaumont (2021)

Riverside County – Zoning



Source: ESRI, County of Riverside (2021)

EXHIBIT 2-9: Existing Zoning Designations
Potrero Logistics Center Warehouse Project

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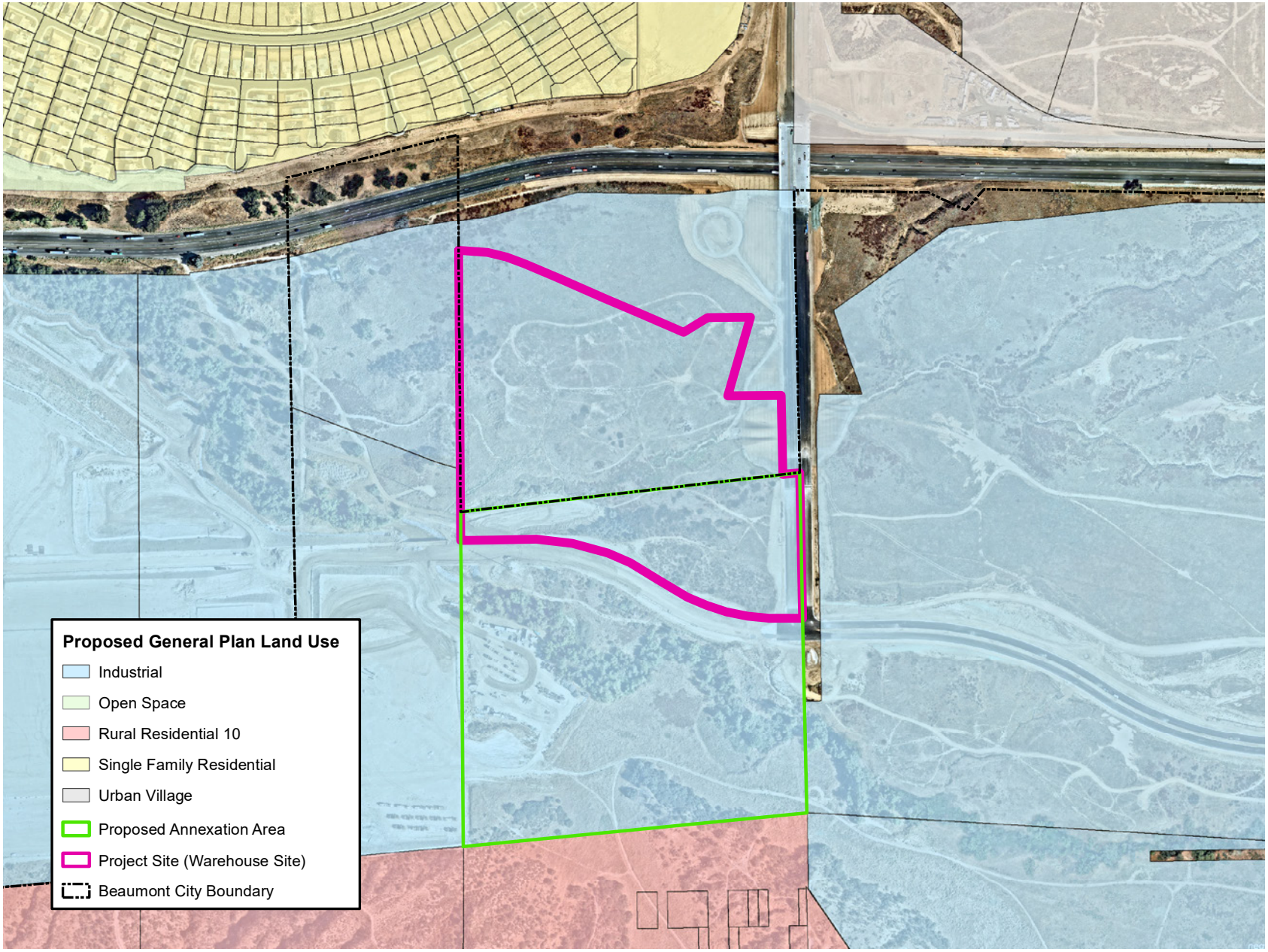

Source: ESRI, City of Beaumont (2021)

EXHIBIT 2-10: Proposed General Plan Land Use Designations
Potrero Logistics Center Warehouse Project

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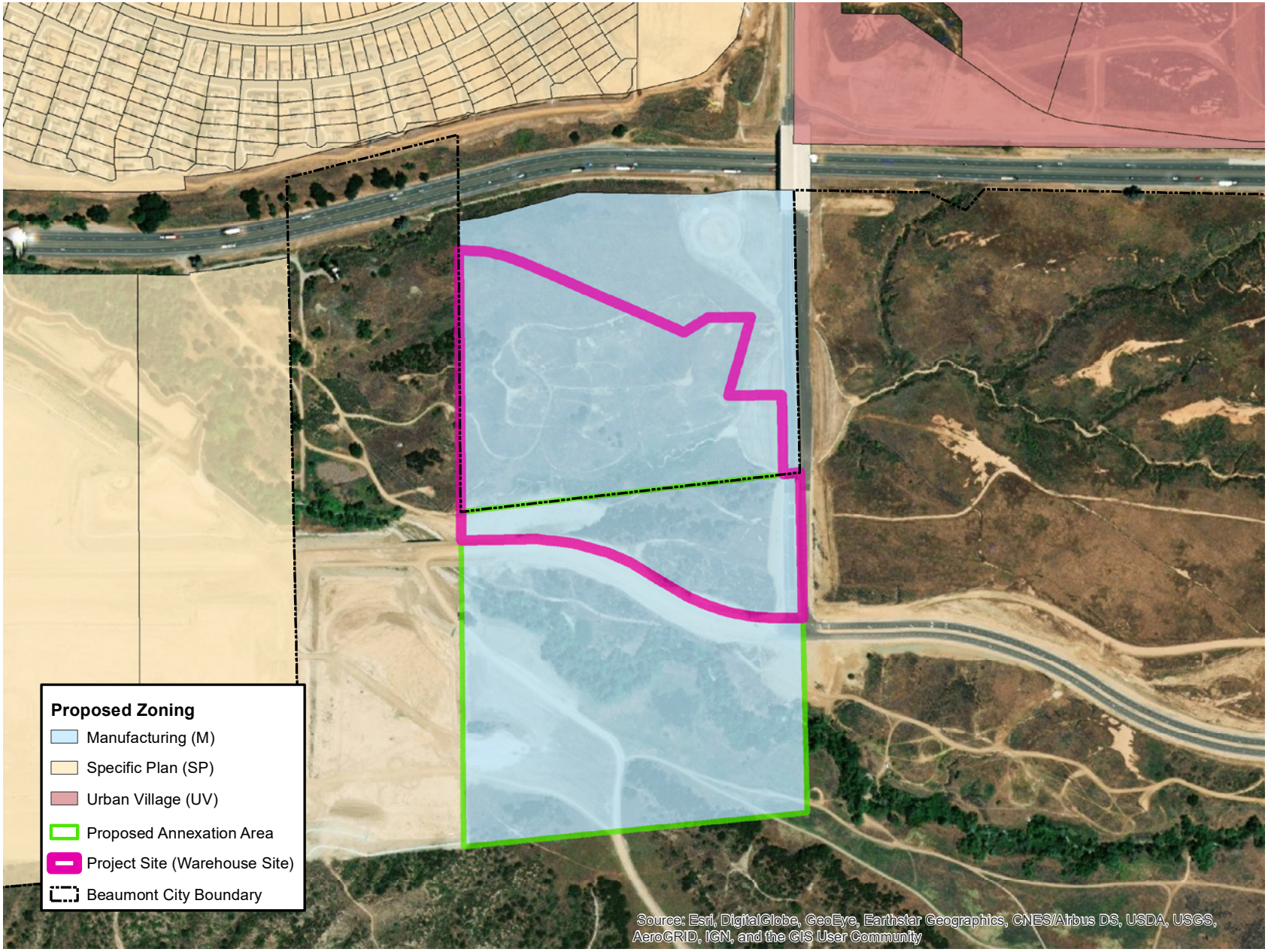

Source: ESRI, City of Beaumont (2021)

EXHIBIT 2-11: Proposed Zoning Designations
Potrero Logistics Center Warehouse Project

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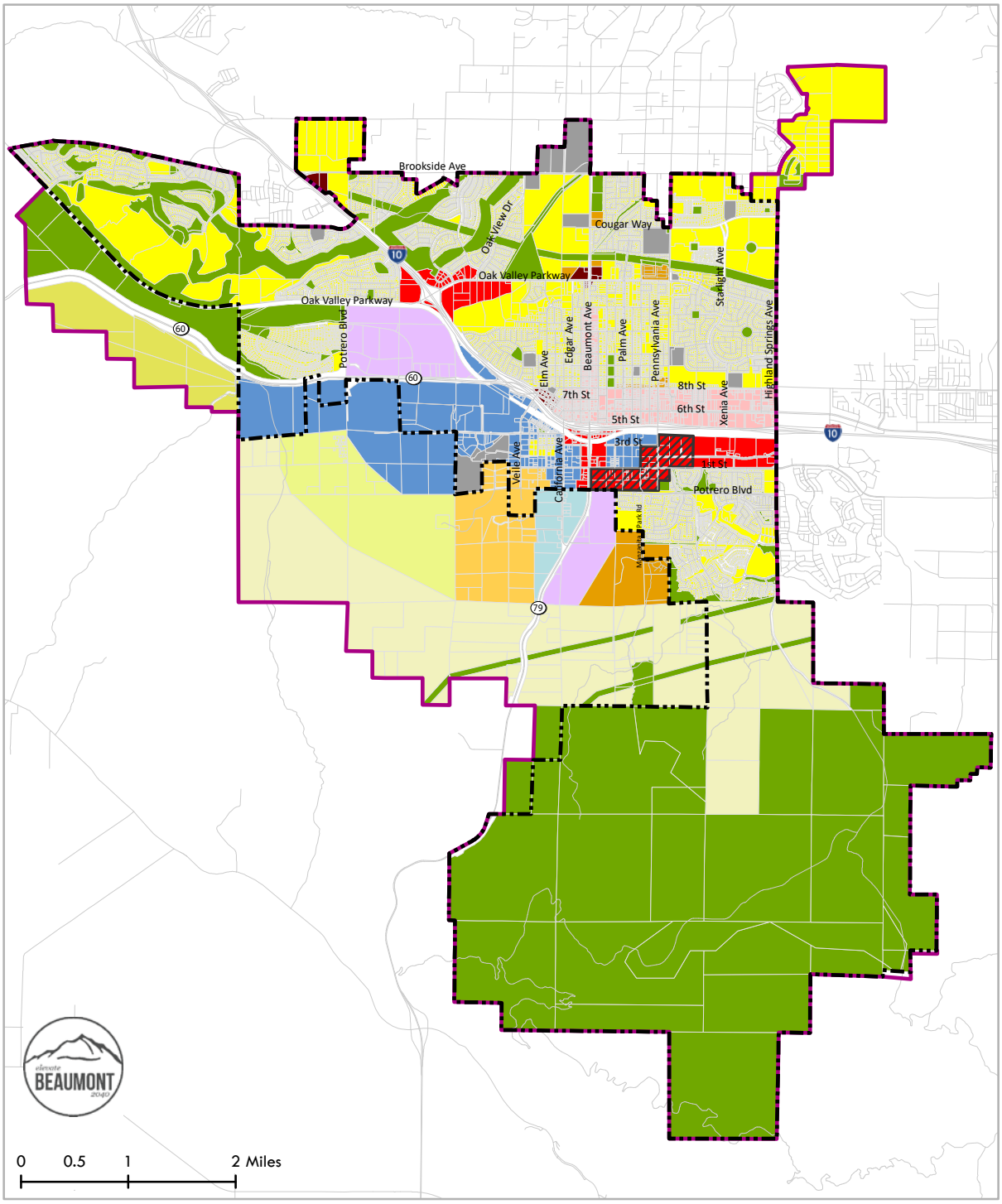

LAND USE DESIGNATIONS

- City Boundary
- Sphere of Influence
- TOD Overlay
- Open Space
- Employment District
- Industrial
- High Density Residential
- Traditional Neighborhood
- Single Family Residential
- Rural Residential 1
- Rural Residential 10
- Rural Residential 40
- Urban Village
- Downtown Mixed Use
- General Commercial
- Neighborhood Commercial
- Public Facilities

Source: ESRI, City of Beaumont (2021)

EXHIBIT 2-12: General Plan Update - Land Use Designations Map
Potrero Logistics Center Warehouse Project

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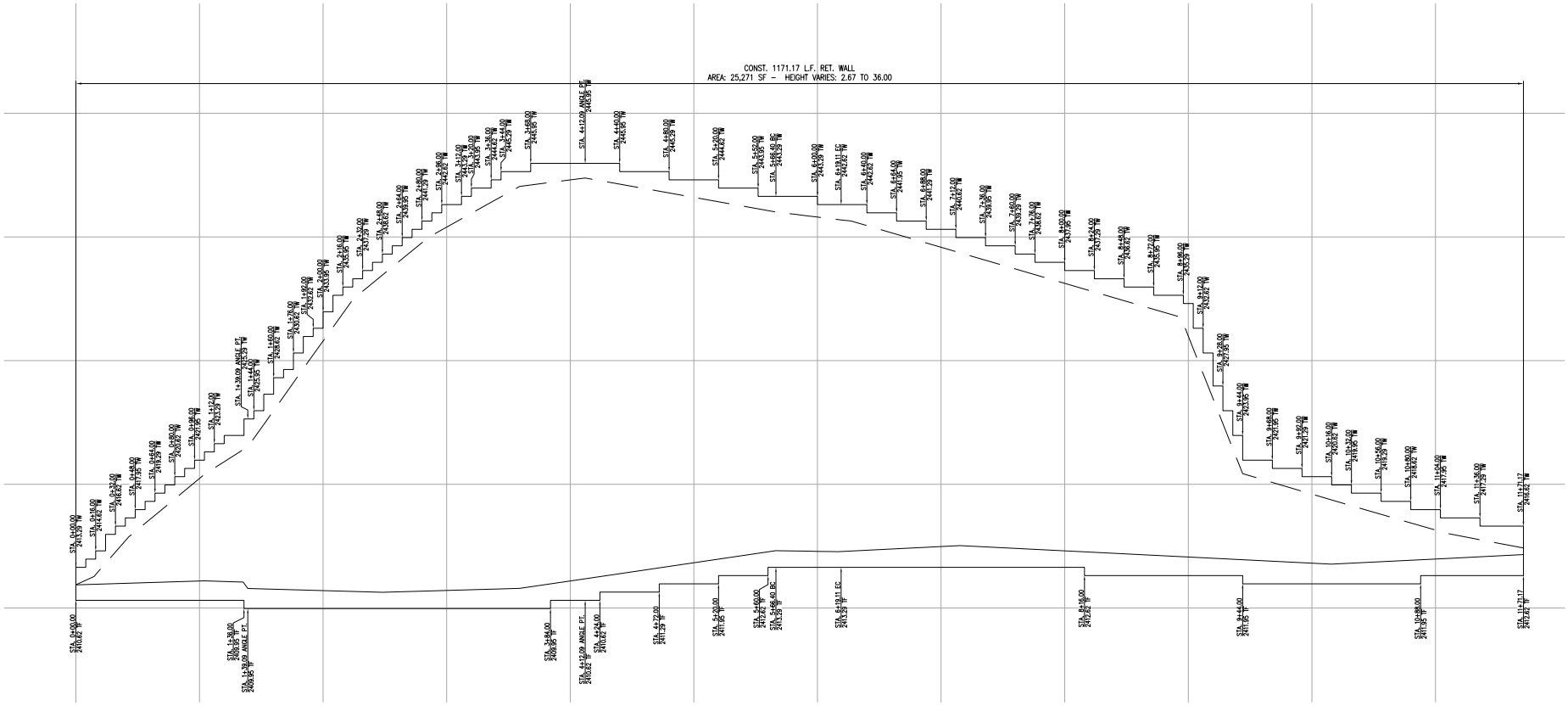

WALL C

NORTHERLY & EASTERLY PROPERTY LINE

EXHIBIT 2-13: Cross Section of Highest Retaining Wall (Northeast Portion of the Site)

Potrero Logistics Center Warehouse Project

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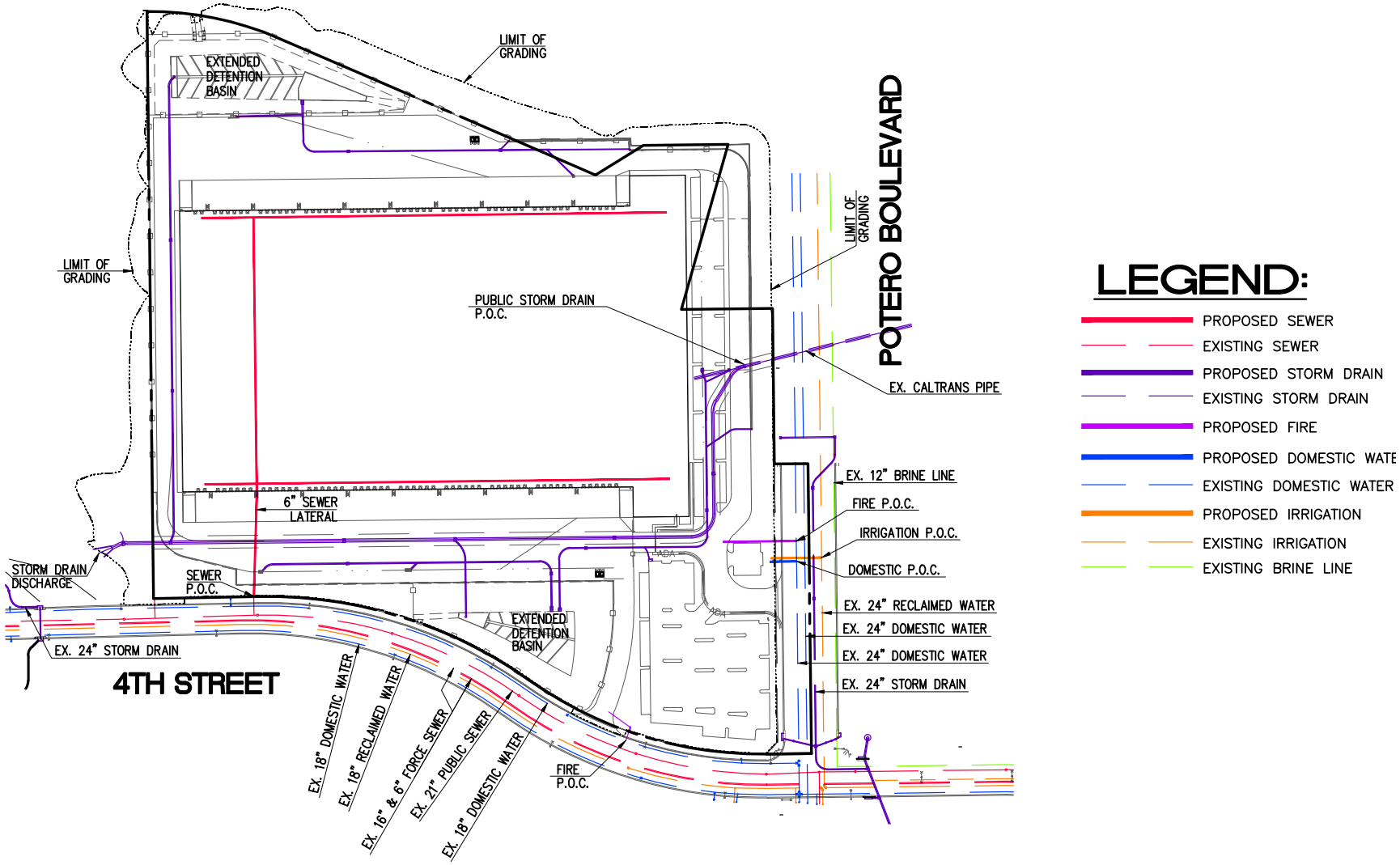

Source: Thienes Engineering, Inc., 2021

EXHIBIT 2-14: Project Utilities
Potrero Logistics Center Warehouse Project

Not to scale

Kimley»Horn

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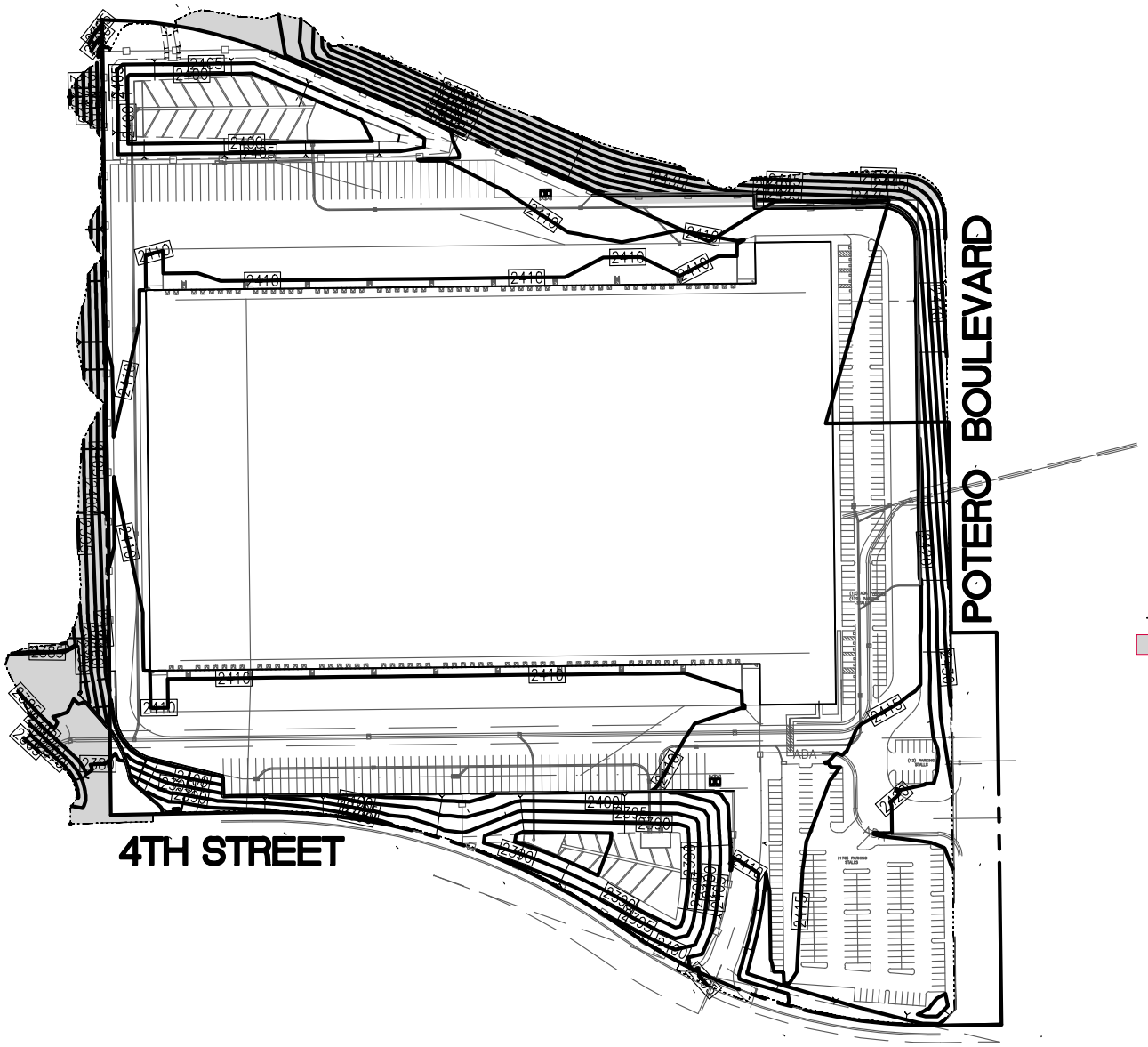

Source: Thienes Engineering, Inc., 2021

EXHIBIT 2-15: Offsite Grading Areas
Potrero Logistics Center Warehouse Project

Not to scale

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3.0 ENVIRONMENTAL IMPACT ANALYSIS

Organized by environmental resource category, ***Section 3.0, Environmental Impact Analysis***, provides an integrated discussion of the affected environment including regulatory and environmental settings and environmental impacts and mitigation measures to reduce or avoid potentially significant impacts associated with implementation of the Project. ***Section 6.0, Other CEQA Considerations***, discusses mandatory findings of significance and other required California Environmental Quality Act (CEQA) topics.

3.0.1 SECTION CONTENT AND DEFINITION OF TERMS

The environmental setting, impacts, and mitigation measures related to each environmental impact area are described in ***Sections 3.1*** through ***3.16***. ***Section 3.0*** is organized into the following environmental topic areas:

- Section 3.1, Aesthetics
- Section 3.2, Air Quality
- Section 3.3, Biological Resources
- Section 3.4, Cultural Resources
- Section 3.5, Energy
- Section 3.6, Geology and Soils
- Section 3.7, Greenhouse Gas Emissions
- Section 3.8, Hazards and Hazardous Materials
- Section 3.9, Hydrology and Water Quality
- Section 3.10, Land Use and Planning
- Section 3.11, Noise
- Section 3.12, Public Services and Recreation
- Section 3.13, Transportation
- Section 3.14, Tribal Cultural Resources
- Section 3.15, Utilities and Service Systems
- Section 3.16, Wildfire

The following environmental topics are not discussed in detail in this EIR because the Project would not impact these resources: Agriculture and Forestry Resources, Mineral Resources, and Population and Housing. See ***Section 5.0, Effects Not Found to Be Significant*** for detailed information.

Each potentially significant environmental issue area is addressed in a separate EIR Section (3.1 through 3.16) and is organized into the following Subsections:

- "Environmental Setting" provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the Project (i.e., the "affected environment").
- "Regulatory Setting" identifies the plans, policies, laws, and regulations that are relevant to each resource area and describes permits and other approvals necessary to implement the Project. As noted above, the EIR needs to address possible conflicts between the Project and the requirements of Federal, State, regional, or local agencies, including consistency with adopted land use plans, policies, or other regulations for the area. Therefore, this subsection summarizes or lists the potentially relevant policies and objectives, such as from the applicable City of Beaumont General Plan and Municipal Code.
- "Significance Criteria" provides the criteria used in this document to define the level at which an impact would be considered significant in accordance with CEQA. Significance criteria used in this EIR are based on the checklist presented in Appendix G of the State CEQA Guidelines, factual or scientific information and data, and regulatory standards of Federal, State, and local agencies.
- "Project Impacts and Mitigation Measures" are listed numerically and sequentially throughout each section, for each Project component. A bold font impact statement precedes the discussion of each impact and provides a summary of each impact and its level of significance. The discussion that follows the impact statement includes the analysis on which a conclusion is based regarding the level of impact.
- "Significant Unavoidable Impacts" identifies environmental impacts that may remain significant even with implementation of reasonable and feasible mitigation measures.
- "Cumulative Impacts" identifies potential environmental impacts of past, present and reasonably foreseeable future projects, in combination with the Project;

"Mitigation Measures" are recommended where feasible to avoid, minimize, offset, or otherwise compensate for significant and potentially significant impacts of the Project, in accordance with the State CEQA Guidelines (14 California Code of Regulation [CCR] § 15126.4). Each mitigation measure is identified by resource area, numerically, and sequentially. For example, mitigation measures in ***Section 3.1, Aesthetics***, are numbered AES-1, AES 2, AES-3 and so on. Pursuant to CEQA, the EIR provides a brief discussion of potential significant impacts of a given mitigation measure, if applicable.

The level of impact of the Project is determined by comparing estimated effects with baseline conditions, in light of the thresholds of significance identified in the EIR. Under CEQA, the existing environmental setting normally represents baseline conditions against which impacts are compared to determine significance. The environmental baseline is typically set as the date of Notice of Preparation distribution, unless more recent data is determined appropriate for utilization in the EIR. Project component-specific analyses are conducted to evaluate each potential impact on the existing environment. This assessment also specifies why impacts are found to be significant, potentially significant, or less than significant, or why there is no environmental impact.

14 CCR § 15382 and Public Resources Code (PRC) § 21068 defines a significant effect on the environment as a substantial, or potentially substantial, adverse change in any of the physical conditions within the

area affected by the Project. A potentially significant effect is one that, if it were to occur, would be considered a significant impact; however, the occurrence of the impact is uncertain. PRC § 21100(b)(3) states that mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy, shall be included in the EIR. Subsection (d) of PRC § 21100 adds that for the purposes of this section (PRC § 21100), any significant effect on the environment shall be limited to substantial, or potentially substantial, adverse changes in physical conditions which exist within the area as defined in PRC § 21060.5. Therefore, a "potentially significant" effect and "significant" effect are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation. 14 CCR § 15364 and PRC § 21061.1 states that "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors. A mitigation measure is determined to be feasible if it would avoid or substantially lessen a significant effect on a resource (PRC § 21082.3). A "less than significant" impact is one that would not result in a substantial adverse change in the physical environment (applicable significance thresholds would not be exceeded in consideration of Project Design Features and existing laws, ordinances, standards or regulations).

Both direct and indirect effects of the Project are evaluated for each environmental resource area (14 CCR § 15126.2 and PRC § 21065.3). Direct effects are those that are caused by the action and occur at the same time and place. Indirect effects are reasonably foreseeable consequences that may occur at a later time or at a distance that is removed from the Project area, such as growth-inducing effects and other effects related to changes in land use patterns, population density, or growth rate, and related effects on the physical environment.

Cumulative impacts are discussed below and throughout ***Section 3.0***, at the end of each individual resource section.

There are no mitigation measures proposed when there is "no impact" or the impact is determined to be "less than significant" prior to mitigation (14 CCR § 15126.4(a)(3)). Where sufficient feasible mitigation is not available to reduce impacts to a less than significant level, the impacts are identified as remaining "significant and unavoidable."

3.0.2 CUMULATIVE IMPACTS ANALYSIS

CEQA REQUIREMENTS

Under the CEQA Guidelines, "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 causing related impacts" (14 CCR § 15130(a)(1)). According to CEQA, an EIR must discuss cumulative impacts if the incremental effect of a project, combined with the effects of other projects is "cumulatively considerable" (14 CCR § 15130(a)). Together, these projects compose the cumulative scenario which forms the basis of the cumulative impact analysis.

Cumulative impacts analysis should highlight past actions that are closely related either in time or location to the Project being considered, catalogue past projects, and discuss how they have harmed the

environment and discuss past actions even if they were undertaken by another agency or another person. Both the severity of impacts and the likelihood of their occurrence are to be reflected in the discussion, "but the discussion need not provide as great detail as is provided for the effects attributable to the Project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact" (14 CCR § 15130(b)).

For purposes of this EIR, the Project would cause a cumulatively considerable and therefore significant cumulative impact if:

- The cumulative effects of other past, current, and probable future projects without the Project are not significant and the Project's incremental impact is substantial enough, when added to the cumulative effects, to result in a significant impact.
- The cumulative effects of other past, current, and probable future projects without the Project are already significant and the Project would result in a cumulatively considerable contribution to the already significant effect. The standards used herein to determine whether the contribution is cumulatively considerable include the existing baseline environmental conditions, and whether the Project would cause a substantial increase in impacts, or otherwise exceed an established threshold of significance.

The approach and geographic scope of the cumulative impact evaluation vary depending on the environmental topic area being analyzed. The individual "Cumulative Impacts" subsections within each environmental topic present impacts and mitigation measures for the Project. Each section of the DEIR begins with a summary of the approach and the geographic area relevant to that environmental topic area. For most environmental topic areas, the list approach is used. The list of potentially relevant projects as well as methodology and relevant planning documents are discussed in each impact section's discussion of "Cumulative Impacts."

The cumulative analysis must be in sufficient detail to be useful to the decision-maker in deciding whether, or how, to alter the Project to lessen cumulative impacts. ***Table 3-1: Cumulative Projects*** provides a list of projects that were used in assessing the potential for cumulative impacts from the Project. Most of the projects included in the cumulative analysis are undergoing, or will be required to undergo, their own independent environmental review under CEQA. Significant adverse impacts of the cumulative projects would be required to be reduced, avoided, or minimized through the application and implementation of mitigation measures. The net effect of these mitigation measures is assumed to be a general lessening of contribution to cumulative impacts. This discussion, found at the end of each impact section, provides an analysis of overall cumulative effects of the Project taken together with other past, present, and reasonably foreseeable probable future projects.

GEOGRAPHIC SCOPE

In respect to this EIR analysis, cumulative effects can generally be geographically classified as localized, site-specific resource issues, regional, watershed level resource issues and global resource issues. At the localized, site-specific resource scale, the Project's cumulative impacts have been analyzed for all 16 resource topics.

Each of the cumulative impact categories (EIR ***Section 3.0***) is analyzed and regulated by different agencies and associated regulatory or policy documents, in order to best protect the resource in question. The analysis of cumulative effects considers a number of variables, including geographic (spatial) limits, time (temporal) limits, and the characteristics of the resource being evaluated. The geographic scope of each analysis is based on the topography surrounding the Project site and the natural boundaries of the resource affected, rather than jurisdictional boundaries. The geographic scope of cumulative effects will often extend beyond the scope of the direct effects, but not beyond the scope of the direct and indirect effects of the Project. The EIR addresses the Project's potentially significant impacts, recommends Project-specific mitigation measures, and then also identifies existing or recommended measures to address potential cumulative impacts.

CUMULATIVE ANALYSIS APPROACH

There are two commonly used approaches, or methodologies, for establishing the cumulative impact setting or scenario. One approach is to use a "list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those projects outside the control of the agency, …" (14 CCR § 15130(b)(1)(A) and PCR § 21083(b)(2)). The other is to use a "summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect" (14 CCR § 15130(b)(1)(B) and PCR § 21100(e)).

This EIR uses the list-based approach plus the "previously certified EIR" approach ("hybrid approach") to provide a broad understanding and context for analyzing the cumulative effects of a project.

From a broad perspective, the Project is situated adjacent to State Route 60 (SR-60) at Potrero Boulevard, in a rapidly developing portion of northwest City of Beaumont. The Project represents a "high-cube" logistics warehouse building of approximately 577,920-square feet on approximately 32 acres. The warehouse would include two office spaces that would total approximately 20,000-square feet and would be located on the southeast and northeast corners of the proposed warehouse. The Project would include other associated facilities and improvements such as a perimeter fencing, parking, onsite and perimeter landscaping, lighting, and exterior sidewalks.

Specific cumulative projects were developed in consultation with City staff and incorporated into the Project Traffic Impact Analysis (TIA) (refer to ***Section 3.13, Transportation***, and ***Appendix K***). TIA page 20 specifically shows the cumulative projects used in the traffic study, which were then factored into the cumulative analysis for related quantitative environmental issues such as air quality and noise. The cumulative projects are listed below:

1. Beaumont General Plan Update (Beaumont 2040 Plan)
2. SR-60/ Potrero Boulevard Interchange Project
3. Southern California Association of Governments 2020 RTP/SCS EIR

Taken together, the projects identified above and included in the TIA cumulative analysis, together with previously certified local and regional planning program EIRs, provide context as to the nature of potential cumulative projects. The intent of the cumulative impact discussions is to provide sufficient information to inform decision-makers and the public, rather than "tiering" off of prior CEQA documents for cumulative impacts.

TYPES OF PROJECTS CONSIDERED

Impacts associated with implementation of the Project would be near- and long-term as the Project would include future construction and operational activities associated with the Project buildout. The following project summaries represent past, present and probable future projects that could result in cumulative impacts when combined with the Project. Related projects and other possible development in the Project area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur are outlined in ***Table 3-1: Cumulative Projects***.

Table 3-1: Cumulative Projects

Project Name	Project Summary
Cumulative Local Projects	
Beaumont General Plan Update (Beaumont 2040 Plan)	The City of Beaumont prepared a Draft Environmental Impact Report (EIR) for the City of Beaumont General Plan Update (Beaumont 2040 Plan, proposed Project) in accordance with the requirements of the California Environmental Quality Act (CEQA). The Notice of Preparation (NOP) was circulated in March 2018 and a Scoping Meeting was held on March 13, 2018. The Beaumont 2040 Plan (the proposed Project) is a comprehensive update of the City's General Plan, and provides a vision for the future of Beaumont over the next 20 to 30 years. The General Plan functions as a guide to the type of community that Beaumont citizens desire, and provides the means by which that desired future can be achieved. The General Plan addresses a range of immediate, mid-, and long-term issues with which the community is concerned. The General Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes resource limitations and the fragility of the community's natural environment. In preparing the Beaumont 2040 Plan and planning for the future of the City, it will be important for the City to closely coordinate with neighboring jurisdictions and regional agencies in order to plan for sustainable community growth. Land uses within the City's Planning Area may include a combination of undeveloped, developing and developed properties.
SR-60/ Potrero Boulevard Interchange Project	The SR-60/Potrero Boulevard Interchange Project is on SR-60 in the City of Beaumont (between Jack Rabbit Trail and the Interstate 10/SR-60 Junction) and includes a new 6-lane Potrero Boulevard overcrossing (3-lanes in each direction) with a temporary connection to Western Knolls Avenue. The City will also construct interim project Phase 1A which includes a deceleration lane and acceleration lane along westbound SR-60 at the Western Knolls Avenue access point (west). Phase 2 of the interchange includes the design and construction of a six ramp, partial cloverleaf interchange. The six ramp interchange would consist of four on-ramps and two off-ramps.
Cumulative Regional Projects	
Southern California Association of Governments 2020 RTP/SCS EIR	The 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) contains regional transportation investments and integrated land use strategies. The 2020 RTP/SCS includes a vision, goals, guiding policies and performance measures developed through extensive outreach to the general public and stakeholders across the region. The 2020 RTP/SCS is intended to build upon the progress made since the 2016 RTP/SCS while recognizing the current conditions of land use and transportation throughout the region as well as developments and technologies since the adoption of the 2016 RTP/SCS.

3.1 AESTHETICS

This section describes the visual resources and aesthetic qualities present on and near the Project area, while also assessing the potential impact the Project could have on those resources. The pre-development conditions of the landscape within and surrounding the Project area would inform the degree of impact that the Project could potentially have on that existing landscape. Available reference materials such as the *County of Riverside's General Plan (RCGP)*, *City of Beaumont General Plan Update (GP)*, and *City of Beaumont Municipal Code (MC)*, would provide context regarding the area's visual character and the importance of its visual resources. Impacts are assessed on their effects on scenic vistas, scenic resources (e.g., trees, rock outcroppings, or historic buildings) within scenic highways, or the degradation of the visual quality of the area. The analysis also considers the potential effects of light and glare generation from the Project.

VISUAL RESOURCE TERMINOLOGY AND CONCEPTS

When viewing the same landscape, people may have different responses to that landscape and any proposed visual changes, based upon their values, familiarity, concern, or expectations for that landscape and its scenic quality. Due to each person's unique attachment to and value for a landscape, visual changes to that landscape inherently affect viewers differently. However, generalizations can be made about viewer sensitivity to scenic quality and visual changes. Recreational users (e.g., hikers, equestrians, tourists, and people driving for pleasure) are expected to have high concern for scenery and landscape character. People commuting daily through the same landscape generally have a moderate concern for scenery, while people working at industrial sites generally have a lower concern for scenic quality or changes to existing landscape character.

The visual sensitivity of a landscape is affected by the viewing distances at which it is seen, such as close-up or far away. The visual sensitivity of a landscape is also affected by the travel speed at which a person is viewing the landscape (high speeds on a highway, low speeds on a hiking trail, or stationary at a residence). The same project feature can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to a viewed object in the landscape, greater detail is visible, and there is greater potential influence of the object on visual quality because of its form or scale (relative size of the object in relation to the viewer). When the same object is viewed at background distances, details may be imperceptible but overall forms of terrain and vegetation are evident, and the horizon and skyline are dominant. In the middle ground, some detail is evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetation patterns (e.g., the background).

The following terms and concepts are used in the discussion below to describe and assess the aesthetic setting and Project impacts.

Scenic Vista. An area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, state, or local agency.

Scenic Highway. Any stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency.

Sensitive Receptors. Viewer responses to visual settings are inferred from a variety of factors, including distance and viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are considered to have low sensitivity.

Viewshed. A project's viewshed is defined as the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations. "Project viewshed" is used to describe the area surrounding a project site where a person standing on the ground or driving a vehicle can view a project site.

Visual character. Typically consists of the landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures among other characteristics.

3.1.1 ENVIRONMENTAL SETTING

The Project Site's topography is composed of generally flat areas dominated by grasslands in the northeast as well as rolling hills supporting patch scrub throughout the north and south, and open space areas to the west.[1] According to available historical sources, the Project Site has been undeveloped since as early as 1901; developed with rural residential or farming-related structures from the 1930s to about the late 1960s; and undeveloped to the present.[2] Additionally, the overall Project Site including the Warehouse Site is currently vacant and has been subject to regular unauthorized human disturbances, evidenced by signs of tire tracks and ramps left behind from off-road vehicle (ORV) use. The heavily disturbed nature of the site caused by the unauthorized ORV activity, contributes to the diminished aesthetic value of the Project Site and the surrounding area.

The Project Site is situated in an area of the City of Beaumont (City) being developed with and planned for similar uses, such as industrial and manufacturing developments. The Heartland Specific Plan, which provides for industrial and commercial uses, is located just north of State Route 60 (SR-60), and manufacturing/warehousing/industrial uses are located to the east. The site is surrounded by vacant land to the south and west. The Project Site is currently split between City and County jurisdiction. The Project would include annexation of the County land to the City, and adoption of a land use change and prezone for the County parcels. A General Plan Amendment and prezone would be processed to designate the

[1] Ecological Sciences, Inc. 2018. *General Habitat Assessment*.
[2] Partner Engineering and Sciences, Inc. 2018. *Phase I Environmental Site Assessment Report*.

County parcels Industrial (I) and Manufacturing (M), respectively. A portion of the Project Site, the southernmost 28.41-acre parcel that is also being annexed into the City, would also have a Residential Overlay Zone imposed in addition to the manufacturing zoning designation.

The Project Site is located in the northwest portion of the City, within the County of Riverside (County) south of SR-60 and approximately one mile west of Interstate 10 (I-10). The City is bordered to the east by the City of Banning; to the south by unincorporated County land; to the west by unincorporated County land and the City of Calimesa approximately two miles west; and to the north by the unincorporated community of Cherry Valley. Immediately north of the Warehouse Site are new freeway on and off ramps to SR-60 that are currently under construction. North of SR-60 is a Specific Plan development area. The future alignment of Potrero Boulevard and vacant land lies to the east of the Project Site. The unpaved alignment of 4th Street forms the southern boundary of the Warehouse Site, and vacant land that is part of the Project Site and which would be annexed into the City as part of the Project, but for which no development is proposed is south of the 4th Street alignment. Vacant land is to the west of the Project Site.

SCENIC VISTAS

Scenic resources are an important quality of life component for residents of Riverside County. In general, scenic resources include areas that are visible to the general public and considered visually attractive. Scenic resources include natural landmarks and prominent or unusual features of the landscape. Generally, scenic backdrops in the County include hillsides and ridges that rise above urban or rural areas or highways.[3]

Under the California Environmental Quality Act (CEQA), a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the public. Neither the County nor the GP officially designate any scenic vistas near the Project Site or in the City, but the updated GP does have policies focused on protecting and enhancing scenic vistas and views. Although no area within the City is officially designated as a scenic vista, the City is situated at a half-mile elevation in the County's The Pass Area Plan, south of southern California's highest peak, San Gorgonio Mountain, and north of San Jacinto Peak which provide the most prominent views from the City. The most prominent scenic vistas are provided by the San Bernardino Mountains located approximately 20 miles north of the Project Site and the San Jacinto Mountains located approximately 12 miles southeast of the Project Site.

SCENIC HIGHWAYS

Scenic highways and routes are a unique component of the circulation system as they traverse areas of unusual scenic or aesthetic value. No state scenic highway traverses the Project Site, nor is a scenic highway located in the immediate vicinity. The nearest designated Scenic Highway is SR-243, located approximately nine miles east of the Project Site.[4]

[3] County of Riverside. 2015. *General Plan – Multipurpose Open Space Element*. https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833 (accessed November 2021).

[4] Caltrans. 2018. *California State Scenic Highway System Map*. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed November 2021).

LIGHT AND GLARE

Generally, there are two types of light intrusion, light and glare. Light which emanates from the interior of structures and passes through windows and light that projects from exterior sources, such as exterior building parking, street lighting, security lighting, and landscape lighting. "Light spill" is typically defined as the presence of unwanted and/or misdirected light on properties adjacent to the property being illuminated. Glare is the sensation produced by luminance within the visual field that is significantly greater than the luminance to which the eyes are adapted, which causes annoyance, discomfort, or loss in visual performance and visibility.

The Project is located in a largely vacant area of the City and County, bordering SR-60. Light and glare in the Project area are typical of that found in urban and rural environments. Sources of light and glare include light from SR-60 and related traffic. No stationary light sources are currently present in the Project Site.

The Project would introduce features typically found in logistics center developments: concrete tilt-up walls, office space, parking, landscaping, and outdoor security lighting onto the Warehouse Site.

3.1.2 REGULATORY SETTING

STATE

California Department of Transportation (Caltrans)

The Project Site's northerly boundary is located approximately 150 feet south of SR-60 and would require off-site improvements including utility extensions. An interchange planned for the SR-60 and future Potrero Boulevard, also known as the SR-60/Potrero Boulevard Interchange Project, is currently being constructed in the area between the northern boundary of the Project Site and SR-60 on property owned by the City. Note that the construction of the interchange improvements and the Project would occur independent of one another. Caltrans manages the California Scenic Highway Program (CSHP), which is intended to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. State laws governing State Scenic Highways are found in Streets and Highways Code (SHC) §§ 260 to 263. A highway may be designated as scenic based on certain criteria, including how much of the natural landscape can be seen by travelers, the landscape's scenic quality, and the extent to which development intrudes on the traveler's enjoyment of the view. The CSHP's Scenic Highway System List identifies scenic highways that are either eligible for designation or have already been designated as such. The list can be found here:

- https://dot.ca.gov/-/media/dot-media/programs/design/documents/2017-03desigandeligible-a11y.xlsx

REGIONAL

County of Riverside Ordinance No. 655

A portion of the Project Site is currently located in unincorporated Riverside County and is currently subject to regulations set forth in Ordinance No. 655. The Project proposes annexation of that portion of

the Project Site to the City. County of Riverside Ordinance No. 655 "Regulating Light Pollution" is intended to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research. Ordinance No. 655 defines the zones where light pollution could impact Palomar Observatory: Zone A is within 15 miles; Zone B is between 15 and 45 miles of the observatory.[5] The Project Site is approximately 40 miles from the Palomar Observatory in Zone B.

County of Riverside Ordinance No. 915

As stated previously, a portion of the Project Site, the Annexation Site, is currently located in unincorporated Riverside County and is therefore subject to County ordinances and regulations. The purpose of Ordinance No. 915 is to provide minimum requirements for outdoor lighting in order to reduce light trespass, and to protect the health, property, and well-being of residents in the unincorporated areas of Riverside County.

County of Riverside Zoning Ordinance No. 348

A portion of the Project Site is currently located in unincorporated Riverside County and is currently subject to regulations set forth in this ordinance. Ordinance No. 348 is intended to be the primary ordinance that governs land use review and approval and zoning applications in Riverside County. Originally adopted in 1949, Ordinance No. 348 has been amended over 4,000 times in the last 69 years. The current Ordinance No. 348 has 64 articles and 484 sections.

LOCAL

City of Beaumont General Plan

The Land Use and Community Design Element

The Land Use and Community Design Element establishes goals and policies to accommodate City growth and development over time. This Element complies with the State requirements for a Land Use Element and a Community Design Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3, Beaumont General Plan Consistency Analysis*** of this EIR. The following goals and policies are applicable to visual resources:

Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

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.

[5] Riverside County Planning Department. 2015. *Draft Environmental Impact Report No. 521, Section 4.4 Aesthetics and Visual Resources. Page 4.4-6. Figure 4.4.1: Mt. Palomar Night Time Lighting Policy Area*. https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/04-04_AestheticsAndVisualResources.pdf (accessed November 2019).

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.

Goal 8.6: A City that protects and enhances its scenic vistas and views.

Policy 8.6.4: When grading is necessary, encourage grading for new development that complements the surrounding natural features.

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.

Goal 11.7: Design buildings that are at a human-scale and create quality environments.

Policy 11.7.6: Ensure that loading docks and service entrances are screened from the right-of-way and adjacent properties; are accessed via alleys, side streets, or services access driveways; and are internal to the building envelope and equipped with closable doors to improve the aesthetics of the public realm and limit noise.

City of Beaumont Municipal Code

Upon project completion, the proposed Project Site would be entirely within the City of Beaumont and would be required to comply with the regulations set forth in the Beaumont MC.

Beaumont Municipal Code, Title 17- Zoning

Beaumont MC Title 17, Chapter 17.07 – Signs is intended to make the City attractive to residents, visitors, and commercial, industrial and professional businesses while maintaining economic stability and vitality through an attractive signing program.

Chapter 17.07.010 (A) – *Recognition of Needs; Goals.* The City recognizes the need for signs as a means to identify businesses and other necessary and beneficial activities within the community. The City finds that signing is an important design element of the physical environment. Provisions consistent with the goals and objectives of the community are necessary to ensure that the special character and image the community is striving for can be attained while serving business and other needs in the community. The City is striving to provide an economically stable and visually attractive community through high-quality site planning, building designs, landscaping, and signing. As a planned architectural feature, a sign can be pleasing and can harmonize with the physical character of its environment. Proper controls can achieve this goal and would make the City a more attractive place to live, work, and shop.

Beaumont Municipal Code Title 8 Health and Safety Code

Beaumont MC Title 8.50 – Outdoor Lighting – Has the purpose and intent to establish regulation and standards which would reduce light pollution generated by residential, commercial, and industrial lighting fixtures and devices, minimize 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. This code further defines prohibited lighting, exempt lighting, and lighting requirements for commercial and industrial zones to include height limits, light power, lighting curfew, and discusses nonconforming lighting.

3.1.3 STANDARDS OF SIGNIFICANCE

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning aesthetics. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it 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 in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; and

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

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning aesthetics. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on aesthetic resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts; and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: field observations conducted by Kimley-Horn in April 2019; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on scenic resources or visual character considers the site's aesthetic resource value and the severity of the Project component's visual impact (e.g., the nature and duration of the impact). For example, a Project component resulting in a severe impact on a site with a low aesthetic resource value would result in a less than significant impact concerning scenic or visual character. In other words, new conspicuous structures

or visual changes in areas with a low aesthetic resource value may not necessarily result in substantial adverse effects on visual resources.

Visual sensitivity can be described as viewer awareness of visual changes in the environment and is based on the viewers' perspective while engaging in activities from public areas near a project site. The Project Site is visible to various users. The sensitivity of those users to changes within a project site varies with the type of use, length of time that the viewer would be within a project site's zone of visual influence (ZVI), and the viewer's distance from a project site. Viewers of the Project Site may include nearby residents located north of SR-60, future warehouse employees, travelers, and commuters within the project's ZVI. However, it should be noted that the residents located north of SR-60 have an obstructed view overlooking south of the SR-60 due to highway berms along SR-60 and boundary walls along the residential development.

3.1.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Would the Project have a substantial adverse effect on a scenic vista?

Level of Significance: Less Than Significant Impact

The Project Site's topography is composed of generally flat areas dominated by grasslands in the northeast as well as rolling hills supporting patch scrub throughout the north and south, and open space areas to the west.[6] According to available historical sources, the Project Site has been undeveloped since as early as 1901; developed with rural residential or farming-related structures from the 1930s to about the late 1960s; and undeveloped to the present.[7] Additionally, the Project Site is currently vacant and has been subject to regular human disturbances, evidenced by signs of tire tracks and ramps left behind from ORV use. The heavily disturbed nature of the site caused by the unauthorized off-road vehicle activity, contributes to the diminished aesthetic value of the Project Site and the surrounding area.

The Project Site is situated in an area of the City being heavily developed and planned with similar uses, such as industrial and manufacturing developments. The Heartland Specific Plan, which includes mixed-use, industrial, and residential development, is located just north of SR-60, and manufacturing/warehousing/industrial uses to the east. The site is surrounded by vacant land to the south and west. The Project Site is currently split between City and County land. The Project would include a General Plan land use amendment and zone change for Project parcels to have an Industrial land use designation and manufacturing zoning designation. The Project also proposes the adoption of a Residential Overlay for the 28.41-acre portion of the Project Site south of the alignment of 4th Street. No development is currently proposed for these 28.41 acres.

The City does not contain any specifically-designated scenic vistas.[8] The most prominent scenic vistas are provided by the San Bernardino Mountains located approximately 20 miles north of the Project site and the San Jacinto Mountains located approximately 12 miles southeast of the Project Site.

[6] Ecological Sciences, Inc. 2018. *General Habitat Assessment*.
[7] Partner Engineering and Sciences, Inc. 2018. *Phase I Environmental Site Assessment*.
[8] City of Beaumont. 2020. *Beaumont General Plan Draft Program Environmental Impact Report.* https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720 (accessed November 2021).

CONSTRUCTION

Construction of the Project would require mass grading of the site. Based on the existing topography, it is anticipated that approximately 2,495 cubic yards of soil would be imported to achieve the proposed building pads.[9] Trenching and installation of water, wastewater, recycled water pipelines, and dry utilities would be necessary. Project construction would also require the temporary use and storage of heavy equipment and vehicles on-site which may be visible off-site. Project construction would temporarily alter views of the site but would not obstruct any scenic vistas. The associated visual impacts from the construction phases are anticipated to occur over the duration of construction and would cease upon completion of the Project; resulting in a less than significant impact.

The following is a list of on- and off-site utility improvements:

- On- and off-site utility connections and street improvements: water, sewer, gas, electric and street frontage improvements along Potrero Boulevard and 4th Street;
- The existing on-site drainage course would be re-directed to an underground storm drainpipe through the Project Site, and then would discharge off-site into the existing natural drainage;
- Water improvements would include a connection to the water line on 4th Street immediately adjacent to the site, and construction of a water line on Potrero Boulevard;
- Sewer service would be addressed by connecting to the existing sewer pump station on 4th Street; effluent would then be lifted to the nearest gravity main for transmission to the City of Beaumont sewer treatment plant; and
- Storm drain improvements would consist of collecting and treating on-site flows prior to conveying them off-site to an existing storm drain system on 4th Street, or directly into Coopers Creek.

OPERATIONS

The visual character of the Project Site would be altered as a result of Project implementation. The Project would include the development of approximately 32 acres of vacant, undeveloped land that would include a 48-foot tall "high-cube" warehouse facility with associated amenities such as vehicle and truck parking, landscaping, and water retention basins. Interior security lighting would be used throughout the day and exterior security lighting would be used at night. All exterior lighting would be directional and shielded to minimize light spill and glow. The security lighting would not impede or interfere with any scenic vistas. Furthermore, trucks entering and exiting the facility would not obstruct views of scenic vistas.

The Project Site is not considered a scenic vista. While the Project would change the visual characteristics of the Project Site, it would not interfere with and would not obstruct views of any scenic vista including distant views of the San Bernardino Mountains or the San Jacinto Mountains to the northeast or east, respectively. The proposed building height would be 48 feet and would not obstruct existing public views of scenic vistas including the San Bernardino Mountains and the San Jacinto Mountains. The Project Site is flanked by low lying hills to the south rising to just above 2,500 above mean sea level. Due to intervening

[9] Thienes Engineering, Inc. 2021. *Conceptual Grading Plan*.

topography, vegetation, and adjacent manufactured slopes, the existing low relief of the Project Site, and the proposed finished grading elevations, the Project would not substantially affect views as seen from off-site areas.

Thus, implementation and future operation of the Project and changes to the site would not result in substantial changes to any scenic vista. Impacts in this regard would be less than significant, and mitigation is not required.

Mitigation Measures

No mitigation is necessary.

Impact 3.1-2: Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Level of Significance: No Impact

CONSTRUCTION AND OPERATIONS

No State Designated Scenic Highway traverses the Project Site nor is the Project Site in the vicinity of a State Designated Scenic Highway. The nearest State Designated Scenic Highway is the eastern segment of SR-243, located approximately nine miles southeast of the Project Site. Due to distance, development, and intervening topography, the warehouse development would not be visible from the State Designated Scenic Highway portion of SR-243. Therefore, while the Project Site does contain trees, there are no other designated scenic resources, rock outcroppings, or historic buildings. Thus, because the Project Site is not within or near a State Designated Scenic Highway, or, impacts to scenic resources within a State Designated Scenic Highway would not occur.

Mitigation Measures

No mitigation is necessary.

Impact 3.1-3: 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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Level of Significance: Less than Significant Impact

CONSTRUCTION

Construction of the warehouse facility would result in temporary visual changes to the Project Site, which is located in an area experiencing ongoing urbanization. Construction activities would require the use of heavy equipment and machinery; eventually the development of the warehouse structure would dominate the Project Site. Limited public views occur on the Project Site from fast-moving traffic along SR-60. While the site is relatively flat and does not contain substantial visible variation in landforms, grading activities would be required, and this would result in an alteration of existing grades and creation of slopes but not in an area considered to possess substantial scenic quality.

Site grading and other construction activities also would comply with the Beaumont GP, Beaumont MC construction requirements, and specifically Beaumont MC Title 15. Conformance with applicable requirements would minimize impacts to visual elements, minimizing hillside development, minimizing impacts to scenic resources, require preparation of a grading analysis, control grading to minimize erosion, and reduce the potential for land failures. In addition, the lack of development through most of the area to be annexed would maintain a large percentage of the existing site topography. Thus, conformance to these development standards and codes would minimize the visual changes to the environment within the Warehouse Site during construction.

Project construction and staging would be visible from parcels to the east, west, and south. The adjacent parcels are currently vacant, but are either undergoing construction, or not accessible via any public roadway. As such views of Project construction from neighboring parcels would not be afforded or would be consistent with ongoing development activities. It should be noted, for the reasons discussed in Impact 3.1-2, above, due to intervening topography, vegetation, low topographic relief and other existing manufactured slopes, the Project would largely be obscured from view as seen from the residential developments north of SR-60.

Off-site construction activities related to lighting, sidewalks, and landscaping would occur on Potrero Boulevard and 4th Street. As previously mentioned, construction-related activities would be temporary and would be completed as part of the single phase of Project development. Once construction is completed, the visual impacts from these construction activities would cease.

Although construction and staging for the Warehouse Site would be visible from parcels to the east, west, and south, the adjacent parcels are all vacant and no impact to neighboring parcels would occur. Additionally, no residential developments exist south of SR-60, and therefore the Project site is not visible from any residential properties.

Because of its temporary nature, views of the site's construction would be typical of other construction activities, and because construction would not substantially contrast with surrounding uses or other ongoing construction in the vicinity, these impacts are less than significant. Therefore, as discussed above, although construction would change the sites appearance, overall, construction on the Warehouse Site would not result in a substantial degradation to the existing visual character or quality of the site and impacts in this regard would be less than significant.

OPERATIONS

Project implementation and operation would allow for new development within a currently undeveloped vacant space. The Project would result in permanent alteration of the existing landforms and visual quality in the area by introducing the new structures, modified topography, manufactured slopes, retaining walls, parking lots, and landscaping. The Project would result in the creation of an approximate 40 foot 2:1 slope on the northerly side of the Warehouse Site. This slope, however, would peak at the existing grades and slopes to the south. Thus, the slope would be concealed from views from residential uses and roadways to the north. Approximate 10-foot slopes would be required on the easterly Project boundary adjacent to the new alignment of Potrero Boulevard, and the slopes on the westerly side of the Warehouse Site would

be up to 30 feet, with some areas requiring no slope. These areas would be contour graded and would be adjacent to the undeveloped parcel to the west.

Grading is needed to enable development of a 577,920-square foot "high-cube" warehouse facility; refer to **Exhibit 2-4**, ***Building Elevations***. The "high-cube" warehouse facility would be approximately 48 feet in height.

The visual setting surrounding the Project Site currently consists of primarily undeveloped landscape dominated by native shrubs and non-native plants with scattered residential, commercial, and light industrial uses. The visual integrity of the site itself has been disrupted by the disturbed nature of the site, which is crossed by dirt trails and roads and scattered debris piles due to ongoing trespassing. Overall, the proposed warehouse development would alter the existing rural character of the Project area. The Project would eliminate the illegal uses currently occurring on site (trespassing) and develop the vacant parcels with maintained development and landscaping. The existing freeway, SR-60 to the north, would act as a buffer between the existing residential uses north of the freeway and the Project south of the freeway. The warehouse development would be of similar bulk and scale as other industrial and commercial development planned for the surrounding Project area, including Beaumont Crossroads and Beaumont Pointe. Further, high-quality development with visually appealing elements including landscaping and natural-like building materials would create cohesive designs with other similar facilities currently under development or planned for development within the Project vicinity. See ***Exhibit 2-5, Conceptual Landscape Plan***.

Trucks are anticipated to be enter and exit the property during both the day and nighttime hours. Additionally, security lighting would be present on the exterior of the building. However, in accordance with design requirements, the structure would be set back from the roadway and landscaping would be installed between the structure and property boundary and roadways. To help reduce visual impacts, the warehouse would be designed in accordance with all required design standards of the City, and the structure would be set back from adjacent roadways, and partially screened by slopes and vegetation. The Project also would following streetscape and sign standards, minimize hillside development and development that would impact scenic resources, and reduce light pollution by conformance to Dark Sky standards and "night- sky" ordinance.

The Project would not impact the views from the residential areas in the Heartland Specific Plan which is north of SR-60. Those residents have an obstructed view overlooking south of the SR-60 due to highway berms along SR-60 and boundary walls along the residential development. Additionally, the Potrero Boulevard interchange also serves to obstruct the view to the south for residents of the Heartland Specific Plan community.

In order to minimize the conversion of a currently-vacant Project site to one developed with warehouse uses, the Project would incorporate Project design features such as landscaping and other measures, such as structural lighting, that would minimize visual intrusion on the surrounding visual environment. With the approval of the proposed General Plan and Zone change amendments, the Project would be in compliance with applicable policies and codes and no conflicts with the City's zoning would occur such that a significant impact would result.

Refer to ***Exhibit 3.1-1: North View - Site Photo***; ***Exhibit 3.1-2: South View – Site Photo***; ***Exhibit 3.1-3: East View - Site Photo***; ***Exhibit 3.1-4: West View – Site Photo***.

The Warehouse Site would change from a vacant undeveloped area to a fully developed site with a "high-cube" warehouse. ***Exhibits 3.1-1*** through ***3.1-4*** show existing conditions and views within the Warehouse Site and overall Project Site. The existing visual quality of the site, due to unauthorized ORV use and human disturbances, has been heavily degraded. Due to this degradation, the existing visual quality of the site is not high. Therefore, the Project would convert the undeveloped, degraded site, with warehousing development and the Project would incorporate landscaping to visually buffer the structure. Design standards and lighting would be implemented in compliance with Beaumont GP policies to enhance aesthetic value. Furthermore, the site is not visible from adjacent residential areas north of SR-60, so visual obstruction would not occur. Therefore, the warehouse would not substantially degrade the existing visual character of the site or public views.

Additional Project design features incorporated into the Project to visually buffer the structure include trees, shrubs, and ground covers, and other visual accents along the perimeter of the site and adjacent to the exterior walls of the proposed structure. For these reasons, impacts are considered less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 3.1-4: Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the clear night sky's view and, if uncontrolled, can cause disturbances.

The Project Site is vacant and undeveloped and does not currently create any light or glare. The Project would create new sources of light and glare would be introduced within the Warehouse Site. Typical light/glare sources would include street lighting, exterior night lighting of the structure, and lighting necessary for safety and security. Applicable provisions of County Ordinance No. 655 act to reduce or avoid potential light/glare impacts that could affect activities at the Palomar Observatory. County Ordinance No. 655 effectively reduces potential light/glare impacts of new development within unincorporated Sphere of Influence (SOI) properties. Within the City's corporate boundaries, City Zoning Ordinance, Chapter 8.50, "Outdoor Lighting" currently contains restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts. In this regard, the City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and light fixtures within the City. New development within SOI properties (which applies to APNs 424-010-009 and 424-010-010 located within

the County of Riverside) proposing annexation to the City are also subject to provisions and requirements of the City's Outdoor Lighting Ordinance. In all instances, lighting restrictions and performance standards established under the City Zoning Ordinance meet or exceed the provisions of County Ordinance No. 655. In combination, County Ordinance No. 655 and the City Outdoor Lighting Ordinance act to effectively reduce potential light and glare impacts within the Project site to below significance thresholds.[10]

The Project is analyzed below for its potential to generate obtrusive light, infusing spill light, glare and sky glow. With respect to obtrusive lighting, the degree of impact would vary widely depending on the amount of light generated, light sources heat, presence of barriers/obstructions, type/design of light source, and weather conditions.

CONSTRUCTION

Project construction would result in the temporary increase of spill light and glare from construction equipment, staging areas, lighting poles, and security lighting. Construction of the warehouse would be limited to daytime hours (unless otherwise approved by the City through issuance of a permit for construction between the hours of 6:00 p.m. and 7:00 a.m. in compliance with Beaumont MC § 9.02.050). Standard nighttime lighting during the construction phase would not be required until the site is operational. However, given the Project's location in an isolated area, on-site security measures, including some on-site lighting, may be utilized in certain locations such as around construction trailers, and equipment and machinery storage areas. Residential uses would be located approximately 1,000 feet north of SR-60. No short-term, construction-related impacts associated with light and glare are expected to occur. However, to minimize potential lighting impacts, Mitigation Measure (MM) AES-1 would be implemented.

MM AES-1 requires that a Construction Lighting and Screening Plan be developed to minimize light and glare impacts during construction. Furthermore, construction would adhere to Beaumont MC Chapter 8.50 - Outdoor Lighting. Therefore, in consideration of MM AES-1, impacts would be less than significant in this regard.

OPERATIONS

Project build out would increase nighttime lighting in this portion of the City. Sources of lighting include interior and exterior lighting sources, streetlights, signage, and on-building and freestanding security lighting. The Project includes the following Project Design Features to reduce sources of lighting:

- Exterior lighting, other than street lighting, shall be low to the ground or shielded and hooded to avoid shining onto adjacent properties and streets; an example of this includes lighted bollards.
- Lighting fixtures shall be well integrated into the visual environment and the theme.
- Low-intensity, energy-conserving night light shall be used.
- Low-voltage light-emitting diode (LED) lighting shall be used wherever feasible throughout the Project.

[10] City of Beaumont. 2020. *Beaumont General Plan Draft Program Environmental Impact Report.* https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720 (accessed November 2021).

Light pollution, also known as "sky glow," is an adverse effect of man-made light. The term is often used to denote urban sky glow (brightening of the night sky due to man-made lighting) but also includes glare (intense and blinding light) and light trespass (light falling where it is not wanted or needed; spill light). In many cases, sky glow is visible from great distances, particularly in evenings when there is moisture in the air. Minute water droplets in the evening air reflect and scatter light into the atmosphere. The County of Riverside Ordinance No. 655 "Regulating Light Pollution" defines the zones where light pollution could impact the Palomar Observatory: Zone A is within a 15-mile radius of the observatory; Zone B is between 15 and 45 miles of the Palomar Observatory. The Project Site is in the Zone B radius and subject to the lighting restrictions outlined in the Ordinance. The Project Site is approximately 40 miles north and well outside of the Mt. Palomar "sky glow" zones.

Operational impacts resulting from new sources of light or glare would be less than significant with implementation of Project Design Features and MM AES-1.

Mitigation Measures

MM AES-1 Prior to the start of construction, the Project applicant shall prepare a Construction Lighting & Screening Plan. The Construction Lighting and Screening Plan would indicate aesthetic and lighting treatments for all construction work areas. The Plan shall identify methods used to ensure construction lighting is directional (aimed toward work areas, and not toward nearby sensitive receptors), and limited to sufficient wattage for safety and security. Construction areas visible to sensitive receptors shall be screened via curtains from public view. Construction screening materials shall be of sufficient height and appropriate color to minimize viewshed impacts, as determined appropriate by the applicable jurisdiction(s). All lighting must conform to maximum lumen and shielding guidelines in Chapter 8.50 of the Beaumont MC.

3.1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable aesthetic impacts have been identified.

3.1.6 CUMULATIVE IMPACTS

When evaluating cumulative aesthetic impacts, several factors must be considered. The cumulative study area for aesthetic impacts is the viewshed that includes the Project area and its surroundings. The context in which a project is being viewed would also influence the aesthetic impact's significance. The contrast a project has with its surrounding environment may be reduced by the presence of other cumulative projects. If most of an area is or is becoming more urbanized, the contrast of a project with the natural surrounding may be less since it would not stand out in contrast as much. For a cumulative aesthetic impact to occur, the proposed cumulative projects' elements need to be seen together or in proximity to each other. If the projects were not near each other, the viewer would not perceive them in the same scene.

The geographical area for the aesthetics cumulative analysis would be the County of Riverside and City of Beaumont. The Project Site is currently vacant and undeveloped, and a portion of the Project Site is located within unincorporated Riverside County but would be annexed to the City as part of the Project.

A significant cumulative impact would occur if cumulative projects would adversely impact views of a scenic vista or scenic resources within a Designated State Scenic Highway. Although the Project would change the current visual quality of the Warehouse Site, changes do not necessarily result in degradation. The Project would be of high-quality design and would not adversely affect any protected public viewsheds or destroy any scenic vistas, nor would it impede views of the San Jacinto Mountains or the San Bernardino Mountains.

Future development at the Project Site and of surrounding cumulative projects in the area would be subject to a formal development review process including site and architectural plan review. Such discretionary review would ensure consistency with existing and proposed land use designations and zoning mandated by the City's General Plan and Zoning and Development Code. Additionally, over time, it is anticipated that the visual character of the area in the vicinity of the Project Site will change as industrial development is contemplated for the surrounding area in the City's GP, as well as the Riverside County GP. The Project would be consistent with the development contemplated by these jurisdictions and planned for under their respective GP documents. As a result, the Project in combination with future proposed projects would result in views from surrounding areas that are consistent with the aesthetic goals and policies envisioned by the City for the Project area. A less than significant cumulative aesthetic impact would occur.

With regard to cumulative light and glare impacts, implementation of the Project and future proposed projects would increase the amount of light and glare in the surrounding area, as it would increase the amount of development compared to existing conditions. It is anticipated that lighting would include exterior wall-mounted light fixtures and lighting in the on-site surface parking areas to ensure public safety. To ensure cumulative light and glare impacts are reduced to levels that are less than significant, future proposed projects—including the Project— would be required to adhere to existing City policies for community design and aesthetics. The Project would be designed in compliance with the City's Zoning Ordinance, which requires that all lighting used on-site to be directed and/or shielded to prevent the light from adversely affecting adjacent properties and that no structures or features that create adverse glare effects are permitted. Therefore, the Project would not result in cumulatively considerable light and glare impacts since impacts would be less than significant.

Therefore, the Project, in conjunction with other cumulative projects, would not result in a cumulatively considerable contribution. The cumulative impact related to scenic vistas and resources would be less than significant**.**

3.1.7 REFERENCES

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EXHIBIT 3.1-1: North View - Site Photo
Potrero Logistics Center Warehouse Project

Kimley»Horn

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EXHIBIT 3.1-2: South View - Site Photo
Potrero Logistics Center Warehouse Project

Kimley»Horn

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EXHIBIT 3.1-3: East View - Site Photo
Potrero Logistics Center Warehouse Project

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EXHIBIT 3.1-4: West View - Site Photo
Potrero Logistics Center Warehouse Project

Kimley»Horn

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3.2 AIR QUALITY

This section evaluates the potential air quality impacts that would be generated by construction and operation of the Potrero Logistics Center Warehouse Project (Project). The ambient air quality of the local and regional area is described, along with relevant federal, State, and local air pollutant regulations. Analysis is based on an Air Quality Assessment for the Potrero Logistics Center prepared in August 2021 by Kimley Horn and provided in ***Appendix B***. A Health Risk Assessment to evaluate the risk from Toxic Air Contaminants is provided in ***Appendix C***.

3.2.1 ENVIRONMENTAL SETTING

CLIMATE AND METEOROLOGY

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

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other

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

meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in ***Table 3.2-1: Air Contaminants and Associated Public Health Concerns***.

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer-causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate,

decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Table 3.2-1: Air Contaminants and Associated Public Health Concerns

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM_{10} and $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC)[1] and nitrogen oxides (NO_X) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO_2)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.

[1] Volatile Organic Compounds (VOC)s or Reactive Organic Gases (ROG) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).

Source: California Air Pollution Control Officers Association (CAPCOA), *Health Effects*, http://www.capcoa.org/health-effects/, Accessed November 19, 2019.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O_3, PM_{10}, and $PM_{2.5}$. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Banning Airport Monitoring Station (located approximately nine miles to the east). Local air quality date from the 2015 to 2017 are provided in ***Table 3.2-2: Ambient Air Quality Data***, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 3.2-2: Ambient Air Quality Data

Criteria Pollutant	2016	2017	2018
Ozone (O_3) [1]			
1-hour Maximum Concentration (ppm)	0.128	0.128	0.119
8-hour Maximum Concentration (ppm)	0.106	0.105	0.106
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	26	50	33
NAAQS 8-hour (>0.070 ppm)	52	82	69
Carbon Monoxide (CO) [1]			
1-hour Maximum Concentration (ppm)	3.05	2.43	1.28
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2) [1]			
1-hour Maximum Concentration (ppm)	0.0469	0.0563	0.0506
Number of Days Standard Exceeded			
NAAQS 1-hour (>100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10}) [1]			
National 24-hour Maximum Concentration	65.0	97.9	39.3
State 24-hour Maximum Concentration	65.9	97.9	36.9
State Annual Average Concentration (CAAQS=20 µg/m^3)	—	—	—
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m^3)	0	0	0
CAAQS 24-hour (>50 µg/m^3)	3	1	0
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$) [1]			
National 24-hour Maximum Concentration	—	—	—
State 24-hour Maximum Concentration	110.5	34.9	32.0
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m^3)	—	—	—

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m^3 = micrograms per cubic meter; – = not measured

[1] Measurements taken at the Banning Airport Monitoring Station at 200 S. Hathaway Street, Banning, California 92220 (CARB# 36164)

Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. North of the State Route 60 (SR-60) is a residential community currently under construction. Although the residential community to the north is not occupied, this would be the location of the nearest sensitive receptors in the near future. The nearest residential property is located on the north side of SR-60, approximately 550 feet north of the Warehouse Site and northerly Project Site boundary.

3.2.2 REGULATORY SETTING

FEDERAL

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (U.S. EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in **Table 3.2-3**: ***State and Federal Ambient Air Quality Standards***.

STATE

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in ***Table 3.2-3***, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the U.S. EPA, CARB also designates areas within

California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in ***Table 3.2-3***.

Table 3.2-3: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
Ozone (O_3) [2, 5, 7]	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m^3)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	0.10 ppm[11]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2) [8]	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)
	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m^3)
Particulate Matter (PM_{10}) [1, 3, 6]	24-Hour	50 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	NA
Fine Particulate Matter ($PM_{2.5}$) [3, 4, 6, 9]	24-Hour	NA	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3
Sulfates (SO_{4-2})	24 Hour	25 µg/m^3	NA
Lead (Pb) [10, 11]	30-Day Average	1.5 µg/m^3	NA
	Calendar Quarter	NA	1.5 µg/m^3
	Rolling 3-Month Average	NA	0.15 µg/m^3
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (0.15 µg/m^3)	NA
Vinyl Chloride (C_2H_3Cl) [10]	24 Hour	0.01 ppm (26 µg/m^3)	NA

Notes:

ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; – = no information available.

1 California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.

2 National standards shown are the "primary standards" designed to protect public health. National standards other than for O_3, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O_3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m$_3$. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m^3.

3 Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard.
NAAQS are set by the U.S. EPA at levels determined to be protective of public health with an adequate margin of safety.

4 On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. U.S. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O_3 level in the area.

5 The national 1-hour O_3 standard was revoked by the U.S. EPA on June 15, 2005.

6 In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.

7 The 8-hour California O_3 standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.

8 On June 2, 2010, the EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO_2 NAAQS.

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
[9] In December 2012, U.S. EPA strengthened the annual $PM_{2.5}$ NAAQS from 15.0 to 12.0 µg/m^3. In December 2014, the U.S. EPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.			
[10] CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.			
[11] National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.			
Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2016; California Air Resources Board, *Ambient Air Quality Standards*, May 6, 2016.			

REGIONAL

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O_3 standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.

The SCAQMD has published the *CEQA Air Quality Handbook* (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the *CEQA Air Quality Handbook* and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The state and federal attainment status designations for the SCAB are summarized in **Table 3.2-4**: ***South Coast Air Basin Attainment Status***. The SCAB is currently designated as a nonattainment area with respect to the State O_3, PM_{10}, and $PM_{2.5}$ standards, as well as the national 8-hour O_3 and $PM_{2.5}$ standards. The SCAB is designated as attainment or unclassified for the remaining state and federal standards.

Table 3.2-4: South Coast Air Basin Attainment Status

Pollutant	State	Federal
Ozone (O_3) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O_3) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter ($PM_{2.5}$) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter ($PM_{2.5}$) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM_{10}) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM_{10}) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO_2) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO_2) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO_{4-2}) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H_2S) (1 Hour Standard)	Unclassified	–

Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2016; United States Environmental Protection Agency, *Nonattainment Areas for Criteria Pollutants (Green Book)*, 2018.

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.
  a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
  b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
  c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
  e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021 to reduce NO_X and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance

Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

LOCAL

City of Beaumont General Plan

Conservation and Open Space Element

The Conservation and Open Space Element establishes goals and policies to protect, maintain, and enhance natural resources in the City. This Element complies with the State requirements for a Conservation Element and an Open Space Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3, Beaumont General Plan Consistency Analysis*** of this EIR. The following goals and policies are applicable to air quality:

Goal 8.4: A City that improves awareness and mitigation of negative air quality impacts.

Policy 8.4.2: Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process.

Policy 8.4.3 Avoid the siting of new projects 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 centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.

Beaumont Municipal Code

The Beaumont Municipal Code (MC) establishes the following air quality provisions relative to the Project.

Section 17.04.050 Air Quality

The CARB and the SCAQMD are the agencies responsible for the implementation of the Clean Air Act at the local level. In order to protect the health and welfare of those persons living, working, or visiting the City of Beaumont, the following performance standards with respect to air quality are outlined in this Section.

A. *Smoke and Particulates.* No smoke of any type shall be emitted from a source in excess of SCAQMD standards. No elements of dust, fly ash, vapors, fumes, gases or other forms of air pollution shall be permitted in excess of the standards set by the SCAQMD or that can cause damage to human health, animals, vegetation, or that can cause excessive soiling at any location.

B. *Permits*. Before a building or occupancy permit is issued by the City, the applicant shall be required to show proof that he has secured the necessary permits from the SCAQMD or that the project is exempt from SCAQMD regulations as of the date of filing of the City application.

C. *Enforcement and Standards.* In enforcing these regulations, the City shall use the same point of measurement as utilized by the SCAQMD.

Section 17.04.060 Odors

In order to protect the wellbeing of the community and to eliminate the blighting influences of odors, the following performance standards with respect to the generation of odors are outlined in this Section.

A. Odor Generating Activities. Any process that creates or emits any odors, gases, or other odorous matter shall comply with the standards set by the SCAQMD.

B. Quantified Standard. No odors, gases, and odorous matter shall be emitted in quantities to be detectable when diluted in a ratio of one volume diluted air to four volumes clean air at the point of greatest concentration.

3.2.3 STANDARDS OF SIGNIFICANCE

AIR QUALITY THRESHOLDS

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning air quality. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section:

a) Conflict with or obstruct implementation of the applicable air quality plan.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable state or federal ambient air quality standard.

c) Expose sensitive receptors to substantial pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

SCAQMD THRESHOLDS

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 3.2-5: *South Coast Air Quality Management District Daily Emissions Thresholds***.

Table 3.2-5: South Coast Air Quality Management District Daily Emissions Thresholds

Criteria Air Pollutants and Precursors	Construction-Related (lbs/day)	Operational-Related (lbs/day)
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55
Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds,* April 2019.		

Localized Carbon Monoxide

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project are above state and federal CO standards (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb five acres or less on a single day. The City of Beaumont is located within SCAQMD SRA 29. ***Table 3.2-6: Local Significance Thresholds for Construction/Operations (lbs/day)***, shows the LSTs for a 1-acre, 2-acre, and 5-acre project in SRA 29. Because the nearest sensitive receptors would be located 550 feet from the Warehouse Site the threshold with the furthest distance, 100 meters (328 feet), was used to analyze the localized impacts of the Project. This presents a highly conservative analysis, given that these sensitive receptors: (1) have yet to be constructed; and (2) are located on the northerly side of SR-60, and (3) the freeway is the source of substantially greater emissions from vehicles than the Project would be during either construction or operation.

Table 3.2-6: Local Significance Thresholds for Construction/Operations (lbs/day)

Project Size	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
1 Acre	189/189	2,623/2,623	55/14	14/4
2 Acres	234/234	3,458/3,458	73/18	17/5
5 Acres	333/333	5,534/5,534	104/25	25/6

Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology,* July 2008.

METHODOLOGY

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road

emissions factors in CalEEMod. Construction is assumed to occur from mid-2022 to late 2022. This provides a conservative analysis, as a later construction start date would not result in greater emissions, but could possibly result in fewer emissions, given that cleaner equipment may be more available in the future and because cleaner and more efficient fuels may be available. In addition, the Project includes a Project Design Feature (PDF) incorporated into the Project to reduce emissions. PDF SC-1 is as follows:

> Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:
>
> - Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
> - All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
> - All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
> - The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
> - Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

In addition, PDF's to reduce energy consumption have also been included to the Project. All of these PDF's are listed in ***Section 3.6, Energy***. One of the PDFs, however, is listed below as it directly relates to air emissions and would reduce the production of Volatile Organic Compounds (VOCs) and ROGs.

- Use low volatile organic compound paints and wallpapers

Project operations assume an opening year of 2022 and would result in emissions of area sources (consumer products), energy sources (natural gas usage and offsite electricity generation), and mobile sources (motor vehicles from Project generated vehicle trips). Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The Project vehicle trip generation was obtained from the Project's Transportation Impact Study prepared by Kimley-Horn (July 2020), which includes 971 total daily vehicle trips and 476 daily truck trips. Emissions rates in CalEEMod have been updated with CARB SAFE Rule adjustment factors and EMFAC2017 emission rates consistent with the methodology described in Section 5.2 Methodology for Converting EMFAC2014 Emission Rates into CalEEMod Vehicle Emission Factors of Appendix A: Calculation Details for CalEEMod in the CalEEMod User Guide. Other operational emissions from area, energy, and stationary sources were quantified in CalEEMod based on land use activity data. As a maximum of 50 percent of the warehouse s quare footage could be used for cold storage, emissions from transport refrigeration units (TRU) were assumed for 50 percent of the trucks generated by the Project (i.e., 238 truck round trips generated by 119 trucks would have TRUs). TRU emissions are based on rates from CARB's OFFROAD2017 model. TRU operational time per truck is based on a total of 2,584,684 operational hours per year and a total population of 5,823

(1.22 hours per day per truck) for CARB's OFFROAD2017 model for the South Coast portion of Riverside County.

As discussed above, the SCAQMD provides significance thresholds for emissions associated with Project construction and operations. The Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized effects from the Project's on-site emissions were evaluated in accordance with the SCAQMD's LST Methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.[2]

3.2.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Level of Significance: Significant and Unavoidable Impact

State CEQA Guidelines, § 15125 requires an analysis of project consistency with applicable governmental plans and policies.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the U.S. EPA. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

[2] South Coast Air Quality Management District, SCAQMD Modeling Guidance for AERMOD, http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance (accessed February 21, 2020).

Criteria for determining consistency with the AQMP are defined by the following indicators (it should be noted that both criteria must be met to determine impacts would be less than significant or no impacts would occur):

- **Consistency Criterion No. 1**: The 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. 2**: The Project will not exceed the assumptions in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS. Therefore, the Project's potential impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD 2016 AQMP.

Regarding Consistency Criterion No. 1, a significant impact may occur if a project would make a cumulatively considerable contribution to a pollutant in federal or state non-attainment. As shown above in ***Table 3.2-4***, the SCAB is currently in non-attainment for ozone, PM_{10}, and $PM_{2.5}$. SCAQMD recommends that significance thresholds be used to determine the potential cumulative impacts to regional air quality along with a project's consistency with the current AQMP. As discussed in Impact 3.2.2 below, the Project would not exceed construction emission standards for ozone, PM_{10}, or $PM_{2.5}$; however, as shown in ***Table 3.2-8***, below, Project operational emissions would exceed the operational standard for NO_X. Mitigation Measures (MM) AQ-1 through AQ-6 are included to reduce construction and operational air emissions (including NO_x) to the greatest amount feasible, through preparation and approval of a Transportation Demand Management program detailing strategies to reduce the use of single-occupant vehicles, the provision of electrical hookups including at loading bays, limitations on truck idling, education about funding opportunities for newer construction equipment, lease agreements that require heavy duty diesel trucks to meet more stringent emissions standards, and the provision of electric vehicle charging stations and infrastructure. These measures would reduce the operational levels of NO_x emissions associated with truck trips and idling. However, as shown in ***Table 3.2-9***, below, even with the implementation of these measures, NO_x emissions remain significant and would be above the SCAQMD's significance threshold, primarily as a result of the Project's mobile emissions. Because the purpose of the Project is to provide a distribution warehouse facility, reduction of truck trips (and thus mobile emissions) is not feasible. Therefore, the Project would potentially contribute to an existing air quality violation and the Project is not consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of consistency with applicable population, housing, and employment growth projections and appropriate incorporation of AQMP control measures. The Project is currently located within two jurisdictions, the northern portion being located in the City of Beaumont and the southern portion being located in unincorporated Riverside County. The City portion

of the Project Site has been designated as Industrial (I) in the general plans and the two county parcels are designated for rural residential uses. Therefore, although the Annexation Area would be annexed into the City as part of the Project, the land use designation and development density would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Thus, the Project is consistent with the second criterion.

Although the Project would be consistent with Consistency Criterion No. 2, it would nonetheless potentially contribute to an existing air quality violation, and therefore is not consistent with Consistency Criterion No. 1. Therefore, impacts are potentially significant, and the Project incorporates reasonable mitigation to reduce impacts to the extent feasible as required.

Mitigation Measures

Mitigation Measures AQ-1 through AQ-6 (refer to Impact Threshold 3.2-2, below).

Level of Significance: Significant and Unavoidable Impact. As discussed above, even with the implementation of all feasible mitigation measures, NO_x emissions remain above the SCAQMD's significance threshold, primarily as a result of the Project's mobile emissions. Because the purpose of the Project is to provide a distribution warehouse facility, reduction of truck trips (and thus mobile emissions) is not feasible. No additional feasible mitigation measures are available that can reduce impacts to less than significant.

Impact 3.2-2: 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 state or federal ambient air quality standard?

Level of Significance: Significant Unavoidable Impact.

CONSTRUCTION EMISSIONS

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors from short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O_3-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction activities associated with the Project are estimated to be completed within one year. Construction-generated emissions associated the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See ***Appendix B, Air Quality Assessment*** for more

information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 3.2-7, *Construction-Related Emissions (Maximum Pounds per Day)***.

Table 3.2-7: Construction-Related Emissions (Maximum Pounds per Day)

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Fine Particulate Matter ($PM_{2.5}$)	Coarse Particulate Matter (PM_{10})
Year 1 (2021)	33.81	55.00	63.3	0.19	10.35	6.4
SCAQMD Threshold	*75*	*100*	*550*	*150*	*55*	*150*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to ***Appendix B*** for Model Data Outputs.						
Source: CalEEMod version 2016.3.2. Refer to ***Appendix B*** for model outputs.						

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Project Design Feature/Standard Condition SC-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM_{10} and $PM_{2.5}$ concentrations and PDFs for energy would reduce VOC and ROG emissions and overall energy use thereby reducing air emissions. In addition, the recommended mitigation measures would be required to comply with SCAQMD Rules and Regulations, which would be verified and enforced through the City's development review process.

Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. As required by law, all architectural coatings for the Project structures would comply with SCAQMD Rule 1113. ***Table 3.2-7*** shows that Project construction would not exceed ROG thresholds without mitigation and ***Table 3.2-8*** shows that with the PDFs for energy, ROG emissions would be further reduced below SCAQMD thresholds.

As shown in ***Table 3.2-7***, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules 402, 403, and 1113, described in the Regulatory Framework subsection above. In addition, implementation of SC-1 and MMs AQ-1 and AQ-6 would further reduce criteria pollutant emissions below thresholds.

OPERATIONAL EMISSIONS

Project operations would result in emissions of area sources (consumer products), energy sources (natural gas usage and offsite electrify generation), and mobile sources (motor vehicles from Project generated vehicle trips). Project-generated emissions would be primarily associated with motor vehicle use and area

sources such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to the Project are summarized in **Table 3.2-8*: Unmitigated Operational Emissions***. As shown in ***Table 3.2-8***, the Project's operational emissions would exceed SCAQMD thresholds for NO_X. Therefore, regional operations emissions would result in a potentially significant long-term regional air quality impact.

Table 3.2-8*: Unmitigated Operational Emissions*

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Fine Particulate Matter ($PM_{2.5}$)	Coarse Particulate Matter (PM_{10})
Area Source Emissions	12.41	<0.01	0.11	<0.01	<0.01	<0.01
Energy Emissions	0.43	3.93	3.30	0.02	0.30	0.30
Mobile Emissions	3.07	105.40	31.58	0.49	21.10	6.51
Transport Refrigeration Units	2.08	18.04	24.19	0.00	0.38	0.35
Off-Road Emissions	1.52	12.29	11.37	0.03	0.57	0.53
Total Emissions	**19.51**	**139.66**	**70.55**	**0.54**	**22.35**	**7.69**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to ***Appendix B*** for model outputs.

Area Source Emissions

Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.

Energy Source Emissions

Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

Mobile Source Emissions

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

Project-generated vehicle emissions have been estimated using the applicable Institute of Transportation Engineers trip generation rate within CalEEMod as recommended by the SCAQMD. Trip generation rates associated with the Project were based on the standard rates for warehousing. Based on these rates, the Project would generate 971 daily trips (49 percent trucks). As shown in ***Table 3.2-8***, the anticipated mobile source emissions would exceed SCAQMD thresholds for NO_X. Therefore, air quality impacts associated with mobile source emissions from the Project would be potentially significant. In order to reduce NO_X emissions from mobile sources the Project shall require MMS AQ-1 through AQ-6.

Transport Refrigeration Units (TRU) Emissions

TRU are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers and truck vans.

Off-Road Emissions

Operational off-road emissions would be generated by off-road equipment used during operational activities. For this project it was assumed that warehouse would employ four electric forklifts for loading and unloading goods and two yard trucks.

As noted above, ***Table 3.2-8*** shows that unmitigated Project operational emission would exceed the SCAQMD thresholds for NO_X. The majority of NO_X emissions are from area and mobile sources. Mitigation measures would be required to reduce emissions to the maximum extent feasible; however, emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. MMs AQ-1 through AQ-6 have been identified to reduce mobile source emissions and thereby reduce NO_X emissions from Project related mobile sources. MM AQ-1 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage transit. MM AQ-2 requires electrical hookups at all loading bays and MM AQ-3 prohibits idling when engines are not in use. Additionally, MM AQ-4 promotes the use of alternative fuels and clean fleets and MM AQ-5 requires the use of model year 2010 trucks or newer. MM AQ-6 requires electric vehicle charging stations and/or infrastructure to support the future installation of truck charging stations. ***Table 3.2-9: Mitigated Operational Emissions***, shows that with the implementation of MMs AQ-1 through AQ-6, NO_X emissions would remain above the SCAQMD's thresholds, primarily as a result of the Project's mobile emissions. Because the purpose of the Project is to provide a distribution warehouse facility, reduction of truck trips (and thus mobile emissions) is not feasible, and operational NO_x emissions impacts would be significant and unavoidable. As noted above, however, the Project does include numerous measures that would reduce engine use and reduce NO_x emissions to the extent feasible.

Table 3.2-9: Mitigated Operational Emissions

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Fine Particulate Matter ($PM_{2.5}$)	Coarse Particulate Matter (PM_{10})
Area Source Emissions	12.41	<0.01	0.11	<0.01	<0.01	<0.01
Energy Emissions	0.43	3.93	3.30	0.02	0.30	0.30
Mobile Emissions	2.34	83.16	30.16	0.48	20.89	6.32
Transport Refrigeration Units	2.08	18.04	24.19	0.00	0.38	0.35
Off-Road Emissions	1.52	12.29	11.37	0.03	0.57	0.53
Total Emissions	**18.79**	**117.42**	**69.13**	**0.53**	**22.14**	**7.50**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to ***Appendix B*** for model outputs.

It should be noted that SCAQMD Rule 2305 requires the Project operator to directly reduce NO_X and particulate matter emissions or to otherwise facilitate emission and exposure reductions of these

pollutants in nearby communities. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Warehouse owners and operators are required to earn WAIRE Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Therefore, the Project operator would be required to implement additional emission reduction strategies. Conservatively, this analysis does not take credit for these potential reductions. Compliance with Rule 2305 would reduce emissions below what is currently analyzed.

CUMULATIVE SHORT-TERM EMISSIONS

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, typically if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in ***Table 3.2-7*** above, Project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce the Project construction-related impacts. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

CUMULATIVE LONG-TERM IMPACTS

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would

result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in ***Table 3.2-9***, the Project operational emissions from mobile sources alone would exceed the SCAQMD threshold for NO_X despite the implementation of all feasible mitigation. As a result, operational emissions associated with the Project would result in a cumulatively considerable contribution to significant cumulative air quality impacts. Emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. However, implementation of operational MMs AQ-1 through AQ-6 would reduce NOx emissions by reducing the number of employee vehicles onsite, reducing the amount of time trucks spend idling, and replacing older trucks with newer models. However, while the Project has some control over NO_X emissions, the majority of emissions are beyond the Project's control. Therefore, no additional feasible MMs beyond AQ-1 through AQ-6 are available to further reduce emissions, and cumulative operational NO_x impacts would remain significant and unavoidable.

As noted above, compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule) is required for all existing and proposed warehouses greater than 100,000 square feet. Warehouse operators are required to implement additional emission reduction strategies or pay mitigation fee to reduce emissions. Compliance with Rule 2305 would reduce project emissions below what is currently analyzed and also reduce cumulative emissions.

Standard Conditions and Requirements

SC-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

Mitigation Measures:

MM AQ-1 Prior to issuance of occupancy permits, 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 residents, 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 Warehouse Site.
- 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; and
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.

MM AQ-2 Electrical hookups shall be provided as part of the tenant improvements for any tenant that requires cold storage. The electric hookups shall be provided at loading bays for truckers to plug in any onboard auxiliary equipment and power refrigeration units while their truck is stopped.

MM AQ-3 All truck access gates and loading docks within the Warehouse Site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- Truck drivers shall shut down the engine after five minutes of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report Violations.

MM AQ-4 The Project Applicant shall make its tenants aware of the funding opportunities to aid in the availability of new and more efficient construction equipment, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program), and other similar funding opportunities, by providing applicable literature available from the California Air Resources Board (CARB). The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped.

MM AQ-5 Prior to the issuance of occupancy permits, the Project Applicant shall provide applicable portions of the lease agreements to the Planning Department verifying that the provisions

are included in the building lease agreements that heavy duty diesel trucks (Class 4 through 8) at a minimum meet the emissions standards of the 2010 vehicle model, and as trucks are replaced they are replaced with the newest available model.

MM AQ-6 Prior to the issuance of building permits, the City of Beaumont Planning Department shall verify that applicable building plans and specifications include electric vehicle charging stations and/or infrastructure to support the future installation of vehicle charging stations.

Level of Significance: Significant and Unavoidable Impact. No additional feasible mitigation measuresare available that can reduce impacts to less than significant.

Impact 3.2-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Level of Significance: Less Than Significant Impact

LOCALIZED CONSTRUCTION SIGNIFICANCE ANALYSIS

The nearest sensitive receptor is a residential community located 550 feet (167 meters) to the north of the Project and separated by the SR-60 freeway from the Project Site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 3.2-10: *Equipment-Specific Grading Rates***, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Banning Pass Area (SRA 29) since this area includes the Project. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to five acres in size. Project construction is anticipated to disturb a maximum of four acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a four-acre threshold were interpolated and utilized for this analysis.

Table 3.2-10: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	2	0.5	8	0.5
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	1.5
	Scrapers	2	1	8	2
Total Acres Graded per Day					**4.0**

Source: CalEEMod version 2016.3.2. Refer to ***Appendix B*** for model outputs.

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors are the single-family residences proposed and approved for construction, to be located 550 feet (167 meters) north of the Project. This presents a highly conservative analysis, given that these sensitive receptors: (1) have yet to be constructed; and (2) are located on the far side of SR-60, which generates substantially greater emissions than the Project would during either construction or operation.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 167 meters were interpolated and utilized in this analysis. **Table 3.2-11: *Localized Significance of Construction Emissions***, presents the results of localized emissions during each construction phase. In addition, construction, paving, and architectural coating emissions were also combined since these phases of construction are anticipated to overlap. ***Table 3.2-11*** shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Table 3.2-11: Localized Significance of Construction Emissions

Construction Activity	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Site Preparation	40.50	21.15	10.17	6.35
Grading	46.40	30.88	5.89	3.45
Building Construction	17.43	16.57	0.95	0.90
Paving	12.91	14.65	0.67	0.62
Architectural Coating	1.52	1.81	0.09	0.09
Combined Building Construction, Paving, and Architectural Coating	31.86	33.03	1.71	1.61
SCAQMD Localized Screening Threshold (adjusted for 4.0 acres at 167 meters)	*300*	*4,842*	*94*	*22*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2016.3.2. Refer to ***Appendix B*** for model outputs.				

LOCALIZED OPERATIONAL SIGNIFICANCE ANALYSIS

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project is a warehouse, the operational phase LST protocol is conservatively applied to both the area source and all the mobile source emissions. LSTs thresholds for receptors located at 100 meters in SRA 29 were conservatively utilized in this analysis because the closest receptors would be located 167 meters away. Although the warehouse would occupy approximately 31.26 acres, the five-acre LST threshold was applied to the Project.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown

in ***Table 3.2-12: Localized Significance of Operational Emissions***, conservatively include all on-site Project-related stationary sources and 100 percent of the Project-related new mobile sources, since a portion of mobile sources could include trucks idling on-site. ***Table 3.2-12*** shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities.

Table 3.2-12: Localized Significance of Operational Emissions

Activity	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site and Mobile Source Emissions	107.74	51.55	21.62	6.99
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 167 meters)	*368*	*5,264*	*35*	*11*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2016.3.2. Refer to ***Appendix B*** for model outputs.				

In addition, SCAQMD's Rule 2305 would require the Project to directly reduce NO_X and particulate matter emissions, or to otherwise facilitate emissions and exposure reductions of these pollutants in nearby communities. The Project operator may be required to implement additional emission reduction strategies. Conservatively, this analysis is not taking credit for these potential reductions. Compliance with Rule 2305 would reduce emissions below what is currently analyzed.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] 6 Cal.5th 502.)

The Friant Ranch project was a 942-acre Specific Plan that involved a commercial master-planned community of approximately 2,500 dwelling units and extensive commercial supporting development. The anticipated air quality impacts resulting from this development included significant and unavoidable emissions of multiple criteria pollutants (including significant emissions of both primary O_3 precursors [NO_X and ROGs]) at levels that exceeded the daily thresholds of significance. As noted above and shown in ***Table 3.2-9***, the Project's operational emissions will exceed the SCAQMD's NO_X significance thresholds, resulting in a significant and unavoidable impact.

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program[3] was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with

[3] Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

attainment of health-based FAAQS. The FAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_X and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According the SCAQMD's 2016 AQMP, ozone, NO_X, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_X and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NO_X emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the ozone standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

The SCAQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in $PM_{2.5}$ concentrations. NO_X-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_X reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMP also emphasizes that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_X emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_X from stationary

sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_X reductions from stationary sources achieved in the decades prior to 2008.

Part of the control process of the SCAQMD's duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by SCAQMD's CEQA Handbook. The single threshold of significance used to assess direct project and cumulative impacts has improved air quality 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 SCAQMD, the thresholds of significance are based on factual and scientific data and are therefore appropriate thresholds of significance to use for the Project.

Toxic Air Contaminants (TAC) Trends. In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of air toxic contaminant 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[4] 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: DPM, benzene, and 1,3-butadiene; those that are derived from stationary sources: perchloroethylene and hexavalent chromium; and those derived from photochemical reactions of emitted VOCs: formaldehyde and acetaldehyde. TACs data was gathered at monitoring sites from both the Bay Area and South Coast air basins. Several of the sites in the SCAB include Reseda, Compton, Rubidoux, Burbank, and Fontana. The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk.

Mobile Source TACs. 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 system. The On-Board Diagnostic 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 On-Board Diagnostic 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 On-Board Diagnostic requirements for heavy-duty vehicles over 14,000 pounds. CARB's phase II Reformulated Gasoline regulation, adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88 percent from 1990-2012. 1,3-Butadiene concentrations also declined 85 percent from 1990-2012 as a result of the use of reformulated gasoline and motor vehicle regulations.[5]

[4] Ralph Propper, Patrick Wong, Son Bui, Jeff Austin, William Vance, Alvaro Alvarado, Bart Croes, and Dongmin Luo, *Ambient and Emission Trends of Toxic Air Contaminants in California. American Chemical Society: Environmental Science & Technology,* 2015.

[5] Ibid.

In 2000, CARB's Diesel Risk Reduction Plan recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 parts per million [ppm]) diesel fuel. As a result of these measures, DPM concentrations have declined 68 percent since 2000, even though the State's population increased 31 percent and the amount of diesel vehicles miles traveled increased 81 percent. With the implementation of these diesel-related control regulations, CARB expects a DPM decline of 71 percent for 2000-2020.

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 SCAQMD initiated a comprehensive urban toxic air pollution study, called MATES-II (for Multiple Air Toxics Exposure Study). DPM accounts for more than 70 percent of the cancer risk. In 2008, the SCAQMD prepared an update to the MATES-II study, referred to as MATES-III. MATES-III estimates the average excess cancer risk level from exposure to TACs is an approximately 17 percent decrease in comparison to the MATES-II study. Nonetheless, the SCAQMD's most recent in-depth analysis of the TACs and their resulting health risks for all of southern California was from the *Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES IV,"* which shows that cancer risk has decreased more than 55 percent between MATES III (2005) and MATES IV (2015).[6]

Criteria Pollutant Health Risk. As noted in the Brief of Amicus Curiae by the SCAQMD in the Friant Ranch case (April 6, 2015) (Brief), the SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes. SCAQMD receives as many as 60 or more CEQA documents each month (around 500 per year) in its role as commenting agency or an agency with "jurisdiction by law" over air quality. The SCAQMD staff provides comments on as many as 25 or 30 such documents each month. Therefore, this analysis relies on SCAQMD expertise, thresholds, and guidance to disclose the Project's air quality impacts.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by individual projects, due to various factors. It is necessary to have data regarding the sources and types of TACs, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk and it does not necessarily mean anyone will contract cancer as a result of the project. The Brief also cites the author of the CARB methodology, which reported that a $PM_{2.5}$ methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O_3-related health impacts caused by NO_X or ROG (VOC) emissions from relatively small projects, due to photochemistry and regional model limitations. The Brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

[6] South Coast Air Quality Management District, *The Multiple Air Toxics Exposure Study IV,* 2015.

Conversely, for extremely large regional projects, the SCAQMD 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 pounds per day of NO_X and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3.

The Brief makes it clear that SCAQMD does not believe that there must be a quantification (or that it is even feasible to provide a meaningful quantification) of a project's health risks in all CEQA documents prepared for individual projects. Any attempt to quantify the Project's health risks would be considered unreliable and misleading. Also, the Project does not generate anywhere near 6,620 pounds per day of NO_X or 89,190 pounds per day of ROG (VOC) emissions, which SCAQMD stated was a large enough emission to quantify O_3-related health impacts. Therefore, the Project's emissions are not sufficiently high enough to use regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, as previously noted, a site-specific localized impact analysis that does correlate potential Project health impacts on a local level to immediately adjacent land uses is included above.

While the Project is expected to exceed the SCAQMD's numeric regional mass daily thresholds for NO_X, this does not in itself constitute a significant health impact to the population adjacent to the Project and within the SCAB, as clearly noted in the Brief.

The SCAQMD's numeric regional thresholds are based in part on Section 180(e) of the FCAA – it should be noted that the numeric regional mass daily thresholds have not changed since their adoption as part of the *CEQA Air Quality Handbook* published by SCAQMD in 1993 (over 20 years ago). The numeric regional mass daily thresholds are also intended to provide a means of consistency in significance determination within the environmental review process. Notwithstanding, simply exceeding the SCAQMD's numeric regional mass daily thresholds does not constitute a particular health impact to an individual receptor. The reason for this is that the mass daily thresholds are in pounds per day emitted into the air whereas health effects are determined based on the concentration of emissions in the air at particular receptor (e.g., parts per million by volume of air, or micrograms per cubic meter of air). State and federal AAQS were developed to protect the most susceptible population groups from adverse health effects and were established in terms of parts per million or micrograms per cubic meter for the applicable emissions.

Furthermore, as discussed previously, air quality trends for both emissions of NO_X, VOCs, and O_3 (which is a byproduct of NO_X and VOCs) have been trending downward within the air basin even as development has increased over the last several years. Therefore, although the Project would exceed the SCAQMD's numeric thresholds for emissions of NO_X, this does not in itself constitute a basin-wide increase in health effects related to these pollutants.

As noted in the SCAQMD Brief, the SCAQMD has acknowledged that for criteria pollutants it would be extremely difficult, if not impossible to quantify health impacts for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Furthermore, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (April 13, 2015), San Joaquin Valley Air Pollution Control District has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts. The San Joaquin Valley Air Pollution Control

District notes, "…the Air District is simply not equipped to analyze and to what extent the criteria pollutant emissions of an individual CEQA project directly impact human health in a particular area…even for projects with relatively high levels of emissions of criteria pollutant precursor emissions."

As noted above, the Project does not generate anywhere near 6,620 pounds per day of NO_X or 89,190 pounds per day of VOC emissions. Project Operations would generate 139.66 pounds per day of NO_X emissions prior to the incorporation of mitigation, and only 68.40 pounds per day after the incorporation of MMs AQ-1 through AQ-6, and would not exceed other criteria pollutant thresholds. 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.

Notwithstanding, as previously noted, the analysis above includes a localized impact analysis that correlate potential health impacts on a local level to immediately adjacent land uses. Unfortunately, current scientific, technological, and modeling limitations prevent the relation of expected adverse air quality impacts to likely health consequences. For this reason, discussion above explains in meaningful detail why it is not feasible to provide such a numerical analysis, but why health-based impacts are nonetheless anticipated to be less than significant.

Information on health impacts related to exposure to O_3 and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. Health studies are used by these agencies to set the Federal and State AAQS. None of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single project.

The Project's exceedance of the SCAQMD's NO_x mass emissions thresholds will contribute to the formation of ozone in the atmosphere that could potentially contribute to the SCAB's current ozone air quality violation, thus contributing to potential associated health effects in the region. However, ozone is not formed at the location of emission and the quantity of precursor emissions is not proportional to local ozone concentrations. The emission of NO_X and ROG do not directly cause health effects; it is the resulting concentration of criteria pollutants, which is influenced by sunlight, chemical reactions, and transport (i.e., regional impacts), that are not feasible to model at the Project level.[7] In addition, current SCAQMD and CARB regulations will reduce the emissions below what is shown in ***Table 3.2-9***. However, due to the uncertainty in the relationship between project-level mass emissions and regional ozone formation as well as limitations with currently available technical tools, the resulting health effects associated with the Project cannot be identified. Given this is speculative, it is not considered a significant environmental impact.

As previously discussed, localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to ***Table 3.2-11*** and ***Table 3.2-12***). The LSTs represent the maximum

[7] As noted in the San Joaquin Valley Air Pollution Control District (SJVAPCD) Amicus Curiae Brief for *Sierra Club v. County of Fresno, t*he computer models used to simulate and predict and attainment date for ozone or particulate matter NAAQS are based on regional inputs, such as regional inventories of precursor pollutants (NO_X, SO_X, and VOCs) and atmospheric chemistry and meteorology. The models simulate future ozone or PM levels based on predicted changes in precursor emissions region wide. The goal of these modeling exercises is not to determine whether the emissions generated by a particular factory or development project will affect the NAAQS attainment date. Rather, the air district modeling and planning strategy is regional in nature and based on the extent to which all of emission-generating sources (current and future) must be controlled in order to reach attainment.

emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal AAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The AAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. Health studies are used by these agencies to set the Federal and State AAQS. None of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. Therefore, without thresholds and standards there is no way to ascertain if there is a significant environmental impact.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment for CO in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addressed CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 971 additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission

levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors are located approximately 550 feet from the property boundary and major Project construction areas.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics. A construction phase Health Risk Assessment (see ***Appendix C***) was conducted for the Project. Maximum (worst case) PM_{10} exhaust construction emissions over the entire construction period were used to approximate construction DPM emissions. Risk levels were calculated based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, Air Toxics Hot Spots Program Risk Assessment Guidelines (February 2015). Results of the assessment indicate that the cancer risk would be 1.96 in one million at the Maximally Exposed Individual Resident (MEIR) (i.e., the closest sensitive receptor, located approximately 550 feet away), which would not exceed the SCAQMD threshold of 10 in one million. Non-cancer hazards for DPM would be below SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.002 and an acute hazard index of 0.088. Therefore, construction risk levels would be less than SCAQMD thresholds. Impacts would be less than significant.

Operational Diesel Particulate Matter

An operational phase Health Risk Assessment (see ***Appendix C***) was conducted based on the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and the SCAQMD Risk Assessment Procedures and the guidance from the California OEHHA. The analysis includes on-site and off-site impacts from the diesel trucks accessing the warehouse development on nearby residential and worker receptors.

The On-Road Motor Vehicle Emission Inventory Model (EMFAC) 2017 version 1.0.2 was used to obtain the emission factors for in grams per mile for vehicle travel and grams per hour for vehicle idling. Truck emissions were based on the first possible year of operations for a fleet mix of various aged vehicles, as opposed to average emissions over a 30-year window. Trucks were assumed to travel at a speed of 25 to 30 miles per hour (mph) (depending on roadway) for off-site truck travel and 10 mph for on-site truck travel.

Idling emissions were represented in the model via line volume sources along each loading dock and 15 minutes of idling[8] for each truck was assumed. Truck travel emissions were represented in the model via line volume sources along local roads and inside the facility where the trucks are expected to travel. Trucking routes were determined per the traffic impact analysis conducted for the Project.

Air dispersion modeling for the Health Risk Assessment was performed using the U.S. EPA AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources (not a factor in this case). AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Uniform Cartesian receptors were used to evaluate the locations of the maximally exposed sensitive receptors. Surface and upper air meteorological data from the Banning Monitoring Station provided by the SCAQMD was selected as being the most representative meteorology. In addition, National Elevation Dataset (NED) terrain data was imported into AERMOD for the Project. The modeling and analysis was prepared in accordance with the SCAQMD Modeling Guidance for AERMOD.[9]

Note that the concentration estimate developed using this methodology is conservative and is not a specific prediction of the actual concentrations that would occur at the Warehouse Site any one point in time. Actual 1-hour and annual average concentrations are dependent on many variables, particularly the number and type of vehicles and equipment operating at specific distances during time periods of adverse meteorology. A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on these worst-case exposure duration scenarios. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the OEHHA Guidance Manual. Only the risk associated with the worst-case location of the Project was assessed.

A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario using CARB's Risk Assessment Stand Alone Tool (RAST). Health risk were analyzed at the point of maximum impact and are a conservative estimate. The pollutant concentrations are then used to estimate the long-term cancer health risk to an individual as well as the non-cancer chronic health index.

The cancer and chronic health risks are based on the annual average concentration of PM_{10} (used as a proxy for DPM). As DPM does not have short-term toxicity values, acute risks were conservatively evaluated using hourly PM_{10} concentrations and the Reference Exposure Limit (REL) for acrolein. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA *Human Health Evaluation Manual* (1991) and the OEHHA Guidance Manual (2015).

Based on the AERMOD outputs, the highest annual average diesel PM_{10} emission concentrations from diesel truck traffic near sensitive receptors would be 0.002 µg/m^3. The calculations conservatively assume

[8] An idling time of 15 minutes per truck has been used per SCAQMD recommendations. Although the Project is required to comply with CARB's idling limit of 5 minutes, the SCAQMD recommends the on-site idling emissions should be estimated for 15 minutes of truck idling, which would take into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc.

[9] South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance, accessed September 2020.

no cleaner technology with lower emissions in future years. As shown in ***Table 3.2-13, Operational Risk Assessment Results,*** the highest calculated carcinogenic risk resulting from the Project is 1.76 per million. Additionally, MM AQ-5 requires model year 2010 trucks or newer. Emissions associated with MM AQ-5 have also been quantified and provided in ***Table 3.2-13***. As shown, impacts in the table reflect both pre-mitigation risk as well as risk after mitigation is implemented. As shown, with implementation of Project design features, neither would exceed thresholds related to cancer risk and impacts would be less than significant at nearby residential communities.

Table 3.2-13 Operational Risk Assessment Results

Exposure Scenario	Maximum Cancer Risk (Risk per Million)[1]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Residents (Without Electric Off-Road Equipment Project Design Feature and without Air Quality Mitigation) [2]	66.6	10	Yes
Residents (With Electric Off-Road Equipment Project Deign Feature and Without Air Quality Mitigation) [3]	1.56	10	No
Residents (With Electric Off-Road Equipment Project Design Feature and With Air Quality Mitigation) [4]	0.78	10	No

1. The reported annual pollutant concentration is at the closest receptor (maximally exposed individual resident). The maximally exposed individual resident would be at the residences located to the northwest of the SR-60/Potrero Boulevard interchange (approximately 550 feet north of the Project's property line). Maximum cancer risk is based on worst-case exposure durations for the Project, 95th percentile breathing rates, and 70-year averaging time.
2. The unmitigated exposure scenario conservatively shows the risk without implementation of Air Quality Assessment MM AQ-5 and without Project Design Features (all yard trucks would be powered by non-diesel fuel and all indoor forklifts would be powered by electricity).
3. The unmitigated scenario with electric off-road equipment includes implementation of Project Design Features.
4. MM AQ-5 requires the use of 2010 model year trucks or newer.

Refer to ***Appendix C***.

Acute and chronic impacts were also evaluated in the Health Risk Assessment. An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The highest maximum chronic and acute hazard index associated with both DPM and acrolein emissions from the Project would be 0.0135 and 0.0508, respectively. As a result, non-carcinogenic hazards are calculated to be within acceptable limits. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance: Less than Significant Impact.

Impact 3.2-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Level of Significance: Less than Significant Impact

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

During construction-related activities, some odors (not substantial pollutant concentrations) that may be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

3.2.5 SIGNIFICANT UNAVOIDABLE IMPACTS

With implementation of the Project, significant unavoidable impacts would occur in the following areas despite the implementation of all feasible mitigation measures:

- Conflict with or obstruct implementation of the applicable air quality plan, due to operational NO_x emissions; and
- Result in a cumulatively considerable net increase in a criteria pollutant for which the Project region is non-attainment, due to operational NO_x emissions.

3.2.6 CUMULATIVE IMPACTS

For purposes of air quality impact analysis, cumulative impacts are considered in conjunctions with past, present, and reasonably foreseeable projects and are discussed in Impact 3.2-2, above which considers if the Project would result in a cumulatively considerable net increase of any criteria pollutant for which region is in non-attainment under an applicable state or federal AAQS. As shown in ***Table 3.2-8, Mitigated Operational Emissions***, regional operations emission of NO_x would exceed thresholds and would result in a potentially significant long-term regional air quality impact. While all reasonable efforts have been undertaken to include incorporation of SC-1 and MMs AQ-1 through AQ-6 to reduce air emissions, emissions of NO_x would remain above thresholds. Because this is due largely to use of diesel engines as a necessary component of operation of the Project as a warehouse, there are no additional feasible measures to reduce emissions from the vehicles. Thus, this significant unavoidable. cumulative impacts related to NO_x emissions would remain.

3.2.7 REFERENCES

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3.3 BIOLOGICAL RESOURCES

This section describes effects on biological resources that would result from implementation of the Potrero Logistics Center Warehouse Project (Project). The following discussion addresses existing biological conditions in the affected area, identifies and analyzes environmental impacts for the Project, and recommends measures to reduce or avoid significant impacts to biological resources anticipated from Project construction and operation. In addition, existing laws and regulations relevant to biological resources are described. In some cases, compliance with these existing laws and regulations would serve to reduce or avoid certain impacts that would occur with the implementation of the Project. In these instances, mitigation is generally not required nor proposed.

The setting, context, and impact analysis in this section are based the *Biological Technical Report* (BTR, ***Appendix D***)*,* prepared by Glenn Lukos Associates, Inc. (GLA) in August 2021 to evaluate the Project's potential impacts to biological resources in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), California Environmental Quality Act (CEQA), and State and Federal regulations such as the Endangered Species Act (ESA), Clean Water Act (CWA), and the California Fish and Game Code (FGC). A previous *Biological Resources Assessment, Jurisdictional Delineation & MSHCP Compliance Report* was also prepared by Jericho Systems Inc. in May 2019 (***Appendix D***). And most recently, a *Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis* was conducted by GLA in December 2021 (***Appendix D***).

The field study focused on a number of primary objectives that would comply with CEQA and MSHCP requirements, including (1) general reconnaissance survey and vegetation mapping; (2) general biological surveys; (3) habitat assessments for special-status plant species (including species with applicable MSHCP survey requirements); (4) habitat assessments for special-status wildlife species (including species with applicable MSHCP survey requirements); (5) assessment for the presence of wildlife migration and colonial nursery sites; (6) assessments for MSHCP riparian/riverine areas and vernal pools; and (7) assessments for areas subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE) jurisdiction pursuant to Section 404 of the CWA, Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA, and California Department of Fish and Wildlife (CDFW) jurisdiction pursuant to Division 2, Chapter 6, Section 1600–1616 of the California FGC.

Information from the literature reviews, general and focused biological surveys, habitat assessments and databases were used to generate a list of special-status plant and animal species that have the potential to occur within the Project site and adjacent areas. For the purposes of this assessment, special-status species are defined as plants or animals that:

Plants

- Are listed through the Federal and/or State ESA; and/or
- Are California Native Plant Society (CNPS) Rare Plant Inventory Rank 1A, 1B, 2A, 2B, 3, or 4.

Wildlife

- Are listed through the Federal and/or State ESA; and

- Are designation by the State as a Species of Special Concern (SSC) or California Fully Protected (CFP) species.

For the purposes of this assessment, special-status species are defined as vegetation communities and habitats that:

- Global (G) and/or State (S) ranking of category 3 or less based on CDFW; and
- Riparian/riverine habitat.

The following acronyms are used in this section for Federal special-status species:

- FE: Federally listed as Endangered
- FT: Federally listed as Threatened
- FPE: Federally proposed for listing as Endangered
- FPT: Federally proposed for listing as Threatened
- FC: Federal Candidate Species (former C1 species)

The following acronyms are used in this section for State special-status species:

- SE: State-listed as Endangered
- ST: State-listed as Threatened
- SR: State-listed as Rare
- SCE: State Candidate for listing as Endangered
- SCT: State Candidate for listing as Threatened
- SFP: State Fully Protected
- SP: State Protected
- SSC: State Species of Special Concern

The following discussion summarizes the findings of the BTR completed by GLA.

3.3.1 ENVIRONMENTAL SETTING

EXISTING SITE CONDITIONS

The Project site is located in the western portion of Riverside County within the San Gorgonio Pass and in the northwest portion of the City of Beaumont (City). The elevation of the Project site ranges from 2,380 to 2,470 feet above mean sea level (amsl) and has an average annual maximum temperature that typically peaks at 75 degrees Fahrenheit (°F) in July and August. The temperature typically falls to an average annual minimum temperature of 45 °F in December. Average annual precipitation is greatest from January through April with total precipitation averaging 18 inches.

The Project site is bound by State Route 60 (SR-60) to the north and is approximately one mile west of Interstate 10 (I-10). On the north side of SR-60 is a residential Specific Plan development. To the east is

the planned future alignment of Potrero Boulevard. and vacant parcels. To the south is the currently unpaved but planned future alignment of 4th Street and further to the south is a drainage and undeveloped land, and to the west area vacant parcels.

The Project site is currently vacant and does not contain any existing structures. The topography of the site is generally sloped terrain with minor elevation changes. In the northerly portion of the site there are two rows of hills having flat tops. Topography is lowest at the southeastern portion of the Project site. A drainage of Potrero Creek runs along the northern border and is lined with concrete. The flat-topped hills in this northern area are dominated primarily by nonnative grasses and native herbs. Two blue-line drainages are mapped with the Project site. An ephemeral, incised drainage, which receives stormwater flows from Potrero Boulevard, occurs in the northern portion of the site; and Cooper's Creek, a perennial stream supporting a mature riparian vegetation community occurs in the southern portion of the site. The two drainages converge downstream of the western Project boundary.

Site Surveys

GLA conducted a general biological survey in November 2020. A jurisdictional delineation and evaluation of MSCHP Riparian/Riverine Areas was conducted in December 2020. An evaluation of MSCHP vernal pools and fairy shrimp habitat was conducted in November 2020 and twice in December 2020. A Phase One Assessment for the Los Angeles Pocket Mouse (*Perognathus longimembris brevinasus*) was conducted in December 2020. Focused plant surveys were conducted in March 2021, April 2021, and May 2021. Focused burrowing owl (*Athene cunicularia*) surveys were conducted twice in March 2021, in April 2021, and in May 2021. Fairy shrimp surveys are ongoing, and the results will be provided under separate cover.

The focus of the biological surveys was determined through initial site reconnaissance, a review of the California Natural Diversity Database (CNDDB), CNPS 8th edition online inventory, Natural Resource Conservation Service (NRCS) soil data, MSHCP species and habitat maps and sensitive soil maps, other pertinent literature, and knowledge of the region. Site specific general surveys within the Project site were conducted on foot in the proposed development areas for each target plant or animal species identified below. During all of GLA's surveys, plants and animal species and vegetation communities and habitats were noted. See ***Table 3.3-1: Summary of Biological Surveys for the Project Site*** for a summary of the surveys and the biologists who conducted them.

Table 3.3-1: Summary of Biological Surveys for the Project Site

Survey Type	2020 and 2021 Survey Dates	Biologists
General Biological Survey	11/17/20	JS, JA
Jurisdictional Delineation and Evaluation of MSHCP Riparian/Riverine Areas	12/9/20	ZW, CW
Evaluation of MSHCP Vernal Pools and Fairy Shrimp Habitat	11/17/20, 12/9/20, 12/10/20	JS, JA, ZW, CW, KL
Phase One Assessment for the Los Angeles Pocket Mouse	12/8/20	PV (Envira, Inc.)
Focused Plant Surveys	3/23/21, 4/14/21, 5/4/21	JS
Focused Burrowing Owl	3/8/21, 3/23/21,	DS, AN

Survey Type	2020 and 2021 Survey Dates	Biologists
Surveys	4/12/21, 5/4/21	
Fairy Shrimp Surveys	November 2020, December 30, January 6, January 26, February 3, February 9, March 12, March 19, 2021, March 26, 2021, August 2021	KL, DM, SC
SC = Stephanie Cashin JS = Jillian Stephens JA = Jeff Ahrens ZW = Zack West CW = Chris Waterston DS = David Smith AN = April Nakagawa KL = Kevin Livergood DM = Dave Moskovitz PV = Philippe Vergne (Envira, Inc.)		

Botanical Survey and Limitations

GLA biologist Jillian Stephens visited the site on November 17, 2020 and March 23, April 14, and May 4, 2021 to conduct general and focused plant surveys. Surveys were conducted in accordance with accepted botanical survey guidelines (CDFG 2009, CNPS 2001, USFWS 2000). As applicable, surveys were conducted at appropriate times based on precipitation and flowering periods. 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.

The rainy season from November of 2020 through April of 2021 resulted in exceptionally low precipitation for the entire greater southern California region. This data indicates that the 2020-2021 rainy season was a drought year, and as such, some special-status plant species, as well as plant species common to the entire region, may not have had enough resources to produce the vegetative matter, flowers, and/or fruit required to make species identifications. As such, GLA biologists made substantial efforts to visit reference populations for target species when possible, and also utilized resources such as local herbaria and the California Consortia of Herbaria to determine the annual occurrences of plant species throughout the region. This tracking of local flora phenology and occurrences allowed GLA biologists to make confident decisions on the confirmed absence of target plant species not detected during this drought condition.

VEGETATION MAPPING

The Project site supports the following vegetation community/land cover types: Non-Native Grassland, Riversidean Sage Scrub, Scrub Oak Chaparral, Willow Riparian Forest, and Disturbed/Developed. ***Table 3.3-2: Summary of Vegetation Community/Land Cover for the Project Site***, provides a summary of the vegetation community/land cover types and their corresponding acreage. In addition, refer to ***Exhibit 3.3-1: Onsite Habitat Communities***.

Table 3.3-2: Summary of Vegetation Community/Land Cover for the Project Site

Vegetation Community/Land Cover	Project Site *(acres)*
Non-Native Grassland	26.78
Riversidean Sage Scrub	6.23
Scrub Oak Chaparral	7.05
Willow Riparian Forest	6.12
Disturbed/Developed	19.26
Total	**65.43**

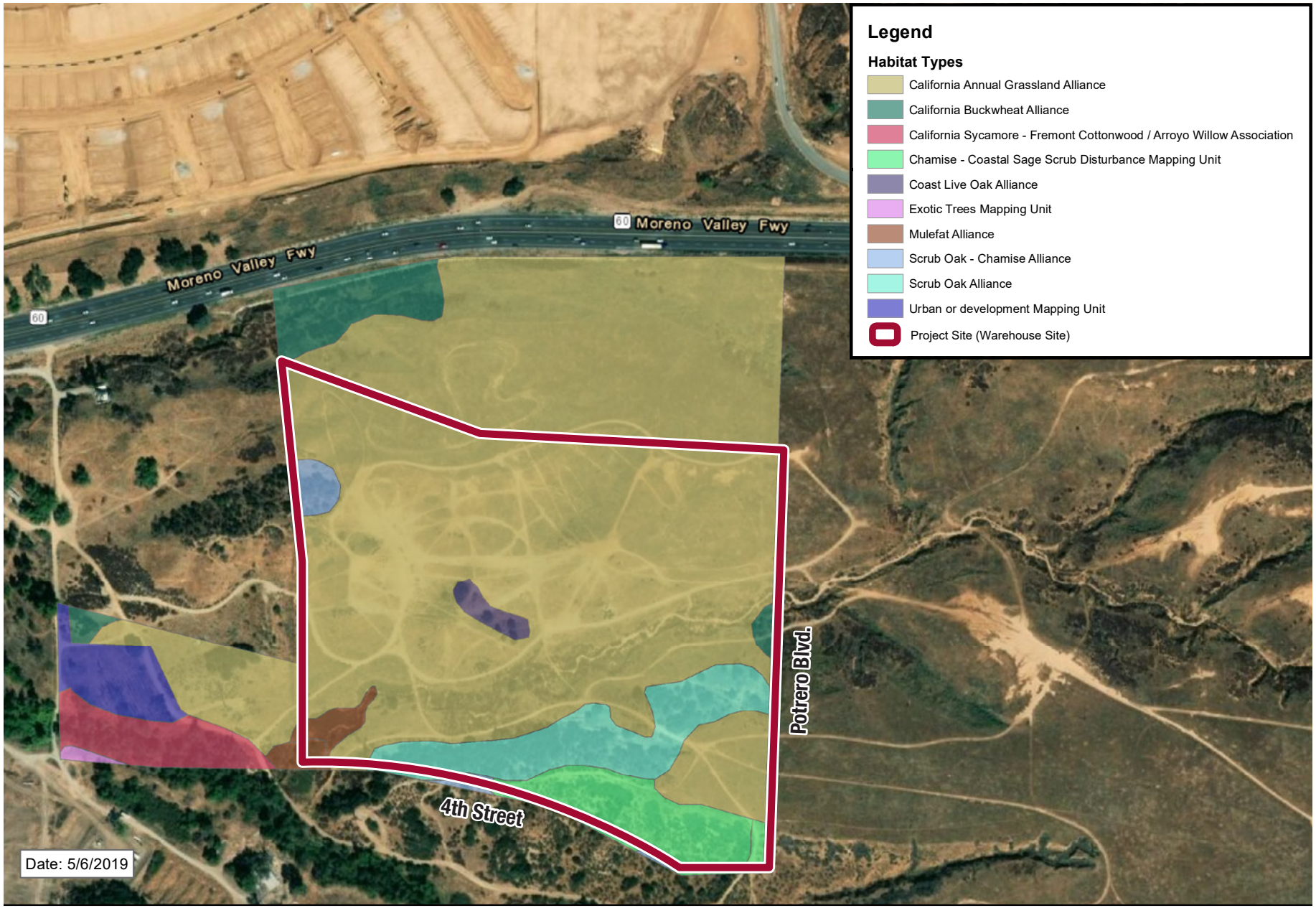

EXHIBIT 3.3-1: Onsite Habitat Communities
Potrero Logistics Center Warehouse Project

Kimley»Horn

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Non-Native Grassland

As noted in Table 3.3-2, the Project site supports 26.78 acres of non-native grassland. This plant community covers the majority of the Project site, as well as adjacent undeveloped lands to the east and west. The non-native grassland areas do not appear to be routinely disked or mowed at this time; however, a mosaic of unauthorized recreational off-roading trails is interspersed throughout the non-native grassland, indicating a level of routine disturbance throughout the habitat. The non-native grassland is dominated by invasive grass species including ripgut brome (Bromus diandrus), slim oat (Avena barbata), and red brome (Bromus rubens). Other commonly occurring species include common fiddleneck (Amsinckia intermedia), Palmer goldenweed (Ericameria palmeri), doveweed (Croton setiger), and annual bur-sage (Ambrosia acanthicarpa).

Riversidean Sage Scrub

The Project site supports 6.23 acres of Riversidean sage scrub scattered throughout the site in multiple, disjunct patches. These areas are primarily dominated with Mojave Desert California buckwheat (Eriogonum fasciculatum var. polifolium); however, other commonly occurring species include California sagebrush (Artemisia californica), chamise (Adenostoma fasciculatum), and white sage (Salvia apiana).

Scrub Oak Chaparral

The Project site supports 7.05 acres of scrub oak chaparral scattered throughout the site in multiple, disjunct patches. The canopy is primarily dominated with small, shrubby scrub oaks (Quercus berberidifolia), with redberry (Rhamnus crocea), sugar bush (Rhus ovata), fragrant sumac (Rhus aromatica) and Ceanothus sp. also commonly occurring throughout this plant community. The understory is dominated with ripgut brome, common phacelia (Phacelia distans), miner's lettuce (Claytonia parviflora), and goose grass (Galium aparine).

Willow Riparian Forest

The Project site supports 6.12 acres of willow riparian forest associated with Cooper's Creek, a perennial stream which traverses the southern portion of the Project site. The tree canopy is primarily dominated with black willow (Salix gooddingii), red willow (Salix laevigata), southern California black walnut (Juglans californica), Fremont cottonwood (Populus fremonti), and blue elderberry (Sambucus nigra ssp. caerulea). The riparian understory is comprised of mule fat (Baccharis salicifolia), stinging nettle (Urtica dioica), southern California grape (Vitis girdiana), and cattail (Typha sp.).

Disturbed/Developed

The Project site supports 19.26 acres of disturbed and developed areas scattered throughout. These areas consist of unpaved trails established by unauthorized recreational motorized vehicles, active construction associated with the development of West 4th Street, and multiple associated equipment staging areas. The disturbed and developed areas within the Project site are generally devoid of vegetation.

SPECIAL-STATUS VEGETATION COMMUNITIES

The CNDDB 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. The BTR identified that the Project site contains Willow Riparian Forest within the avoided portion, south of the Project footprint, in association with Cooper's Creek which constitutes a special-status vegetation type.

SPECIAL-STATUS PLANT SPECIES

Table 3.3-3: Special-Status Plants Evaluated for the Project Site, below 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 CNDDB and CNPS as occurring (either currently or historically) on or in the vicinity of the Project site, 2) applicable 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. See **Exhibit 3.3-2** for species occurrences within three miles of the Project site.

Table 3.3-3: Special-Status Plants Evaluated for the Project Site

Species Name	Status	Habitat Requirements	Potential for Occurrence
Borrego milk-vetch *Astragalus lentiginosus* var. *borreganus*	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Sandy soils in Mojavean desert scrub and Sonoran desert scrub.	Does not occur due to lack of suitable habitat.
California satintail *Imperata brevifolia*	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.	Does not occur within the Project footprint due to lack of suitable habitat and soils.
California screw moss *Tortula californica*	Federal: None State: None CNPS: Rank 1B.2 MSHCP: None	Sandy soil in chenopod scrub, and valley and foothill grassland.	Does not occur due to lack of suitable habitat.
Chaparral sand verbena *Abronia villosa* var. *aurita*	Federal: None State: None CNPS: Rank 1B.1 MSHCP: None	Sandy soils in chaparral, coastal sage scrub.	Not expected to occur.
Coachella Valley milk-vetch *Astragalus lentiginosus* var. *coachellae*	Federal: FE State: None CNPS: Rank 1B.2 MSHCP: None	Desert dunes, sandy Sonoran desert scrub.	Does not occur due to lack of suitable habitat.
Colorado Desert larkspur *Delphinium parishii* ssp. *subglobosum*	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Chaparral, cismontane woodland, pinyon and juniper woodland, Sonoran desert scrub.	Does not occur due to lack of suitable habitat.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Coulter's goldfields *Lasthenia glabrata* ssp. *coulteri*	Federal: None State: None CNPS: Rank 1B.1 MSHCP: MSHCP(d)	Playas, vernal pools, marshes and swamps (coastal salt).	Does not occur due to lack of suitable habitat.
Crowned muilla *Muilla coronata*	Federal: None State: None CNPS: Rank 4.2 MSHCP: None	Chenopod scrub, Joshua tree woodland, Mojavean desert scrub, Pinyon and juniper woodland	Does not occur due to lack of suitable habitat.
Davidson's saltscale *Atriplex serenana* var. *davidsonii*	Federal: None State: None CNPS: Rank 1B.2 MSHCP: MSHCP (d)	Alkaline soils in coastal sage scrub, coastal bluff scrub.	Does not occur due to lack of suitable habitat and soils.
Davidson's stonecrop *Sedum niveum*	Federal: None State: None CNPS: Rank 4.2 MSHCP: Not covered	Rocky soils in lower and upper montane coniferous forest, and subalpine coniferous forest.	Does not occur due to lack of suitable habitat.
Duran's rush *Juncus duranii*	Federal: None State: None CNPS: Rank 4.3 MSHCP: Not covered	Mesic soils in lower and upper montane coniferous forests, meadows and seeps.	Does not occur due to lack of suitable habitat.
Hall's monardella *Monardella macrantha* ssp. *hallii*	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.	Does not occur due to lack of suitable habitat.
Heart-leaved pitcher sage *Lepechinia cardiophylla*	Federal: None State: None CNPS: Rank 1B.2 MSHCP: MSHCP(d)	Closed-cone coniferous forest, chaparral, and cismontane woodland.	Does not occur due to lack of suitable habitat.
Heckard's paintbrush *Castilleja montigena*	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Lower montane coniferous forest, Pinyon and juniper woodland, Upper montane coniferous forest	Does not occur due to lack of suitable habitat.
Jaeger's (bush) milk-vetch *Astragalus pachypus* var. *jaegeri*	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.	Not expected to occur.
Johnston's bedstraw *Galium johnstonii*	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Chaparral, lower montane coniferous forest, pinyon and juniper woodland, riparian woodland.	Does not occur due to lack of suitable habitat.
Johnston's monkeyflower *Diplacus (Mimulus) johnstonii*	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Lower montane coniferous forest (scree, disturbed areas, rocky or gravelly soil, roadsides)	Does not occur due to lack of suitable habitat.
Laguna Mountains jewelflower *Streptanthus bernardinus*	Federal: None State: None CNPS: Rank 4.3 MSHCP: Not covered	Chaparral and lower montane coniferous forest.	Does not occur due to lack of suitable habitat.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Lemon lily *Lilium parryi*	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.	Does not occur within the Project footprint due to lack of suitable habitat.
Little mousetail *Myosurus minimus* ssp. *apus*	Federal: None State: None CNPS: Rank 3.1 MSHCP: MSHCP (d)	Valley and foothill grassland, vernal pools (alkaline soils).	Does not occur due to lack of suitable habitat and soils.
Little purple monkeyflower *Erythranthe (Mimulus) purpurea*	Federal: None State: None CNPS: Rank 1B.2 MSHCP: None	Meadows and seeps, pebble (pavement) plain, and upper montane coniferous forest.	Does not occur due to lack of suitable habitat.
Long-spined spineflower *Chorizanthe polygonoides* var. *longispina*	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	Does not occur due to lack of suitable habitat.
Many-stemmed dudleya *Dudleya multicaulis*	Federal: None State: None CNPS: Rank 1B.2 MSHCP: MSHCP (b)	Chaparral, coastal sage scrub, valley and foothill grassland. Often occurring in clay soils.	Confirmed absent during focused plant surveys.
Marsh sandwort *Arenaria paludicola*	Federal: FE State: SE CNPS: Rank 1B.1 MSHCP: None	Bogs and fens, freshwater marshes and swamps.	Does not occur due to lack of suitable habitat.
Mesa horkelia *Horkelia cuneata* var. *puberula*	Federal: None State: None CNPS: Rank 1B.1 MSHCP: None	Sandy or gravelly soils in chaparral (maritime), cismontane woodland, and coastal scrub.	Does not occur due to lack of suitable habitat.
Mojave tarplant *Deinandra mohavensis*	Federal: None State: SE CNPS: Rank 1B.3 MSHCP: MSHCP (e)	Chaparral (mesic soils) and riparian scrub.	Does not occur within the Project footprint due to lack of suitable habitat.
Mount Pinos larkspur *Delphinium parryi* ssp. *purpureum*	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Chaparral, Mojavean desert scrub, pinyon and juniper woodland.	Does not occur due to lack of suitable habitat.
Mud nama *Nama stenocarpum*	Federal: None State: None CNPS: Rank 2B.2 MSHCP: MSHCP (d)	Marshes and swamps	Does not occur due to lack of suitable habitat.
Narrow-leaf sandpaper-plant *Petalonyx linearis*	Federal: None State: None CNPS: Rank 2B.3 MSHCP: None	Sandy or rocky canyons, Mojavean desert scrub, and Sonoran desert scrub.	Does not occur due to lack of suitable habitat.
Narrow-petaled rein orchid *Piperia leptopetala*	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Cismontane woodland, lower montane coniferous forest, upper montane coniferous forest.	Does not occur due to lack of suitable habitat.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Nevin's barberry *Berberis nevinii*	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. This species is a perennial shrub and would have been detected if present.
Ocellated humboldt lily *Lilium humboldtii* ssp. *ocellatum*	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.	Does not occur within the Project footprint due to lack of suitable habitat.
Palmer's mariposa lily *Calochortus palmeri* var. *palmeri*	Federal: None State: None CNPS: Rank 1B.2 MSHCP: Not covered	Mesic soils in chaparral, lower montane coniferous forest, and meadows and seeps.	Does not occur due to lack of suitable habitat.
Paniculate tarplant *Deinandra paniculata*	Federal: None State: None CNPS: Rank 4.2 MSHCP: None	Usually in vernally mesic, sometimes sandy soils in coastal scrub, valley and foothill grassland, and vernal pools.	Confirmed absent during focused plant surveys.
Parish's alumroot *Heuchera parishii*	Federal: None State: None CNPS: Rank 1B.3 MSHCP: Not covered	Rocky, sometimes carbonate soils in alpine boulder and rock field, lower and upper montane coniferous forest, and subalpine coniferous forest.	Does not occur due to lack of suitable habitat.
Parish's brittlescale *Atriplex parishii*	Federal: None State: None CNPS: Rank 1B.1 MSHCP: MSHCP (d)	Chenopod scrub, playas, vernal pools.	Does not occur due to lack of suitable habitat.
Parish's bush-mallow *Malacothamnus parishii*	Federal: None State: None CNPS: Rank 1A MSHCP: None	Chaparral and coastal scrub	Species presumed extinct.
Parish's checkerbloom *Sidalcea hickmanii* ssp. *parishii*	Federal: None State: Rare CNPS: Rank 1B.2 MSHCP: None	Chaparral, cismontane woodland, and lower montane coniferous forest.	Does not occur due to lack of suitable habitat.
Parish's gooseberry *Ribes divaricatum* var. *parishii*	Federal: None State: None CNPS: Rank 1A MSHCP: None	Riparian woodland	Species presumed extinct[1].
Parish's rupertia *Rupertia rigida*	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.	Does not occur due to lack of suitable habitat.

[1] Calflora: Information on California plants for education, research and conservation, with data contributed by public and private institutions and individuals, including the Consortium of California Herbaria. [web application]. 2021. Berkeley, California: The Calflora Database [a non-profit organization]. Available: https://www.calflora.org/

Species Name	Status	Habitat Requirements	Potential for Occurrence
Parry's spineflower *Chorizanthe parryi* var. *parryi*	Federal: None State: None CNPS: Rank 1B.1 MSHCP: MSHCP	Sandy or rocky soils in open habitats of chaparral and coastal sage scrub.	Confirmed present.
Peninsular spineflower *Chorizanthe leptotheca*	Federal: None State: None CNPS: Rank 4.2 MSHCP: MSHCP	Alluvial fan, granitic. Chaparral, coastal scrub, lower montane coniferous forest.	Does not occur due to lack of suitable habitat and soils.
Peruvian dodder *Cuscuta obtusiflora var. glandulosa*	Federal: None State: None CNPS: Rank 2B.2 MSHCP: None	Marshes and swamps (freshwater). Annual vine (parasitic). Blooming period July - October.	Does not occur due to lack of suitable habitat.
Plummer's mariposa lily *Calochortus plummerae*	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 during focused plant surveys.
Pygmy hulsea *Hulsea vestita* ssp. *pygmaea*	Federal: None State: None CNPS: Rank 1B.3 MSHCP: None	Granitic, gravelly soils in alpine boulder and rockfield, and subalpine coniferous forest.	Does not occur due to lack of suitable habitat.
Robinson's pepper grass *Lepidium virginicum* var. *robinsonii*	Federal: None State: None CNPS: Rank 4.3 MSHCP: Not covered	Chaparral, coastal sage scrub.	Confirmed absent during focused plant surveys.
Rock sandwort *Arenaria lanuginosa var. saxosa*	Federal: None State: None CNPS: Rank 2B.3 MSHCP: None	Mesic and sandy soils in subalpine coniferous forest and upper montane coniferous forest.	Does not occur due to lack of suitable habitat.
Rock-loving oxytrope *Oxytropis oreophila* var. *oreophila*	Federal: None State: None CNPS: Rank 2B.3 MSHCP: None	Gravelly or rocky soils in alpine boulder and rockfield, and subalpine coniferous forest.	Does not occur due to lack of suitable habitat.
Salt marsh bird's-beak *Chloropyron maritimum* ssp. *maritimum*	Federal: FE State: SE CNPS: Rank 1B.2 MSHCP: None	Coastal dune, coastal salt marshes and swamps.	Does not occur due to lack of suitable habitat.
Salt Spring checkerbloom *Sidalcea neomexicana*	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.	Does not occur due to lack of suitable habitat and soils.
San Bernardino aster *Symphotrichum defoliatum*	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).	Does not occur due to lack of suitable habitat.

Species Name	Status	Habitat Requirements	Potential for Occurrence
San Bernardino gilia *Gilia leptantha* ssp. *leptantha*	Federal: None State: None CNPS: Rank 1B.3 MSHCP: None	Lower montane coniferous forest (sandy or gravelly).	Does not occur due to lack of suitable habitat.
San Bernardino grass-of Parnassus *Parnassia cirrata* var. *cirrata*	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.	Does not occur due to lack of suitable habitat.
San Bernardino Mountains owl's-clover *Castilleja lasiorhyncha*	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.	Does not occur within the Project footprint due to lack of suitable habitat.
San Gabriel ragwort *Senecio astephanus*	Federal: None State: None CNPS: Rank 4.3 MSHCP: None	Rocky slopes, coastal bluff scrub, chaparral.	Does not occur due to lack of suitable habitat.
San Jacinto Mountains bedstraw *Galium angustifolium* ssp. *jacinticum*	Federal: None State: None CNPS: Rank 1B.3 MSHCP: MSHCP (b)	Lower montane coniferous forest.	Does not occur due to lack of suitable habitat.
San Jacinto Valley crownscale *Atriplex coronata* var. *notatior*	Federal: FE State: None CNPS: Rank 1B.1 MSHCP: MSHCP (d)	Alkaline soils in chenopod scrub, valley and foothill grassland, vernal pools.	Does not occur due to lack of suitable habitat.
Scalloped moonwort *Botrychium crenulatum*	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).	Does not occur due to lack of suitable habitat.
Slender-horned spineflower *Dodecahema leptoceras*	Federal: FE State: SE CNPS: Rank 1B.1 MSHCP: MSHCP(b)	Sandy soils in alluvial scrub, chaparral, cismontane woodland.	Does not occur due to lack of suitable habitat.
Small-flowered morning-glory *Convolvulus simulans*	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.	Does not occur due to lack of suitable habitat.
Smooth tarplant *Centromadia pungens* ssp. *laevis*	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.	Does not occur within the Project footprint due to lack of suitable habitat and soils.
South coast saltscale *Atriplex pacifica*	Federal: None State: None CNPS: Rank 1B.2 MSHCP: Not covered	Coastal bluff scrub, coastal dunes, coastal sage scrub, playas.	Does not occur due to lack of suitable habitat.
Southern alpine buckwheat *Eriogonum kennedyi* var. *alpigenum*	Federal: None State: None CNPS: Rank 1B.3 MSHCP: None	Granitic and gravelly soils in alpine boulder and rockfield, and subalpine coniferous forest.	Does not occur due to lack of suitable habitat.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Southern California black walnut *Juglans californica*	Federal: None State: None CNPS: Rank 4.2 MSHCP: None	Chaparral, cismontane woodland, coastal sage scrub, alluvial surfaces.	Confirmed present in Cooper's Creek, outside of Project footprint.
Southern jewelflower *Streptanthus campestris*	Federal: None State: None CNPS: Rank 1B.3 MSHCP: Not covered	Rocky soils in chaparral, lower montane coniferous forest, and pinyon and juniper woodland.	Does not occur due to lack of suitable habitat.
Spiny-hair blazing star *Mentzelia tricuspis*	Federal: None State: None CNPS: Rank 2B.1 MSHCP: None	Sandy, gravelly, slopes, and washes. Mojavean desert scrub.	Does not occur due to lack of suitable habitat.
Spreading navarretia *Navarretia fossalis*	Federal: FT State: None CNPS: Rank 1B.1 MSHCP: MSHCP (b)	Vernal pools, playas, chenopod scrub, marshes and swamps (assorted shallow freshwater).	Does not occur due to lack of suitable habitat.
Thread-leaved brodiaea *Brodiaea filifolia*	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.	Not expected to occur.
Torrey's box-thorn *Lycium torreyi*	Federal: None State: None CNPS: Rank 4.2 MSHCP: None	Sandy, rocky, washes, streambanks, desert valleys. Mojavean desert scrub and Sonoran desert scrub.	Does not occur due to lack of suitable habitat.
Vernal barley *Hordeum intercedens*	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.	Does not occur due to lack of suitable habitat.
White rabbit-tobacco *Pseudognaphalium leucocephalum*	Federal: None State: None CNPS: Rank 2B.2 MSHCP: None	Coastal sage scrub and chaparral	Confirmed absent during focused plant surveys.
White-bracted spineflower *Chorizanthe xanti* var. *leucotheca*	Federal: None State: None CNPS: Rank 1B.2 MSHCP: Not covered	Sandy or gravelly soils in Mojavean desert scrub and pinyon and juniper woodland.	Does not occur due to lack of suitable habitat.
Wright's trichocoronis *Trichocoronis wrightii* var. *wrightii*	Federal: None State: None CNPS: Rank 2B.1 MSHCP: MSHCP(b)	Alkaline soils in meadows and seeps, marshes and swamps, riparian scrub, vernal pools.	Does not occur due to lack of suitable habitat.
Yucaipa onion *Allium marvinii*	Federal: None State: None CNPS: Rank 1B.2 MSHCP: MSHCP(b)	Chaparral (clay, openings).	Confirmed absent.

STATUS

Federal

FE – Federally Endangered
FT – Federally Threatened
FC – Federal Candidate

State

SE – State Endangered
ST – State Threatened

CNPS

Rank 1A – Plants presumed extirpated in California and either rare or extinct elsewhere.
Rank 1B – Plants rare, threatened, or endangered in California and elsewhere.
Rank 2A – Plants presumed extirpated in California, but common elsewhere.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Rank 2B – Plants rare, threatened, or endangered in California, but more common elsewhere. Rank 3 – Plants about which more information is needed (a review list). Rank 4 – Plants of limited distribution (a watch list). **Threat Code extension** .1 – Seriously endangered in California (over 80% occurrences threatened) .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 **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 onsite due to low habitat quality, however absence cannot be ruled out. ▪ 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 onsite incidentally or through focused surveys.			

Special-Status Plant Species Results

The following special-status plants were detected at the Project site: Parry's spineflower (*Chorizanthe parryi var. parryi*) and southern California black walnut (Juglans californica). As noted above, the 2020-2021 rainy season resulted in exceptionally low precipitation for the entire greater southern California region, and as such, some plant species may not have had enough resources to produce the vegetative matter, flowers, and/or fruit needed to identify and confirm the presence of certain species. Although plant species of multiple growth forms (i.e., annual herbs and perennial bulbiferous herbs) were observed on-site, GLA biologists also made substantial efforts to visit reference populations for target species when possible and utilized resources such as local herbaria and the California Consortia of Herbaria to determine the annual occurrences of such plant species throughout the region. This tracking of local flora phenology and occurrences allowed GLA biologists to make confident decisions on the confirmed absence of specific plant species during this drought condition.

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. Parry's spineflower is fully covered under the MSHCP. This annual herb is known to occur in chaparral, cismontane woodland, coastal scrub, and in rocky or sandy openings in foothill valleys and grasslands from 275 to 1,220 meters (900 to 4,001 feet) AMSL. Parry's spineflower is known to occur from Los Angeles, Riverside, and San Bernardino counties and is known to bloom from April through June. Approximately 1,500 Parry's spineflower individuals were observed in a single population at the southern boundary of the Project footprint. The population was observed in a patch of Riversidean sage scrub during focused plant surveys conducted on April 14 and May 4, 2021. GLA biologists observed the Parry's spineflower population on-site in flower and fruiting.

Southern California black walnut (Juglans californica)

This species is a member of the walnut family (*Juglandiaceae*) and is designated as a CNPS List 4.2 species but is not state or federally listed. This perennial deciduous tree is known to occur in chaparral, cismontane 32 woodland, and coastal scrub from 50 to 900 meters (165 to 2,952 feet) AMSL. Southern California black walnut is known to occur from Santa Barbara, Ventura, Los Angeles, Riverside, San Bernardino, Orange, and San Diego counties, and is known to bloom from March through August.

Multiple southern California black walnut individuals occur within the riparian habitat associated with Cooper's Creek, which traverses the southern portion of the Project site. These trees were observed during the habitat assessment on November 17, 2020 and during the jurisdictional delineation on December 9, 2020. Individual trees were not mapped as part of the focused plant survey effort since this entire portion of the Project site would be avoided by the Project, and as noted above, biological survey efforts were concentrated on the Project footprint.

In addition, the Project site occurs within MSHCP Narrow Endemic Plant Species Survey Areas (NEPSSA) designated survey area 8; therefore, the following target species were evaluated: many-stemmed dudleya (*Dudleya multicaulis*) and Yucaipa onion (Allium marvinii).

Many-stemmed dudleya (Dudleya multicaulis)

This species is a member of the stonecrop family (Crassulaceae) and is designated as a CNPS List 1B.2 species but is not a federal or state listed species. 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 15 to 790 meters (50 to 2,590 feet) AMSL. This species is known to bloom from April through July.

Although many-stemmed dudleya was determined to have low potential to occur within the Project site prior to conducting focused surveys, this species was confirmed absent during focused rare plant surveys performed by GLA in spring of 2021. Multiple reference sites of known populations of many-stemmed dudleya were visited during spring of 2021 at which time this species was observed in all phenology forms (e.g., vegetative, blooming, and fruiting) and observed supporting stable population numbers. As such, despite the low rainfall year, it has been determined that this species is absent from the Project site.

Yucaipa onion (Allium marvinii)

This species is a member of the lily family (*Liliaceae*) and is designated as a CNPS List 1B.1 species but is not a state or federally listed species. This perennial herb is known to occur in clay openings within chaparral from 760 to 1,065 meters (2,492 to 3,493 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.

Yucaipa onion was determined to have very low potential to occur within the Project site prior to conducting focused surveys, as soils did not exhibit strong clay characteristics and elevation onsite occurs just outside the species' indicated range. A reference site for Yucaipa onion was not visited by GLA biologists; however, the University of California, Irvine Herbarium 33 vouchered a specimen of Yucaipa onion blooming in May of 2021. Due to the species having very low potential to occur on-site, as well as the species having a successful blooming year despite regional drought conditions, it has been determined that Yucaipa onion is absent from the Project site.

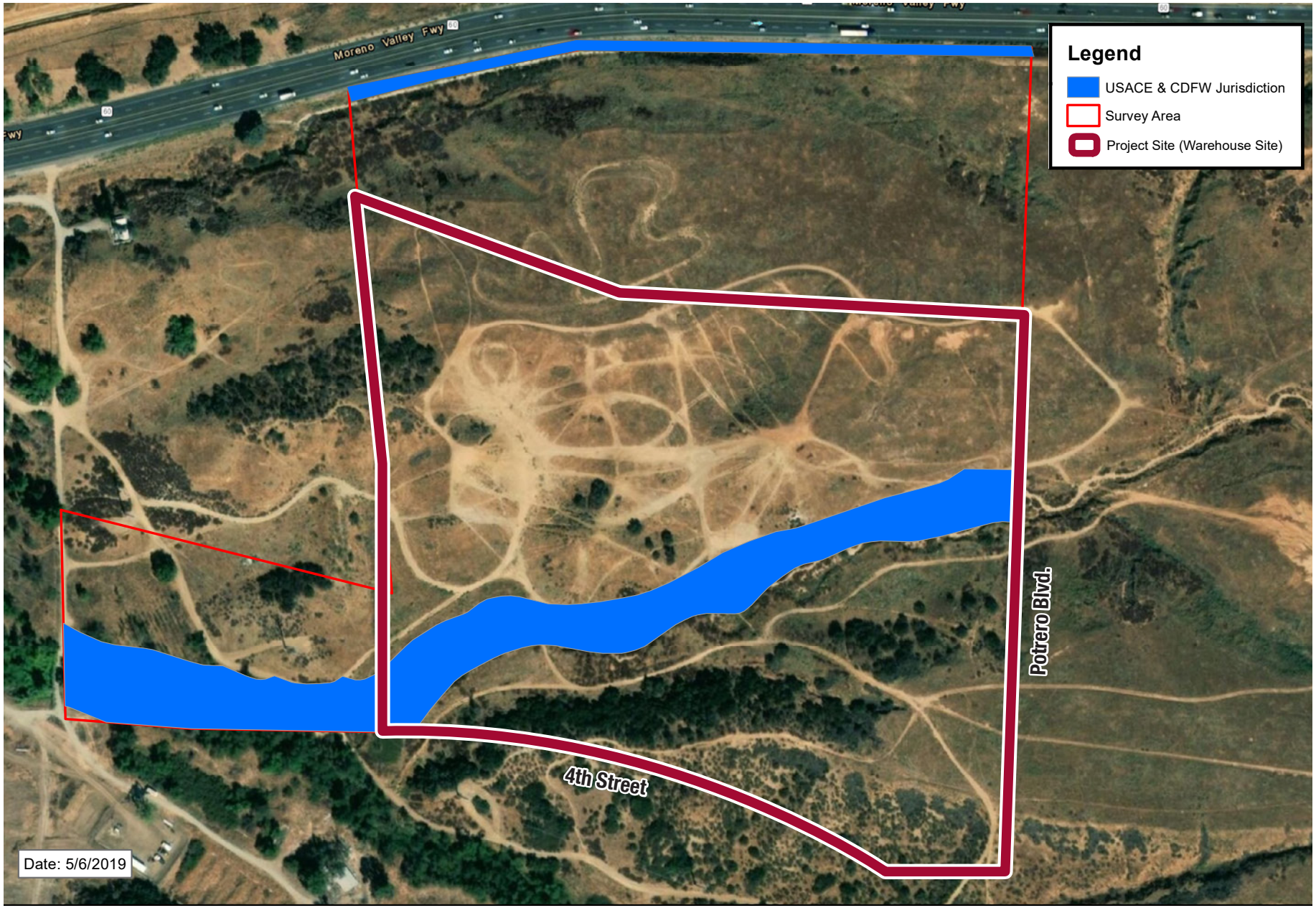

EXHIBIT 3.3-2: Jurisdictional Delineation
Potrero Logistics Center Warehouse Project

Kimley»Horn

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SPECIAL-STATUS ANIMAL SPECIES

Table 3.3-4: Special-Status Animals Evaluated for the Project Site, below provides a list of special-status animals evaluated for the Project site through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors, including: 1) species identified by the CNDDB as occurring (either currently or historically) on or in the vicinity of the Project site, 2) applicable MSHCP survey areas, and 3) any other special-status animals that are known to occur within the vicinity of the Project site, for which potentially suitable habitat occurs on the site. See ***Exhibit 3.3-2*** for species occurrences within three miles of the Project site.

Table 3.3-4: Special-Status Animals Evaluated for the Project Site

Species Name	Status	Habitat Requirements	Potential for Occurrence
Invertebrates			
Crotch bumble bee *Bombus crotchii*	Federal: None State: SSC MSHCP: None	Relatively warm and dry sites, including the inner Coast Range of California and margins of the Mojave Desert.	Low to moderate potential to occur within the Project site.
Riverside fairy shrimp *Streptocephalus woottoni*	Federal: FE State: None MSHCP: MSHCP(a)	Restricted to deep seasonal vernal pools, vernal pool-like ephemeral ponds, and stock ponds.	Low potential to occur within the Project footprint.
San Diego fairy shrimp *Branchinecta sandiegonensis*	Federal: FE State: None MSHCP: None	Seasonal vernal pools.	Low potential to occur within the Project footprint.
vernal pool fairy shrimp *Branchinecta lynchi*	Federal: FT State: None MSHCP: MSHCP(a)	Seasonal vernal pools.	Low potential to occur within the Project footprint.
Fish			
Santa Ana speckled dace *Rhinichthys osculus* 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 due to lack of suitable habitat.
Southern steelhead - southern California DPS *Oncorhynchus mykiss irideus*	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 due to lack of suitable habitat.
Amphibians			
Southern mountain yellow-legged frog *Rana muscosa*	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 due to lack of suitable habitat.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Western spadefoot *Spea hammondii*	Federal: None State: SSC MSHCP: MSHCP	Seasonal pools in coastal sage scrub, chaparral, and grassland habitats.	Low potential to occur within the Project site.
Reptiles			
California glossy snake *Arizona elegans occidentalis*	Federal: None State: SSC MSHCP: Not Covered	Occurs interior coast range and southwestern desert regions	Low potential to occur within the Project site.
California mountain kingsnake (San Bernardino population) *Lampropeltis zonata (parvirubra)*	Federal: None State: WL MSHCP: MSHCP (f)	Bigcone spruce and chaparral at lower elevations. Black oak, incense cedar, Jeffery pine, and ponderosa pine at higher elevations.	Does not occur due to lack of suitable habitat.
Coast horned lizard *Phrynosoma blainvillii*	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.	Low to moderate potential to occur within the Project site.
Coast patch-nosed snake *Salvadora hexalepis virgultea*	Federal: None State: SSC MSHCP: Not covered	Occurs in coastal chaparral, desert scrub, washes, sandy flats, and rocky areas.	Low potential to occur within the Project site.
Coastal whiptail *Aspidoscelis tigris stejnegeri (multiscutatus)*	Federal: None State: SSC MSHCP: MSHCP	Open, often rocky areas with little vegetation, or sunny microhabitats within shrub or grassland associations.	Low to moderate potential to occur within the Project site.
Red-diamond rattlesnake *Crotalus ruber*	Federal: None State: SSC MSHCP: MSHCP	Habitats with heavy brush and rock outcrops, including coastal sage scrub and chaparral.	Moderate potential to occur within the Project site.
Southern California legless lizard *Anniella stebbinsi*	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	Low potential to occur within the Project site.
Southern rubber boa *Charina umbratica*	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 within the Project site due to a lack of suitable habitat.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Two-striped garter snake *Thamnophis hammondii*	Federal: None State: SSC MSHCP: Not Covered	Aquatic snake typically associated with wetland habitats such as streams, creeks, and pools	Does not occur within the proposed Project footprint due to a lack of suitable habitat. Moderate to high potential to occur within the avoided riparian habitat in the southern portion of the Project site.
Western pond turtle *Emys marmorata*	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 within the proposed Project footprint due to a lack of suitable habitat. Not expected to bask or breed on site. Low potential for dispersal through the avoided riparian habitat in the southern portion of the Project site.
Birds			
Bell's sage sparrow *Artemisiospiza belli belli*	Federal: BCC State: WL MSHCP: MSHCP	Chaparral and coastal sage scrub along the coastal lowlands, inland valleys, and in the lower foothills of local mountains.	Moderate potential to occur within the Project site.
Black swift (nesting) *Cypseloides niger*	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 within the Project site due to a lack of suitable habitat.
Burrowing owl *Athene cunicularia*	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 during focused surveys.
Coastal cactus wren (San Diego & Orange County only) *Campylorhynchus brunneicapillus sandiegensis*	Federal: BCC State: SSC MSHCP: MSHCP	Occurs almost exclusively in cactus (cholla and prickly pear) dominated coastal sage scrub.	Not expected to occur within the Project site due to a trace amount of cactus on site and a general lack of suitable habitat.
Coastal California gnatcatcher *Polioptila californica californica*	Federal: FT State: SSC MSHCP: MSHCP	Low elevation coastal sage scrub and coastal bluff scrub.	Low potential to occur within the Project site within the limited areas of buckwheat scrub habitat.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Ferruginous hawk (wintering) *Buteo regalis*	Federal: BCC State: WL MSHCP: MSHCP	Open, dry country, perching on trees, posts, and mounds. In California, wintering habitat consists of open terrain and grasslands of the plains and foothills.	Does not nest on site. Low potential to occur within the Project site during winter only.
Golden eagle (nesting and wintering) *Aquila chrysaetos*	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.	Does not nest on-site due to a lack of suitable habitat. Low potential to forage on site due to the general lack of vast open foraging habitat.
Least Bell's vireo *Vireo bellii pusillus*	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 within the proposed Project footprint due to a lack of suitable habitat. Detected in 2019 by Jericho Systems, Inc. in the avoided riparian habitat in the southern portion of the Project site.
Loggerhead shrike (nesting) *Lanius ludovicianus*	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.	Moderate to high potential to nest and forage within the Project site.
Purple martin (nesting) *Progne subis*	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 due to a lack of suitable habitat.
Southwestern willow flycatcher (nesting) *Empidonax traillii extimus*	Federal: FE State: SE MSHCP: MSHCP(a)	Riparian woodlands along streams and rivers with mature dense thickets of trees and shrubs.	Does not occur within the proposed Project footprint due to a lack of suitable habitat. Low to moderate potential to occur within the avoided riparian habitat in the southern portion of the Project site.
Swainson's hawk (nesting) *Buteo swainsoni*	Federal: None State: ST MSHCP: MSHCP	Occupies grasslands, brushlands, deserts, oak savannas, open coniferous forests, and montane valleys for hunting and uses perches.	Not expected to nest within the Project site. Potential to occur for foraging only.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Tricolored blackbird (nesting colony) *Agelaius tricolor*	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 in the proposed Project footprint due to a lack of suitable habitat. Not expected to occur within the overall Project site due to the absence of suitable emergent vegetation. May forage on site.
Western yellow-billed cuckoo (nesting) *Coccyzus americanus occidentalis*	Federal: FT, BCC State: SE MSHCP: MSHCP(a)	Dense, wide riparian woodlands with well-developed understories.	Does not occur within the proposed Project footprint due to a lack of suitable habitat. Not expected to occur in the avoided riparian habitat in the southern portion of the Project site due to a lack of cottonwood/willow dominant habitat combined with the small linear nature of the riparian habitat. In California, cuckoos generally require cottonwood/willow habitat blocks approximately 200 acres in size and rarely occur in riparian habitat less than 50 acres in size.
White-faced ibis (nesting colony) *Plegadis chihi*	Federal: None State: WL MSHCP: MSHCP	Winter foraging occurs in wet meadows, marshes, ponds, lakes, rivers, and agricultural fields. Requires extensive marshes for nesting.	Does not occur within the Project site due to a lack of suitable habitat.
White-tailed kite (nesting) *Elanus leucurus*	Federal: None State: CFP MSHCP: MSHCP	Winter foraging occurs in wet meadows, marshes, ponds, lakes, rivers, and agricultural fields. Requires extensive marshes for nesting.	Does not nest within the proposed Project footprint due to a lack of suitable habitat. Low to moderate potential to nest within the avoided riparian habitat in the southern portion of the Project site. May use the entire site for foraging.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Yellow warbler (nesting) *Setophaga petechia*	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.	Does not occur in the proposed Project footprint due to a lack of suitable habitat. Moderate to high potential to occur within the avoided riparian habitat in the southern portion of the Project site, and may forage within the Project footprint, as this species is a habitat generalist during migration.
Yellow-breasted chat (nesting) *Icteria virens*	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 in the proposed Project footprint due to a lack of suitable habitat. Low to moderate potential to occur within the avoided riparian habitat in the southern portion of the Project site.
Yellow-headed blackbird (nesting) *Xanthocephalus xanthocephalus*	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 in the proposed Project footprint due to a lack of suitable habitat. Not expected to occur within the overall Project site due to the absence of suitable emergent vegetation. May forage on site.
Mammals			
American badger *Taxidea taxus*	Federal: None State: SSC MSHCP: Not covered	Most abundant in drier open stages of most scrub, forest, and herbaceous habitats, with friable soils.	Confirmed absent in a live-in habitat role. Low potential to occur within the Project site for foraging only. No burrows were detected during biological surveys.
Dulzura pocket mouse *Chaetodipus californicus femoralis*	Federal: None State: SSC MSHCP: Not covered	Coastal scrub, grassland, and chaparral, especially at grass-chaparral edges	Low to moderate potential to occur within the Project site within limited areas of suitable habitat.
Lesser long-nosed bat *Leptonycteris yerbabuenae*	Federal: FE State: None WBWG: H MSHCP: None	Thorn scrub and deciduous forest. Roosts in caves and mines.	Not expected to occur within the Project site due to a lack of suitable habitat.
Los Angeles pocket mouse *Perognathus longimembris brevinasus*	Federal: None State: SSC MSHCP: MSHCP(c)	Fine, sandy soils in coastal sage scrub and grasslands.	A Phase 1 habitat assessment conducted by Envira, Inc. determined that suitable habitat does not occur within the Project site.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Northwestern San Diego pocket mouse *Chaetodipus fallax fallax*	Federal: None State: SSC MSHCP: MSHCP	Coastal sage scrub, sage scrub/grassland ecotones, and chaparral.	Low to moderate potential to occur within the Project site within limited areas of suitable habitat.
Pallid bat *Antrozous pallidus*	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.	Does not roost in the proposed Project footprint due to a lack of suitable habitat. Potential to occur within the overall Project site for foraging.
Pocketed free-tailed bat *Nyctinomops femorosaccus*	Federal: None State: SSC WBWG: M MSHCP: Not covered	Rocky areas with high cliffs in pine-juniper woodlands, desert scrub, palm oasis, desert wash, and desert riparian.	Not expected to occur within the Project site due to a general lack of suitable habitat.
San Bernardino flying squirrel *Glaucomys oregonensis californicus*	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 within the Project site due to a lack of suitable habitat.
San Bernardino kangaroo rat *Dipodomys merriami parvus*	Federal: FE State: SSC MSHCP: MSHCP(c)	Typically found in Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and floodplains, and along washes with nearby sage scrub.	Does not occur within the Project site due to a lack of suitable habitat.
San Diego black-tailed jackrabbit *Lepus californicus bennettii*	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.	Low to moderate potential to occur within the Project site.
San Diego desert woodrat *Neotoma lepida intermedia*	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.	Confirmed absent. No woodrat homes (middens) were observed during biological surveys.
Southern grasshopper mouse *Onychomys torridus ramona*	Federal: None State: SSC MSHCP: Not covered	Desert areas, especially scrub habitats with friable soils for digging. Prefers low to moderate shrub cover.	Low potential to occur within the Project site.
Stephens' kangaroo rat *Dipodomys stephensi*	Federal: FE State: ST MSHCP: MSHCP	Open grasslands or sparse shrublands with less than 50% vegetation cover during the summer.	Low potential to occur within the Project site.
Townsend's big-eared bat *Corynorhinus townsendii*	Federal: None State: SSC WBWG: H MSHCP: None	Coniferous forests and woodlands, deciduous riparian woodland, semi-desert and montane shrublands.	Not expected to occur within the Project site due to a general lack of suitable habitat.
Western mastiff bat *Eumops perotis californicus*	Federal: None State: SSC WBWG: H	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub,	Not expected to roost within the Project site due to a general lack of suitable habitat. Potential to occur

Species Name	Status	Habitat Requirements	Potential for Occurrence
	MSHCP: Not Covered	grasslands, and chaparral. Roosts in crevices in cliff faces, high buildings, trees, and tunnels.	within the overall Project site for foraging.
Western yellow bat *Lasiurus xanthinus*	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.	Not expected to roost within the Project site due to a general lack of suitable habitat. Potential to occur within the overall Project site for foraging.

STATUS

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
SCE – State Candidate for listing as Endangered
CFP – California Fully-Protected Species
SSC – Species of Special Concern

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 conserved under MSHCP
None = Species not considered for conservation coverage under MSHCP

Western Bat Working Group (WBWG)

H – High Priority
LM – Low-Medium Priority
M – Medium Priority
MH – Medium-High Priority

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 onsite due to low habitat quality, however absence cannot be ruled out.
- 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 onsite incidentally or through focused surveys.

Special-Status Wildlife Species Results

The federally and state Endangered Least Bell's vireo (*Vireo bellii pusillus*) was detected within the Project site, within avoided riparian habitat approximately 50 to 320 feet south of the Project footprint. In addition, multiple non-listed special-status species have potential to occur within the Project site but were not detected or observed during biological surveys. Per ***Table 3.3-4***, the detailed discussions of those species that require further biological explanation in relation to the Project site are provided below.

Special-Status Wildlife Species Observed or Confirmed Absent within the Project Site

Least Bell's Vireo (Vireo bellii pusillus)

Jericho Systems, Inc. conducted a biological resources assessment in April of 2019, at which time three Least Bell's Vireo (LBV) individuals were detected calling from the willow riparian forest associated with Cooper's Creek in the southern portion of the Project site. Suitable nesting and breeding habitat for this species is limited to the willow riparian forest in the southern portion of the Project site, all of which would be avoided by the Project with a buffer ranging from approximately 50 to 320 feet. Since 100 percent of the habitat that is occupied or potentially occupied by LBV would be avoided by the Project, and habitat that represents long-term conservation value for LBV would not be impacted by the Project, GLA biologists did not conduct focused surveys for LBV, but provided a Project-specific measure for avoiding work during the LBV nesting season.

Burrowing Owl (BUOW, Athene cunicularia)

BUOW are known to occur locally within suitable habitat areas. The BUOW is not listed under the State or Federal ESA but is considered both a State and federal SSC. The BUOW is protected by the international treaty under the Migratory Bird Treaty Act (MBTA) of 1918 and by State law under the California FGC (CDFG Code #3513 & #3503.5). The breeding season for BUOW is February 1 through August 31.

The Project site is located within the MSHCP survey area for the BUOW. GLA biologists conducted focused surveys for the BUOW for all suitable habitat areas within the Project site. Surveys were conducted in accordance with survey guidelines described in the 2006 MSHCP Burrowing Owl Survey Instructions.

MSCHP guidelines stipulate that four focused survey visits be conducted on separate dates between March 1 and August 31. Within areas of suitable habitat, the MSHCP also requires a focused burrow survey to map all potentially suitable burrows. The focused burrow survey was conducted on March 8, 2021. Focused BUOW surveys were conducted on March 8, March 23, April 12, and May 4, 2021. The BUOW survey visits were conducted from one hour prior to sunrise to two hours after sunrise or two hours before sunset to one hour after sunset. GLA biologists did not observe BUOW or evidence of BUOW (e.g., cast pellets, preened feathers, or whitewash clustered at a burrow) during the focused BUOW surveys; therefore, the species was confirmed absent.

Special-Status Wildlife Species Not Observed but with a Potential to Occur at the Project Site

Crotch bumble bee (Bombus crotchii; SSC)

This species has low to moderate potential to occur within the Project site within the non-native grassland and Riversidean sage scrub plant communities. This species is not covered under the MSHCP, and focused surveys were not conducted. Until November 13, 2020 the Crotch bumblebee was a State Candidate for listing under CESA. However, in a Superior Court of California ruling on November 13, 2020 (Almond Alliance of California vs. California Fish and Game Commission), the court approved the petition by the plaintiff that the State of California lacks the authority to list insects under CESA. An appeal of the findings was requested by the California Fish and Game Commission; however, the Supreme Court has not yet announced whether the appeal will be heard. Therefore, at the time that this section was written, the Crotch bumblebee is considered an SSC, and not a candidate for listing under CESA.

Fairy Shrimp Species

Three listed fairy shrimp species have low potential to occur within the Project site including Riverside fairy shrimp *(Streptocephalus woottoni; FE*), San Diego fairy shrimp (*Branchinecta sandiegonensis; FE*), and vernal pool fairy shrimp (*Branchinecta lynchi; FT*). GLA biologists evaluated the Project site on multiple occasions during the 2020-2021 rainfall season. GLA observed five features within the Project site that exhibited indicators of potential ponding (i.e. soil cracking, topographic low-points), which may pond water for durations long enough to support fairy shrimp. These features were characterized as small (less than 10m) depressions associated with low areas adjacent to a dirt trail and road ruts. The five features were monitored during eight site visits within the 2020-21 wet season. On March 12, 2021, all five features exhibited ponding greater than three centimeters (>3cm). However, during the March 19th site visit, the features did not show evidence of inundation for longer than seven days. Thus, it was concluded that the 2020-21 wet season surveys were inconclusive for the presence of fairy shrimp, including listed species. None of these features constitute MSHCP vernal pools due to a lack of hydric soils and due to the fact that no plant species associated with vernal pools were observed within these features. GLA also performed dry season soil collection within the features identified during the 2020-2021 rainfall season and sent collected soil samples to Helix Environmental, Inc. in September of 2021. Neither *Branchinecta* nor *Streptocephalus* cysts were present within the five features. Given the limited opportunity for sufficient inundation to support fairy shrimp life cycles and the lack of branchiopod cysts detected during the dry season surveys, it is highly unlikely that the features support any fairy shrimp, including listed species.

Western spadefoot (Spea hammondii; SSC)

The BTR concluded that this species has low potential to occur within the Project site as several small, ponded features were identified during the habitat assessment in November of 2020. This species is covered under the MSHCP without additional survey or conservation requirements.

Special-Status Reptile Species

The BTR indicated that six special-status reptiles have low to moderate potential to occur within the Project site: California glossy snake (*Arizona elegans occidentalis; SSC*), coast horned lizard (*Phrynosoma blainvillii; SSC*), coast patch-nosed snake (*Salvadora hexalepis virgultea; SSC*), coastal whiptail (*Aspidoscelis tigris stejnegeri; SSC*), southern California legless lizard (Anniella stebbinsi; SSC), and red-diamond rattlesnake (*Crotalus ruber; SSC*). None of these species are state or federally listed but all six are designated as CDFW SSC. The BTR concluded that the Project site provides suitable habitat for each of these species; however, they were not observed during biological surveys. Three of the above listed species are covered under the MSHCP without additional survey or conservation requirements: coast horned lizard, coastal whiptail, and red-diamond rattlesnake.

Bell's sage sparrow (Artemisiospiza belli belli)

This species is a federal Bird of Conservation Concern and has moderate potential to occur within the Project site for nesting and foraging. This species is covered under the MSHCP and additional survey or conservation requirements are not required.

California gnatcatcher (Polioptila californica californica; CAGN; FT/SSC)

This species has a low potential to occur within the Project site for nesting and foraging in the limited areas of Riversidean sage scrub. CAGN is a Covered Species under the MSHCP without additional survey or conservation requirements, as the Project site is not located within the Criteria Area.

Ferruginous hawk (Buteo regalis)

This species is considered a federal Bird of Conservation Concern and has a low potential to forage within the Project site during winter. However, the Project site is not located within the breeding range of this species. In addition, the ferruginous hawk is a "Covered Species" under the MSHCP, and additional survey or conservation requirements were not required.

Loggerhead shrike (Lanius ludovicianus; SSC)

This species has moderate to high potential to occur on-site for nesting and foraging within the non-native grassland areas, as well as the ecotones between the grassland and shrub/chaparral communities. This species is covered under the MSHCP without additional survey or conservation requirements.

American badger (Taxidea taxus; SSC)

This species has low potential to forage within the Project site. Although mammal burrows were identified on the Project site, none were large enough and did not have the distinguishing characteristics to be excavated by badgers. The American badger is not covered or adequately conserved under the MSHCP.

Dulzura pocket mouse (Chaetodipus californicus femoralis; SSC)

This species has low to moderate potential to occur within the Project site within the non-native grassland areas, as well as the ecotones between the grassland and shrub/chaparral communities. The Dulzura pocket mouse is not adequately conserved under the MSHCP.

Northwestern San Diego pocket mouse (Chaetodipus fallax fallax; SSC)

There is a low to moderate potential for the Northwestern San Diego pocket mouse to occur within the Project site within the non-native grassland and chaparral communities. The Northwestern San Diego pocket mouse is covered under the MSHCP without additional survey or conservation requirements.

Southern grasshopper mouse (Onychomys torridus ramona; SSC)

This species has a low potential to occur within the Project site as friable, sandy soils are present within limited areas of the Riversidean sage scrub vegetation community. The southern grasshopper mouse is not adequately conserved under the MSHCP.

Stephen's Kangaroo Rat (Dipodomys stephensi; SKR; FE)

This species has low potential to occur within the Project site. The SKR is found almost exclusively in open grasslands or sparse shrublands with cover of less than 50 percent during the summer. The non-native grasslands that occur throughout the Project site are generally too dense and persistent for SKR, which avoid dense grasses and are more likely to inhabit areas where annual forbs disarticulate in the summer and leave open areas; however, the Project site contains marginally suitable habitat for the SKR.

Therefore, there is a low potential for this species to be present. The SKR is covered under the MSHCP without additional survey or conservation requirements.

San Diego black-tailed jackrabbit (Lepus californicus bennettii; SSC)

This species has a low to moderate potential to occur within the Project site. This species is covered under the MSHCP without additional survey or conservation requirements.

Pallid bat (Antrozous pallidus; SSC), Western mastiff bat (Eumops perotis californicus; SSC), and Western yellow bat (Lasiurus xanthinus; SSC)

There is low potential for these species to forage within the Project site. In addition, roosting habitat for the pallid bat occurs within the Project site but is limited to the riparian habitat in the avoided southern portion of the Project site. These species are not adequately conserved under the MSHCP.

Other Species

The BTR also noted that the willow riparian forest associated with Cooper's Creek in the avoided southern portion of the Project site provides habitat, ranging from foraging and dispersal habitat through breeding habitat, for six additional special-status species, including two-striped garter snake (*Thamnophis hammondii*; SSC), western pond turtle (*Emys marmorata*; SSC), southwestern willow flycatcher (*Empidonax traillii extimus*; FE/SE), white-tailed kite (*Elanus leucurus*; CFP), yellow warbler (*Setophaga petechia*; SSC), and yellow-breasted chat (*Icteria virens*; SSC).

Although these species have potential to occur within the Project site, potential habitat is limited to the willow riparian forest in the southern portion of the Project site, all of which would be avoided by the Project with a buffer ranging from approximately 50 to 320 feet.

NESTING BIRDS

The Project site contains trees, shrubs, and ground cover that provide suitable habitat for nesting native birds. Mortality of native birds (including eggs) is prohibited under the federal MBTA and California FGC.

Raptor Species

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 "Covered Species" under the MSHCP with the MSHCP providing the necessary conservation of both foraging and nesting habitats. 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 MSHCP due

to the parallel habitat needs with those raptors covered under the MSHCP. The MSHCP does not provide MBTA and FGC take for raptors covered under the MSHCP.

The BTR indicated that the Project site provides suitable foraging and breeding habitat for a number of raptor species, including special-status raptors. The Project site also provides potential nesting and foraging habitat for other special-status raptor species, primarily within the avoided area. However, Appendix B of the BTR, which provides a list of the wildlife detected over the course of the field studies, indicated that the red-tailed hawk was the only raptor on-site.

WILDLIFE LINKAGES/CORRIDORS AND NURSERY SITES

Habitat linkages are areas which provide a communication 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 can 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.

The BTR concluded that no MSHCP Cores or Linkages are located within the Project site. The Project footprint does not represent or contribute to wildlife linkages or corridors, as it does not contain the structural topography or vegetative cover that facilitate regional wildlife movement. In addition, the Project footprint is surrounded on three sides by an active construction project, Potrero Boulevard, and the SR-60 corridor. Therefore, the Project footprint does not facilitate wildlife movement to/from off-site blocks of habitat suitable to support native wildlife species.

Wildlife nurseries are 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 breeding and nesting habitat for locally common species. However, the Project site does not have the potential to support a regionally important or colonial wildlife nursery site, such as a heronry or colonial bat roost.

CRITICAL HABITAT

No proposed or designated Critical Habitat is mapped within or adjacent to the Project site.

JURISDICTIONAL WATERS

The Project site contains three features described herein as Drainage A, Drainage A-1, and Cooper's Creek. Drainage A is an ephemeral drainage that enters the northeast portion of the Project site and flows

westerly across the site. Drainage A-1 is an ephemeral tributary to Drainage A that begins in the eastern portion of the site and converges with Drainage A in the central portion of the site. Drainage A is tributary to Cooper's Creek, which is a perennial creek dominated with mature riparian and wetland vegetation. Cooper's Creek flows in a general east to northwest direction through the avoided southern portion of the Project site, and is one of the major southern tributaries to San Timoteo Creek. See ***Exhibit 3.3-3*** for delineated waters.

United States Army Corps of Engineers Jurisdiction

The USACE's jurisdiction at the Project site totals approximately 1.22 acres, all of which consist of federal wetlands associated with Cooper's Creek, a perennial stream. Drainage A and Drainage A-1 are ephemeral streams that flow only in direct response to precipitation (e.g., rain). Pursuant to the Navigable Waters Protection Rule, ephemeral features, including ephemeral streams, swales, gullies, rills, and pools are not considered waters of the U.S. regardless of the presence or absence of an ordinary high water mark (OHWM). Tributaries must satisfy the flow conditions of the definition described in 33 U.S.C. 1251 et seq. and its implementing regulations (33 CFR Part 328.3). As a result, these features are not subject to USACE jurisdiction pursuant to Section 404 of the CWA.

Regional Water Quality Control Board Jurisdiction

RWQCB's jurisdiction associated with the Project totals approximately 2.52 acres, of which 1.22 acres consist of State wetlands and 1.30 acres consist of non-wetland State waters. This includes 1,692 linear feet of wetland stream associated with Cooper's Creek, and 2,187 linear feet of ephemeral, non-wetland stream.

Cooper's Creek is considered a potential Water of the U.S. (WoUS) and is potentially subject to USACE jurisdiction under Section 404 of the CWA. Since this feature is considered a potential WoUS, it is subject to RWQCB jurisdiction under Section 401 of the CWA.

Drainages A and A-1 are characterized as ephemeral drainage features that convey surface water only in direct response to precipitation (e.g., rain) and do not meet the criteria for regulation by the USACE under Section 404 of the CWA. Since ephemeral features are not subject to USACE jurisdiction pursuant to Section 404 of the CWA, these features are also not subject to RWQCB jurisdiction pursuant to Section 401 of the CWA. However, since these features convey surface flow with the potential to support beneficial uses, they are considered to be Waters of the State (WoS) that would be regulated by the RWQCB pursuant to Section 13260 of the California Water Code (CWC)/the Porter-Cologne Act.

California Department of Fish and Wildlife Jurisdiction

CDFW jurisdiction associated with the Project totals approximately 7.68 acres and includes all areas within potential USACE and/or RWQCB jurisdiction. Of this total, 6.33 acres consist of riparian stream and 1.35 acres consist of non-riparian stream. A total of 3,880 linear feet of stream is present. This includes 1,692 linear feet of riparian stream and 2,188 linear feet of ephemeral, non-riparian stream.

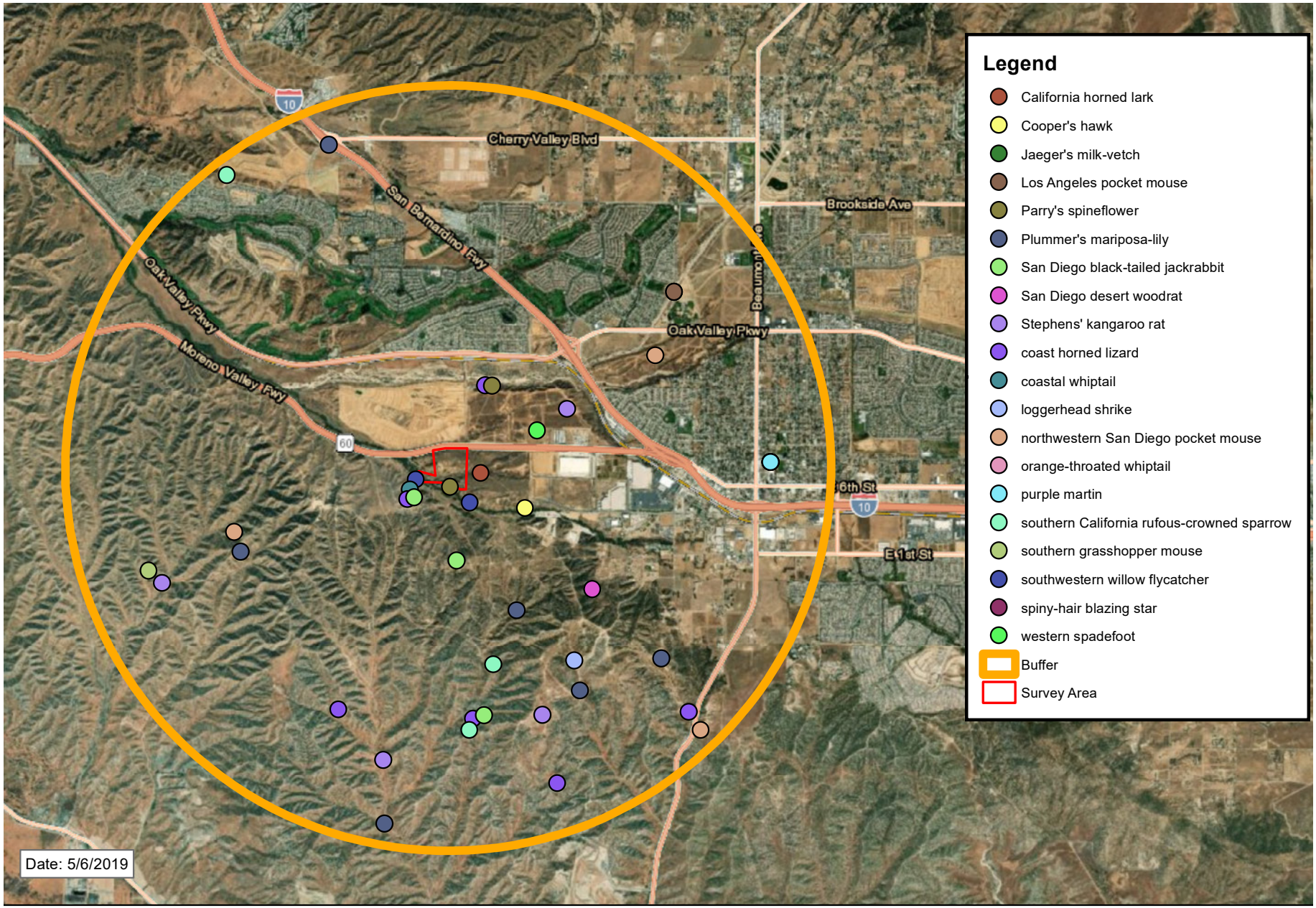

EXHIBIT 3.3-3: Listed CNDDB Species Occurrences Within 3 Miles
Potrero Logistics Center Warehouse Project

Kimley»Horn

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As noted above, the Project site contains one perennial feature (Cooper's Creek) and two ephemeral drainage features (Drainage A and A-1). Each of these features exhibited flow sign with the presence of an established bed and bank. Cooper's Creek is a perennial stream system, which supports a mature riparian canopy. In addition, Drainage A supports a sporadic riparian vegetation regime, and supports more xeric riparian species, including individual blue elderberrys and scrub oaks. As such, these features are subject to CDFW jurisdiction under Section 1602 of the FGC.

MSCHP RIPARIAN/RIVERINE AREAS AND VERNAL POOLS

GLA surveyed the Project site for riparian/riverine areas and vernal pool/seasonal pool habitat, including features with the potential to support listed fairy shrimp. 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.

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 greater variety of special-status wildlife species than surrounding upland habitat types. Many of the species associated with riparian/riverine areas are Covered Species under the MSHCP (Section 6.1.2), with additional survey requirements for these species. Thus, the MSHCP classification of riparian/riverine includes both riparian (considered depleted natural vegetation communities due to their riparian association) as well as ephemeral drainages that are natural in origin or drain to the MSHCP Conservation Area, but may lack associated riparian vegetation.

Riparian/Riverine Areas

The Project site contains three MSHCP riparian/riverine features, including 6.33 acres of riparian areas and 1.35 acres of riverine areas. Two ephemeral features (Drainage A and Tributary A-1) occur within the northern portion of the Project site and a perennial feature, Cooper's Creek occurs in the southern portion of the avoided Project site. Several individual elderberry and scrub oaks were designated as riparian habitat within Drainage A. These areas are also considered as MSHCP riparian resources; however, as these individual trees contributed to the assemblage of the surrounding vegetation communities, and were not present in such density as to represent a separate community, they were not mapped as distinct riparian vegetation communities. The subject trees are isolated within the surrounding Riversidean sage scrub and non-native grassland communities, and do not have the potential to support Riparian Riverine (MSHCP Section 6.1.2) associated species that are typically associated with riparian habitats such as least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo.

Vernal Pools

As noted above in the Site Survey discussion and Special-Status Animal Species section above, habitat assessments for vernal pools and seasonal pool habitats were conducted on November 17, December 9, and December 10, 2020 in which several seasonal depressions were identified within the Project site that may potentially represent suitable habitat for listed fairy shrimp species, should the appropriate duration

of ponding be supported. These depressions consist primarily of bare ground with a small percent cover of non-native grasses presumably created by human disturbance of the site, with two of the depressions consisting of road ruts. None of these features constitute MSHCP or USACE vernal pools due to a lack of hydric soils and due to the fact that no plant species associated with vernal pools were observed within these features and they did not support a predominance of hydrophytic species.

3.3.2 REGULATORY SETTING

FEDERAL

Federal Endangered Species Act of 1973

The Federal ESA and subsequent amendments provide guidance for the conservation of endangered and threatened species and the ecosystems upon which they depend. The Federal ESA defines species as "threatened" or "endangered" and provides regulatory protection for listed species. The Federal ESA provides a program for conservation and recovery of threatened and endangered species, and conservation of designated critical habitat that the USFWS has determined is required for the survival and recovery of these listed species.

Section 4 requires Federal agencies to, among other things, prepare recovery plans for newly listed species unless USFWS determines such a plan would not promote the conservation of the species.

Section 7 requires Federal agencies, in consultation with, and with the assistance of the Secretary of the Interior or the Secretary of Commerce, as appropriate, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species. The U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) share responsibilities for administering Federal ESA. Regulations governing interagency cooperation under Section 7 are found at 50 CFR Part 402. The opinion issued at the conclusion of consultation would include a statement authorizing a take that may occur incidental to an otherwise legal activity.

Section 9 lists those actions that are prohibited under the Federal ESA. Take of a species listed in accordance with the Federal ESA is prohibited. Section 9 of the Federal ESA prohibits take (i.e., to harass, harm, pursue, hunt, wound, kill, etc.) of listed species of fish, wildlife, and plants without special exemption. "Harm" is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns such as breeding, feeding, or shelter. "Harass" is further defined as actions that create the likelihood of injury to listed species, resulting in significantly disrupting normal behavior patterns which include, but are not limited to, breeding, feeding, and shelter.

Section 10 provides a means whereby a non-Federal action with a potential to result in the take of a listed species could be allowed under an incidental take permit. Application procedures are found at 50 CFR Parts 13 and 17 for species under the jurisdiction of USFWS and 50 CFR Parts 217, 220, and 222 for species under the jurisdiction of NMFS.

Clean Water Act/Rivers and Harbors Act

Section 401 requires that a project proponent for a Federal license or permit that allows activities resulting in a discharge to WoUS must obtain a State certification that the discharge complies with other provisions of CWA. The RWQCBs administer the certification program in California.

Section 402 establishes a permitting system for the discharge of any pollutant (except dredge or fill material) into WoUS, commonly referred to as the National Pollutant Discharge Elimination System (NPDES) Permit process, described further below.

Section 404 establishes a permit program, administered by the USACE, regulating the discharge of dredged or fill material into WoUS, including wetlands. The extent of WoUS is generally defined as the portion that falls within the limits of the OHWM, which typically corresponds to the two-year flood event. Wetlands, including swamps, bogs, seasonal wetlands, seeps, marshes, and similar areas are defined by USACE as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."[2] Implementing regulations by USACE are found at 33 CFR Parts 320 330. Guidelines for implementation are referred to as the Section 404(b)(1) Guidelines and were developed by the U.S. Environmental Protection Agency (U.S. EPA) in conjunction with USACE (40 CFR Parts 230). The Guidelines allow the discharge of dredged or fill material into the aquatic system only if there is no practicable alternative that would have less adverse impacts.

The Rivers and Harbors Act regulates placement of obstacles or structures within navigable water ways, including the area vertically beneath the ocean floor, such as the case with the Project.

Migratory Bird Treaty Act (16 U.S.C. 701 through 719(c)

The MBTA is the domestic law that affirms, or implements, the United States' commitment to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. The MBTA makes it unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, or kill migratory birds. The law also applies to the removal of nests occupied by migratory birds during the breeding season. The MBTA makes it unlawful to take, pursue, molest, or disturb these species, their nests, or their eggs anywhere in the United States.

STATE

California Environmental Quality Act (Pub. Res. Code § 21000 et seq.) (14 Cal. Code Regs. § 15000 et seq. ["CEQA Guidelines"])

Section 15380. Although threatened and endangered species are protected by specific federal and State statutes, CEQA Guidelines § 15380(b) provides that a species not listed on the federal or State list of protected species may be considered endangered, rare, or threatened if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definition in the Federal ESA and the

[2] U.S. EPA. 2021. How Wetlands are Defined and Identified under CWA Section 404. https://www.epa.gov/cwa-404/how-wetlands-are-defined-and-identified-under-cwa-section-404 (accessed November 2021).

section of the California FGC dealing with rare or endangered plants or animals. This section was included in CEQA primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on, for example, a candidate species that has not been listed by either USFWS or CDFW. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agencies have an opportunity to designate the species as protected, if warranted. CEQA also calls for the protection of other locally or regionally significant resources, including natural communities. Although natural communities do not at present have legal protection of any kind, CEQA calls for an assessment of whether any such resources would be affected, and requires findings of significance if there would be substantial losses. Natural communities listed by CNDDB as sensitive are considered by CDFW to be significant resources and fall under the CEQA Guidelines for addressing impacts. Local planning documents such as general plans often identify these resources as well.

California Department of Fish and Wildlife

Pursuant to Division 2, Chapter 6, §§ 1600-1603 of the California FGC, 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 FGC 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, § 45 and Division 2, Chapter 1 § 711.2(a) respectively). Furthermore, Division 2, Chapter 5, Article 6, § 1600 et seq. of the California FGC does not limit jurisdiction to areas defined by specific flow events, seasonal changes in water flow, or presence/absence of vegetation types or communities.

California Endangered Species Act (California State Fish and Game Code § 2050 et seq.)

California’s ESA defines an endangered species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.” The State defines a threatened species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species.” Candidate species are defined as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list.” Candidate species may be

afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the Federal ESA, the California ESA does not list invertebrate species.

Article 3, §§ 2080 through 2085, of the California ESA addresses the taking of threatened, endangered, or candidate species by stating "No person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under the California ESA, "take" is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the State to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. Sections 1901 and 1913 of the California FGC provide that notification is required prior to disturbance.

CNDDB Global/State Rankings

The CNDDB provides global and state rankings for species and communities based on a system developed by The Nature Conservancy to measure the 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. CNPS has developed five categories of rarity that are summarized in ***Table 3.3-5: CNPS Ranks 1, 2, 3, & 4, and Threat Code Extensions***.

Table 3.3-5: CNPS Ranks 1, 2, 3, & 4, and Threat Code Extensions

CNPS Rank	Comments
Rank 1A – Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere	Thought to be extinct in California based on a lack of observation or detection for many years.
Rank 1B – Plants Rare, Threatened, or Endangered in California and Elsewhere	Species, which are generally rare throughout their range that are also judged to be vulnerable to other threats such as declining habitat.
Rank 2A – Plants presumed Extirpated in California, But Common Elsewhere	Species that are presumed extinct in California but more common outside of California
Rank 2B – Plants Rare, Threatened or Endangered in California, But More Common Elsewhere	Species that are rare in California but more common outside of California
Rank 3 – Plants About Which More Information Is Needed (A Review List)	Species that are thought to be rare or in decline but CNPS lacks the information needed to assign to the appropriate list. In most instances, the extent of surveys for these species is not sufficient to allow CNPS to accurately assess whether these species should be assigned to a specific rank. In addition, many of the Rank 3 species have associated taxonomic problems such that the validity of their current taxonomy is unclear.
Rank 4 – Plants of Limited Distribution (A Watch List)	Species that are currently thought to be limited in distribution or range whose vulnerability or susceptibility to threat is currently low. In some cases, as noted above for Rank 3 species, CNPS lacks survey data to accurately determine status in California. Many species have been placed on Rank 4 in previous editions of the "Inventory" and have been removed as survey data has indicated that the species are more common than previously thought.

CNPS Rank	Comments
	CNPS recommends that species currently included on this list should be monitored to ensure that future substantial declines are minimized.
Extension	**Comments**
.1 – Seriously endangered in California	Species with over 80% of occurrences threatened and/or have a high degree and immediacy of threat.
.2 – Fairly endangered in California	Species with 20-80% of occurrences threatened.
.3 – Not very endangered in California	Species with <20% of occurrences threatened or with no current threats known.

United States Army Corps of Engineers

Pursuant to Section 404 of the Clean Water Act, the USACE regulates the discharge of dredged and/or fill material into WoUS. The term "waters of the United States" is defined in USACE regulations at 33 CFR Part 328.3(a), pursuant to the *Navigable Waters Protection Rule*[3] (NWPR), as:

(a) Jurisdictional waters. For purposes of the Clean Water Act, 33 U.S.C. 1251 *et seq.* and its implementing regulations, subject to the exclusions in paragraph (b) of this section, the term ''waters of the United States'' means:

(1) The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide;

(2) Tributaries;

(3) Lakes and ponds, and impoundments of jurisdictional waters; and

(4) Adjacent wetlands.

(b) Non-jurisdictional waters. The following are not ''waters of the United States'':

(1) Waters or water features that are not identified in paragraph (a)(1), (2), (3), or (4) of this section;

(2) Groundwater, including groundwater drained through subsurface drainage systems;

(3) Ephemeral features, including ephemeral streams, swales, gullies, rills, and pools;

(4) Diffuse stormwater run-off and directional sheet flow over upland;

(5) Ditches that are not waters identified in paragraph (a)(1) or (2) of this section, and those portions of ditches constructed in waters identified in paragraph (a)(4) of this section that do not satisfy the conditions of paragraph (c)(1) of this section;

(6) Prior converted cropland;

(7) Artificially irrigated areas, including fields flooded for agricultural production, that would revert to upland should application of irrigation water to that area cease;

(8) Artificial lakes and ponds, including water storage reservoirs and farm, irrigation, stock watering, and log cleaning ponds, constructed or excavated in upland or in non-jurisdictional waters, so long as those artificial lakes and ponds are not impoundments of jurisdictional waters that meet the conditions of paragraph (c)(6) of this section;

[3] U.S. Environmental Protection Agency & Department of Defense. 2020. Federal Register / Vol. 85, No. 77 / Tuesday, April 21, 2020 / Rules and Regulations. https://www.govinfo.gov/content/pkg/FR-2020-04-21/pdf/2020-08542.pdf (accessed November 2021).

(9) Water-filled depressions constructed or excavated in upland or in non-jurisdictional waters incidental to mining or construction activity, and pits excavated in upland or in non-jurisdictional waters for the purpose of obtaining fill, sand, or gravel;

(10) Stormwater control features constructed or excavated in upland or in non-jurisdictional waters to convey, treat, infiltrate, or store stormwater runoff;

(11) Groundwater recharge, water reuse, and wastewater recycling structures, including detention, retention, and infiltration basins and ponds, constructed or excavated in upland or in non-jurisdictional waters; and

(12) Waste treatment systems.

In the absence of wetlands, the limits of Corps jurisdiction in non-tidal waters, such as intermittent streams, extend to the OHWM which is defined at 33 CFR 328.3(e) as:

> *...that line on the shore established by the fluctuation of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.*

Native Plant Protection Act (California State Fish and Game Code 1900 through 1913)

California's Native Plant Protection Act (NPPA) requires all State agencies to utilize their authority to carry out programs to conserve endangered and rare native plants. Provisions of the NPPA prohibit the taking of listed plants from the wild and require notification of the CDFW at least 10 days in advance of any change in land use. This allows CDFW to salvage listed plant species that would otherwise be destroyed. The Project proponent is required to conduct botanical inventories and consult with CDFW during project planning to comply with the provisions of this Act and sections of CEQA that apply to rare or endangered plants.

Regional Water Quality Control Board

The State Water Resource Control Board and each of its nine RWQCBs regulate the discharge of waste (dredged or fill material) into WoUS and WoS. WoUS are defined above in Section II.A and waters of the State are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code 13050[e]).

Section 401 of the CWA requires certification for any federal permit or license authorizing impacts to WoUS (i.e., waters that are within federal jurisdiction), such as Section 404 of the CWA and Section 10 of the Safe Rivers and Harbors Act, to ensure that the impacts do not violate state water quality standards. When a project could impact waters outside of federal jurisdiction, the RWQCB has the authority under the Porter-Cologne Water Quality Control Act to issue Waste Discharge Requirements (WDRs) to ensure that impacts do not violate state water quality standards. Clean Water Act Section 401 Water Quality Certifications, WDRs, and waivers of WDRs are also referred to as orders or permits.

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act, WoS fall under the jurisdiction of the appropriate RWQCB. Under the Act, the RWQCB must prepare and periodically update basin plans. Each basin plan

sets forth water quality standards for surface water and groundwater as well as actions to control nonpoint and point sources of pollution, thereby achieving and maintaining these standards. Projects that affect wetlands or waters must meet waste discharge requirements of the RWQCB, which may be issued in addition to water quality certification or a waiver under Section 401 of the CWA.

REGIONAL

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP was adopted 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 Federal ESA.

Through agreements with the USFWS and 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. As noted above, 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 NEPSSA; Criteria Area Plant Species identified by the Criteria Area Species Survey Areas (CASSA); animals species as identified by survey area; and plant and animal species associated with riparian/riverine areas and vernal pool habitats (*Volume I, Section 6.1.2* of the MSHCP document).

For projects that have a federal nexus such as through federal Clean Water Act Section 404 permitting, take authorization for federally listed covered species would occur under Section 7 (not Section 10) of Federal ESA and that USFWS would provide a MSHCP consistency review of the proposed project, resulting in a biological opinion. The biological opinion would require no more compensation than what is required to be consistent with the MSHCP.

County of Riverside General Plan

A portion of the Project site is currently located in unincorporated Riverside County and would therefore be required to comply with regulations set forth in the County General Plan.

Land Use Element

The Land Use Element functions as a guide to planners, the general public, and decision makers as to the ultimate pattern of development. It designates the general distribution, general location, and extent of land uses, such as housing, business, industry, open space, agriculture, natural resources, recreation, and

public/quasi-public uses. The Land Use Element also discusses the standards of residential and non-residential intensity for the various land use designations.

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

Policy LU 9.2 Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and federal and state regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.

Policy LU 9.4 Allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically sensitive resources. Wherever possible, development on parcels containing 100-year floodplains, blueline streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses.

Multipurpose Open Space Element

The Multipurpose Open Space Element addresses protecting and preserving natural resources, agriculture and open space areas, managing mineral resources, preserving and enhancing cultural resources, and providing recreational opportunities for the citizens of Riverside County

Policy OS 5.3 Based upon site, specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues:

a. public safety;

b. erosion;

c. riparian or wetland buffer;

d. wildlife movement corridor or linkage;

e. slopes;

f. type of watercourse; and

g. cultural resources.

Policy OS 5.5 Preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Prohibit fencing that constricts flow across watercourses and their banks. Incentives shall be utilized to the maximum extent possible.

Policy OS 6.1 During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

Policy OS 6.2 Preserve buffer zones around wetlands where feasible and biologically appropriate.

LOCAL

City of Beaumont General Plan

Conservation and Open Space Element

The Conservation and Open Space Element establishes goals and policies to protect, maintain, and enhance natural resources in the City. This Element complies with the State requirements for a Conservation Element and an Open Space Element. The Project's consistency with these goals and policies is discussed in **Table 3.10-3: Beaumont General Plan Consistency Analysis** of this EIR. The following goals and policies are applicable to biological resources:

Goal 8.5 ***A City that preserves and enhances its natural resources.***

Policy 8.5.1 Minimize the loss of sensitive species and critical habitat areas in areas planned for future development.

Policy 8.5.2 Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer, minimize new impervious surface, minimize light pollution, and emphasize native landscaping.

Policy 8.5.3 Encourage new development to support a diversity of native species and manage invasive species.

Policy 8.5.7 Discourage the use of plant species on the California Invasive Plant Inventory

Goal 8.10 ***A City that promotes the protection of biological resources through MSHCP implementation.***

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.

Policy 8.10.5 Require project proponents to hire a CDFW-qualified biologist to 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.

3.3.3 STANDARDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines contains the Environmental Checklist Form, which includes questions related to biological resources. The questions presented in the Environmental Checklist Form have been utilized as significance thresholds in this section. Accordingly, the Project may create a significant environmental impact if one or more of the following occurs:

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 U.S. 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; or

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

METHODOLOGY AND ASSUMPTIONS

The Project and associated Project Design Features (PDFs) are evaluated against the aforementioned significance criteria, as the basis for determining the level of impacts related to biological resources. In addition to PDFs, this analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. Where significant impacts remain, feasible mitigation measures are recommended, where warranted, to avoid or lessen the Project's significant adverse impacts.

3.3.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: ***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?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Project construction would occur in one phase, with anticipated construction completed in the same year. The greatest disturbance would occur during grading of the Project site which would involve approximately 968,130 cubic yards of cut and 970,624 cubic yards of fill, for an import of 2,495 cubic yards. This phase of construction has the potential to create the highest levels of disturbance due to its disruptive nature and the removal of vegetative cover and excavation of underlaying soils. Potential Project impacts to sensitive biological resources are discussed in detail below.

SPECIAL-STATUS PLANTS

The BTR determined that the Project would impact one special-status plant species: Parry's spineflower. The Parry's spineflower was observed in a single location at the southern boundary of the Project footprint. Approximately 1,500 individuals were identified within sandy openings of the Riversidean sage scrub plant community. Parry's spineflower is a CNPS List 1B.1 species, and direct impacts associated with

the Project would permanently impact this population. Parry's spineflower is a Covered Species under the MSHCP and therefore, the loss of this population would potentially represent a CEQA-significant impact to this special-status plant species prior to mitigation. However, the BTR determined that the Project's impact to the Parry's spineflower population would be reduced to below a level of significance through compliance with the biological requirements of the MSHCP, which conserves this species and associated suitable habitat on a regional level.

SPECIAL-STATUS ANIMALS

The BTR determined that the Project would result in the loss of habitat that potentially supports the following listed species: CAGN and SKR. The Project would also result in the loss of habitat that potentially supports the following non-listed special-status species: Crotch bumble bee (SSC), western spadefoot (SSC), California glossy snake (SSC), coast horned lizard (SSC), coast patch-nosed snake (SSC), coastal whiptail (SSC), red-diamond rattlesnake (SSC), southern California legless lizard (SSC), Bell's sage sparrow, burrowing owl (SSC), ferruginous hawk, loggerhead shrike (SSC), American badger (SSC), Dulzura pocket mouse (SSC), northwestern San Diego pocket mouse (SSC), pallid bat (SSC), San Diego black-tailed jackrabbit (SSC), southern grasshopper mouse (SSC), western mastiff bat (SSC), and western yellow bat (SSC).

Listed Species, MSHCP Covered

CAGN

As noted above, the Project would remove marginally suitable habitat for CAGN (FT/SSC) within the limited areas of Riversidean sage scrub. This loss of habitat would potentially represent a significant impact prior to mitigation, but this impact would be reduced less than significant levels through compliance with the biological requirements of the MSHCP, which conserves this species and associated suitable habitat on a regional level.

SKR

As noted above, the Project would remove marginally suitable habitat for SKR (FE/ST) within the non-native grassland vegetation community. This loss of potentially occupied habitat by SKR would potentially represent a significant impact prior to mitigation, but this impact would be reduced to less than significant levels through compliance with the biological requirements of the MSHCP, which conserves this species and associated suitable habitat on a regional level.

BUOW

As noted above, GLA biologists conducted four focused surveys for the BUOW since the Project site occurs within the MSHCP BUOW Survey Area, and suitable habitat for the species occurs throughout the site in the ruderal and disturbed areas. However, GLA biologists did not observe BUOW or evidence of BUOW (e.g., cast pellets, preened feathers, or whitewash clustered at a burrow) during the focused BUOW surveys; therefore, the species was confirmed absent. Regardless, the Project would comply with MSHCP Objective 6 for BUOW which requires that pre-construction surveys are conducted prior to site grading. Therefore, adherence with Mitigation Measure (MM) BIO-1 would ensure that direct impacts to BUOW are mitigated and that the Project is consistent with the MSHCP (see MM BIO-1 below).

Non-Listed Species, MSHCP Covered

In addition to the listed species discussed above, the Project would result in a loss of habitat that has potential to support the following non-listed, special-status species covered by the MSHCP: western spadefoot (SSC), coast horned lizard (SSC), coastal whiptail (SSC), red-diamond rattlesnake (SSC), Bell's sage sparrow, burrowing owl (SSC), ferruginous hawk , loggerhead shrike (SSC), northwestern San Diego pocket mouse (SSC), and San Diego black-tailed jackrabbit (SSC).

Crotch bumble bee (SSC), California glossy snake (SSC), coast patch-nosed snake (SSC), southern California legless lizard (SSC), Dulzura pocket mouse (SSC), and southern grasshopper mouse (SSC) were not observed within the Project site during biological surveys, yet these species have potential to occur throughout the site in the various vegetation communities. Impacts to habitat that potentially supports these species would be less than significant due to each species having a low-level of sensitivity (i.e., still common to western Riverside County), as well as the marginal quality and limited amount of potentially suitable habitat removed by the Project. Regardless, although these species are not covered under the MSHCP, the conservation lands that comprise the MSHCP reserve assembly include habitat suitable to support these species on a regional level. Therefore, any potential impact would be addressed through consistency with the MSHCP, as suitable habitat for these species has been conserved on a regional level.

The Project site also contains habitat with the potential to support foraging by additional special-status species, including American badger (SSC), pallid bat (SSC), western mastiff bat (SSC), and western yellow bat (SSC). The Project would permanently impact 37.02 acres of habitat with the potential to support foraging for these species. The loss of this foraging habitat would not be a significant impact under CEQA due to the marginal quality and limited amount of potential foraging habitat removed by the Project. Regardless, although these species are not covered under the MSHCP, the conservation lands that comprise the MSHCP reserve assembly include habitat suitable to support foraging for these species on a regional level. Therefore, regardless of impacts, suitable foraging habitat for these species has been conserved on a regional level.

Raptors

Common species of raptors (e.g., red-tailed hawk, American kestrel, great horned owl) have potential to forage within the Project footprint, and a red-tailed hawk was observed foraging within the site. Raptors were not observed nesting within the Project site over the course of the surveys, and raptor nesting habitat is limited to the riparian habitat associated with Cooper's Creek which would be avoided by the Project.

The proposed removal of 37.02 acres of suitable raptor foraging habitat within the Project footprint would also not be significant due to the marginal quality and limited amount of potential foraging habitat removed by the Project. Regardless, although the common raptor species (e.g., American kestrel and Red-tailed Hawk) are not covered under the MSHCP, the biological requirements of these species are expected to be conserved due to the parallel habitat needs with those raptors covered under the MSCHP.

Mitigation Measures

MM BIO-1 **Pre-Construction Survey.** A 30-day pre-construction survey for burrowing owls is required prior to future ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, site watering, equipment staging, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project site prior to the initiation of ground-disturbing activities, the Project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate in the future with the RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, 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 that burrowing owl have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above will be necessary.

Impact 3.3-2: ***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 U.S. Fish and Wildlife Service?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Impact 3.3-3: ***Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Because riparian habitats and protected wetlands are often overlapped with other state or federally protected lands, these two impacts will be analyzed together in the following discussion.

CONSISTENCY WITH MSHCP SECTION 6.1.2, PROTECTION OF SPECIES ASSOCIATED WITH RIPARIAN/ RIVERINE AREAS AND VERNAL POOLS

Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, states:

> *"The purpose of the procedures described in this section is to ensure that the biological functions and values of these areas throughout the MSHCP Plan Area are maintained such that Habitat values for species inside the MSHCP Conservation Area are maintained."*

The Project complies with the policies of Section 6.1.2 that protect species associated with Riparian/Riverine areas, vernal pools, and other MSCHP species.

Riparian/Riverine Areas

Section 6.1.2 of the MSHCP focuses on protection of Riparian/Riverine areas and vernal pool habitats capable of supporting MSHCP covered species. The Project would permanently impact approximately 8.6 acres of native habitats and 28.4 acres of non-native habitats (i.e., non-native grassland, disturbed/developed areas) for a total of 37.02 acres. The proposed Project would impact approximately 1.47 acres of MSHCP riparian/riverine resources within Drainage A [1.35 acres (1.23 acres riverine and 0.12 acre riparian)] and Tributary A-1 [0.12 acre (all of which is riverine)]. Project impacts would only occur within the northern portion of the Project site, therefore; no impacts to Cooper's Creek or its associated riparian habitat will occur. Furthermore, no impacts to riparian-associated MSHCP species (least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo) will occur under the proposed Project. Permanent impacts to 1.47 acres of MSHCP riparian/riverine resources will be unavoidable under the implementation of the Project. Therefore, the Project would implement MM BIO-2 to mitigate impacts to less than significant levels.

Fairy Shrimp

As stated above, five ponded features were evaluated for fairy shrimp during the 2020-21 wet season and soil samples were collected from each of these features during the 2021 dry season. Due to the lack of adequate precipitation and sufficient ponding within the features, none of the features remained inundated seven days after a rain event during the 2020/2021 season, and therefore wet season surveys were inconclusive. However, dry season samples were negative for both Branchinecta and Streptocephalus cysts. Given the limited opportunity for sufficient inundation to support fairy shrimp life cycles and the lack of branchiopod cysts detected during the dry season surveys, it is highly unlikely that the features support any fairy shrimp, including listed species. A less than significant impact would occur.

Least Bell's Vireo

Suitable nesting and breeding habitat for this species is limited to the willow riparian forest in the southern portion of the Project site, all of which would be avoided by the Project with a buffer ranging from approximately 50 to 320 feet. Although 100 percent of the habitat that is occupied or potentially occupied by least Bell's vireo would be avoided by the Project, and habitat that represents long-term conservation value for least Bell's vireo would not be impacted by the Project, the Project would Implement MM BIO-3 to ensure the nesting/breeding activities of this species are not disrupted and no impact to habitat that represents long-term conservation value for least Bell's vireo occurs as a result of the Project (see MM BIO-3 below).

Jurisdictional Waters and Vernal Pools

Drainages A and A-1 do not meet the criteria for regulation by the USACE under Section 404 of the CWA. Since ephemeral features are not subject to USACE jurisdiction pursuant to Section 404 of the CWA, these features are also not subject to RWQCB jurisdiction pursuant to Section 401 of the CWA. However, since these features convey surface flow with the potential to support beneficial uses, they are considered to be WoS that would be regulated by the RWQCB pursuant to Section 13260 of the California Water Code (CWC)/the Porter-Cologne Act. Cooper's creek, in addition to being considered riparian habitat and under

CDFW jurisdiction, also falls under the jurisdictional of the USACE under Section 404 of the CWA for being a wetland and under the RWQCB's jurisdiction under Section 401 CWA for being a WoUS.

The Project would therefore permanently impact MSHCP riparian/riverine areas, including 0.12 acre of riparian and 1.35 acres of unvegetated riverine resources. The Project would implement MM BIO-2 mitigate impacts to jurisdictional waters.

The MSHCP defines vernal pools as seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season. GLA observed five features within the Project site that exhibited indicators of potential ponding (i.e., soil cracking, topographic low-points). None of these features constitute MSHCP vernal pools due to a lack of hydric soils and due to the fact that no plant species associated with vernal pools were observed within these features.

Overall, impacts to riparian/riverine areas and species and waters would be mitigated with implementation of MM BIO 2 and MM BIO-3 to less than significant levels.

Mitigation Measures

MM BIO-2 The purchase of compensatory mitigation credits from an approved mitigation bank or in-lieu fee program for the rehabilitation, re-establishment, and/or establishment of MSHCP riparian/riverine resources at a minimum 2:1 mitigation-to-impact ratio is considered superior mitigation as compared to the preservation of 1.47 acres of ephemeral drainage features within the Project site. The Project team's mitigation proposal consists of the purchase of 2.94 acres of rehabilitation mitigation credits (a 2:1 mitigation-to-impact ratio) from the Riverpark Mitigation Bank.

MM BIO-3 The following measures would be implemented to mitigate impacts to the least Bell's vireo:

- The project impact footprint, including any construction buffer (300 feet from the nearest extent of adjacent riparian habitat associated with Cooper's Creek during the period of April 1st through August 31st, and 100 feet during the remainder of the year, as noted below), shall be staked and fenced (e.g., with orange snow fencing, silt fencing or a material that is clearly visible) and the boundary shall be confirmed by a qualified biological monitor prior to ground disturbance. The construction site manager shall ensure that the fencing is maintained for the duration of construction and that any required repairs are completed in a timely manner.
- Equipment operators and construction crews will be informed of the importance of the construction limits by the biological monitor prior to any ground disturbance.

- Construction activities within 300 feet of the nearest extent of adjacent riparian habitat associated with Cooper's Creek will be avoided from April 1st through August 31st.
- For any vegetation clearing or work within 100 feet of Cooper's Creek, which is limited to September 1st through March 31st (outside of the LBV nesting season), a biologist will monitor to ensure encroachment into Cooper's Creek does not occur.
- Active construction areas will be watered regularly (at least once every two hours) to control dust and thus minimize impacts on vegetation within Cooper's Creek.
- Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the limits of disturbance and designated staging areas and routes of travel approved by the biological monitor.
- Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth. Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. The cleaning of equipment will occur at least 300 feet from jurisdictional aquatic features, including Cooper's Creek. If the location is closer, it must be approved by the biological monitor.
- Vegetation will be covered while being transported, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations.
- All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances will occur only in designated areas within the limits of disturbance and at least 200 feet from jurisdictional aquatic features, including Cooper's Creek. These designated areas will be clearly marked and located in such a manner as to contain runoff and will be approved by the biological monitor.
- To avoid attracting predators, the Project site will be kept clear of trash and debris. All food related trash items will be enclosed in sealed containers and regularly removed from the site.

Impact 3.3-4: ***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?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

According to the BTR, the Project footprint lacks migratory wildlife corridors and does not occur within MSHCP Cores or Linkages. The Project would not interfere with or otherwise impact (1) the movement of native resident or migratory fish or wildlife species or (2) established native resident or migratory wildlife

corridors. In addition, the Project site is not expected to support wildlife nursery sites for mammals, including bats.

The Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to August 31). Disturbances to or destruction of migratory bird eggs, young, or adults is in violation of the MBTA and is, therefore, considered to be a potentially significant impact. However, the native birds with the potential to nest of the Project site would be those that are extremely common to the region and highly adapted to human landscapes (e.g., house finch [*Haemorhous mexicanus]*, killdeer [*Charadrius vociferus]*). In addition, the number of individual species potentially affected by Project would not be significant on a regional or local scale. Nevertheless, pursuant to the MBTA and similar provisions of California FGC, the Project would be required to comply with MM BIO-4. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

MM BIO-4 As feasible, vegetation clearing should 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.

Impact 3.3-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Level of Significance: Less than Significant Impact

The Project area would be constructed in compliance with the requirements of the City's General Plan. Operation of the Project would not result in any impacts to any terrestrial environment, or any sensitive biological areas or species such that it conflicts with a local policy or ordinance protecting biological resources. Development would be required to comply with the policies and goals within the City of Beaumont GP. Therefore, impacts would be less than significant.

The City of Beaumont GP provides goals, policies, and implementation measures for the conservation of biological resources. Goal 8.10 conserves biological resources. The City of Beaumont does not have a Tree Preservation Policy or Ordinance. Furthermore, there are no guidelines in the Beaumont MC that protect or maintains biological resources. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is necessary.

Impact 3.3-6: ***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?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

The Project is located within The Pass Area Plan of the MSHCP and as such, development of the Project would require MSHCP consistency.

MULTIPLE SPECIES HABITAT CONSERVATION PLAN IMPACTS/CONSISTENCY

Reserve Assembly

As noted above, the Project site is located within The Pass Area Plan of the MSCHP. However, the Project is not located within the MSHCP Criteria Area and would therefore not be subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process or the Joint Project Review (JPR) process. As such, the Project would not conflict with Reserve Assembly goals.

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

As discussed in Impact 3.3.2 and Impact 3.3.3 above, the Project would permanently impact MSHCP riparian/riverine areas, including 0.12 acre of riparian and 1.35 acres of unvegetated riverine resources. MM BIO-2 requires the purchase of compensatory mitigation credits from an approved mitigation bank or in-lieu fee program for the rehabilitation, re-establishment, and/or establishment of MSHCP riparian/riverine resources at a minimum 2:1 mitigation-to-impact ratio. The Project team's mitigation proposal consists of the purchase of 2.94 acres of rehabilitation mitigation credits (a 2:1 mitigation-to-impact ratio) from the Riverpark Mitigation Bank.

Furthermore, the Project would not impact habitat with the potential to support riparian birds, including the least Bell's vireo, southwestern willow flycatcher, or the western yellow-billed cuckoo; however, due to the proximity of the Project footprint to Cooper's Creek, the Project would implement MM BIO-3 to ensure that impacts to potential least Bell's vireo species are mitigated to less than significant levels.

As discussed above, the Project does not contain vernal pools, and therefore would not impact, any MSHCP vernal pools.

Protection of Narrow Endemic Plants

Volume I, Section 6.1.3 of the MSHCP requires that within identified 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.

The Project site is located within the MSHCP NEPSSA designated Survey Area 8 and therefore, the following target species were evaluated: many-stemmed dudleya and Yucaipa onion. As concluded in the BTR, both species were confirmed absent during focused plant surveys. As such, the Project would be consistent with Volume I, Section 6.1.3 of the MSHCP.

MSHCP Urban/Wildland Interface Guidelines

The Project is not located in proximity to MSHCP Conservation Areas and therefore, the Urban/Wildland Interface Guidelines are not applicable to the Project. Furthermore, since the Project site is surrounded by developed and other non-native areas with varying rural land uses, the Project would not indirectly impact sensitive biological resources.

Additional Survey Needs and Procedures

Volume I, Section 6.3.2 of the MSHCP states that in addition to the Narrow Endemic Plant Species addressed in Volume I, Section 6.1.3, additional surveys may be needed for other certain plant and animal species in conjunction with MSHCP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required for additional plant species if a project site occurs within a designated Criteria Area Plant Species Survey Area. In addition, focused surveys are also required (with suitable habitat) for seven animal species as identified by the corresponding Survey Area.

The Project site is located within the MSHCP BUOW Survey Area. A Focused BUOW survey was conducted on March 8, 2021. Focused BUOW surveys were conducted on March 8, March 23, April 12, and May 4, 2021. The results of the focused surveys confirmed the absence of the BUOW species. Nevertheless, the Project would implement MM BIO-1, that requires that pre-construction surveys are conducted no more than 30 days prior to construction to confirm the absence of owls.

The Project site is not located within the CAPSSA or within the MSHCP Amphibian Survey Area; however, the Project site is located within the MSHCP Mammal Survey Area. The site was found not to contain habitat for the LAPM and therefore, with the performance of pre-construction BUOW surveys, the Project would be consistent with Volume I, Section 6.3.2 of the MSHCP.

Conclusion

Therefore, consistent with the MSCHP, both through mitigation, continues studies, and off-site preservation of habitat, the Project would be consistent with the purpose of the procedures described therein. The Project, through compliance with the MSHCP, would ensure that the biological functions and values of these habitat types and the special status species within the region and that could be affected by the Project are mitigated such that habitat values for species inside the MSHCP Conservation Area are maintained. A less than significant impact with mitigation incorporated would occur.

Mitigation Measures

See MM BIO-1 through MM BIO-3 above.

3.3.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant and unavoidable biological resource impacts have been identified.

3.3.6 CUMULATIVE IMPACTS

Cumulative impacts are defined as the direct and indirect effects of a proposed project which, when considered alone, would not be deemed a substantial impact, but when considered in addition to the impacts of related projects in the area, would be considered potentially significant. “Related projects”

refers to past, present, and reasonably foreseeable probable future projects, which would have similar impacts to the proposed project.

As discussed in the BTR, the 37.02 acres proposed for impacts by the Project consist of relatively disturbed lands with remnant patches of native scrub habitat, surrounded primarily by active construction and vehicular roadways. The Project would permanently impact potential RWQCB and CDFW jurisdiction, as well as MSHCP riparian/riverine resources; however, all impacts would be fully mitigated. The Project site is not located within the MSHCP Criteria Area and no special-status species, including plant or wildlife species, that are not covered under the MSHCP that could trigger a CEQA significant impact were observed or detected within the Project site. In addition, the conservation lands that comprise the MSHCP reserve assembly include habitat suitable to support non-MSHCP covered species on a regional level, as they have similar habitat requirements to many MSHCP covered species. Therefore, any potential cumulative impact is addressed through consistency with the MSHCP, pursuant to conservation requirements on a regional level.

As such, through compliance and participation with the MSHCP, the loss of this area would not contribute to a cumulatively significant impact to biological resources.

3.3.7 REFERENCES

Glen Lukos Associates, Inc. 2021. *Biological Technical Report*.

Glen Lukos Associates, Inc. 2021. *Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis*.

Jericho Systems Inc. 2019. *Biological Resources Assessment, Jurisdictional Delineation & MSHCP Compliance Report.*

U.S. EPA. 2021. *How Wetlands are Defined and Identified under CWA Section 404*. https://www.epa.gov/cwa-404/how-wetlands-are-defined-and-identified-under-cwa-section-404.

U.S. Environmental Protection Agency & Department of Defense. 2020. Federal Register / Vol. 85, No. 77 / Tuesday, April 21, 2020 / Rules and Regulations. https://www.govinfo.gov/content/pkg/FR-2020-04-21/pdf/2020-08542.pdf.

3.4 CULTURAL RESOURCES

This section describes the environmental setting, existing conditions, regulatory context, and potential impacts of the Project in relation to cultural and historic resources. Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, or architectural activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. By statute, the California Environmental Quality Act (CEQA) is primarily concerned with two classes of cultural resources: "historical resources," which are defined in Public Resources Code (PRC) § 21084.1 and CEQA Guidelines § 15064.5 and "unique archaeological resources," which are defined in PRC § 21083.2. The information and analysis presented in this section is based on the following source: *Cultural Resources Assessment* (BCR Consulting LLC, 2019). See ***Appendix E*** for the report.

3.4.1 ENVIRONMENTAL SETTING

PREHISTORY[1]

Paleoindian (12,000 to 10,000 Before Present [BP]) and Lake Mojave Periods (10,000 to 7,000 BP)

Climatic warming characterizes the transition from the Paleoindian Period to the Lake Mojave Period. This transition also marks the end of Pleistocene Epoch and ushers in the Holocene. The Paleoindian Period has been loosely defined by isolated fluted (such as Clovis) projectile points, dated by their association with similar artifacts discovered in-situ in the Great Plains. Some fluted bifaces have been associated with fossil remains of Rancholabrean mammals approximately dated to ca. 13,300-10,800 BP near China Lake in the Mojave Desert. The Lake Mojave Period has been associated with cultural adaptations to moist conditions, and resource allocation pointing to more lacustrine environments than previously. Artifacts that characterize this period include stemmed points, flake and core scrapers, choppers, hammerstones, and crescentics. Projectile points associated with the period include the Silver Lake and Lake Mojave styles. Lake Mojave sites commonly occur on shorelines of Pleistocene lakes and streams, where geological surfaces of that epoch have been identified.

Pinto Period (7,000 to 4,000 BP)

The Pinto Period has been largely characterized by desiccation of southern California. As formerly rich lacustrine environments began to disappear, the artifact record reveals more sporadic occupation of the drier regions, indicating occupants' recession into the cooler fringes. Pinto Period sites are rare and are characterized by surface manifestations that usually lack significant in-situ remains. Artifacts from this era include Pinto projectile points and a flake industry similar to the Lake Mojave tool complex, though use of Pinto projectile points as an index artifact for the era has been disputed. Milling stones have also occasionally been associated with sites of this period.

[1] BCR Consulting, Inc. 2019. *Cultural Resources Assessment*.

Gypsum Period (4,000 to 1,500 BP)

A temporary return to moister conditions during the Gypsum Period is postulated to have encouraged technological diversification afforded by the relative abundance of available resources. Lacustrine environments reappear and begin to be exploited during this era. Concurrently a more diverse artifact assemblage reflects intensified reliance on plant resources. The new artifacts include milling stones, mortars, pestles, and proliferation of Humboldt Concave Base, Gypsum Cave, Elko Eared, and Elko Corner notched dart points. Other artifacts include leaf-shaped projectile points, rectangular-based knives, drills, large scraper planes, choppers, hammerstones, shaft straighteners, incised stone pendants, and drilled slate tubes. The bow and arrow appear around 2,000 BP, evidenced by the presence of a smaller type of projectile point, the Rose Spring point.

Saratoga Springs Period (1,500 to 800 BP)

During the Saratoga Springs Period regional cultural diversifications of Gypsum Period developments are evident. Influences from Patayan/Yuman assemblages are apparent in the southern inland areas and include buff and brown wares often associated with Cottonwood and Desert Side-notched projectile points. Obsidian becomes more commonly used throughout southern California and characteristic artifacts of the period include milling stones, mortars, pestles, ceramics, and ornamental and ritual objects. Large villages evidence more structured settlement patterns, and three types of identifiable archaeological sites (major habitation, temporary camps, and processing stations) emerge. Diversity of resource exploitation continues to expand, indicating a much more generalized, somewhat less mobile subsistence strategy.

Shoshonean Period (800 BP to Contact)

The Shoshonean Period is the first to benefit from contact-era ethnography – and is subject to its inherent biases. Interviews of living informants allowed anthropologists to match artifact assemblages and particular traditions with linguistic groups and plot them geographically. During the Shoshonean Period, continued diversification of site assemblages and reduced Anasazi and Yuman influence both coincide with the expansion of Numic (Uto-Aztecan language family) speakers across the Great Basin, Takic (also Uto-Aztecan) speakers into southern California, and the Hopi across the Southwest. Hunting and gathering continued to diversify, and the diagnostic arrow points include desert side-notch and cottonwood triangular, which have been locally recorded. Ceramics continue to proliferate, though are more common in the desert during this period. Trade routes have become well established between coastal and inland groups during this period.

HISTORY[2]

In southern California, the historic era is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present). These periods are each represented in the history of the San Gorgonio Pass, summarized below.

[2] Ibid.

The San Gorgonio Pass. The Project site is located in the San Gorgonio Pass. The San Gorgonio Pass has always been a vital connection between southern California's desert and the less arid interior and coast. Originally a Native American trade route, the pass was eventually occupied by Spanish ranchers living on the eastern frontier of lands administered by Mission San Gabriel. The region also served as a base from which Native Americans and Spaniards annually formed cooperative caravans from the mission via the pass to the "Salton Sea flat to gather enough of the almost pure salt to sustain the missions and pueblo of Los Angeles for another year." During the Mexican Period, Rancho San Jacinto y San Gorgonio dominated the local economy. It was granted to Santiago Johnson in 1843 and sold to Louis Rubidoux in 1844. The American Period saw the breakup of most of the huge Mexican-era ranchos and San Jacinto y San Gorgonio was no exception. The San Gorgonio Pass remained an important travel corridor during the early American Period. Freight wagons and the Pony Express regularly crossed the pass before Wells Fargo surveyed and constructed an official stage line in 1862, and the Bradshaw Road was opened in 1863. Eventually five separate wagon routes were in regular operation through the pass, although the arrival of the Southern Pacific Railroad in 1877 signaled the end of the stagecoach era. While most of the large Mexican ranchos were gone by the mid to late 19th century, the ranching tradition persisted, and to some extent remains locally viable. Banning was founded in 1884. It was named for Phineas Banning who ran a regular stage line between Los Angeles and San Pedro with his brother Alexander in the 1850s. Banning was a principal promoter of transportation infrastructure and is considered one of the "grand old men" of Los Angeles. Although the City of Beaumont retains a relatively rural character, low housing costs resulted in accelerated residential developments in the early 2000s and the communities of the San Gorgonio Pass have experienced the fastest population growth in Riverside County during this era.

History of the City of Beaumont[3]

As early as the 1850s, the United States government surveying parties passed through the vicinity of what is now Beaumont. The location of the town of Beaumont was originally called San Gorgonia for a post office that was established on August 21, 1879, at the Southern Pacific Railroad's Summit station. At the summit of the San Gorgonio Pass, the Southern Pacific's Summit station served as a rest stop for railway travelers who had just crossed the Mojave Desert on their way to Los Angeles. The railroad station, comprising a small red building, an adjacent turntable, a water tank and well head, and a few other buildings were all that made up the location. In 1884, George C. Egan purchased the land at Summit station from the Southern Pacific and platted a 320-acre town site named San Gorgonio. In November 1887, an investment company run by H.C. Sigler, bought Egan's share in the town site and renamed the town Beaumont, after Sigler's hometown of Beaumont, Texas. The name "Beaumont" has been used extensively in place names, and is derived from the French word for "beautiful mountain." Beaumont was incorporated as a city on November 18, 1912. It was around this same time that the first cherry trees were planted in Beaumont. By the 1960s, around 40 cherry groves dotted the landscape between Beaumont and Cherry Valley, while farther to the north at Oak Glen an apple industry has been thriving since the 1890s.

[3] City of Beaumont 2020. *Draft PEIR for the Beaumont General Plan SCH No. 2018031022*. Section 5.5 Cultural Resources. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720 (accessed November 2021).

EXISTING CULTURAL RESOURCES

Methods Used to Identify Known Cultural Resources

Prior to fieldwork, a cultural resources records search was conducted at the Eastern Information Center (EIC) located at the University of California, Riverside. This included a review of all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects located within one mile of the Project Site. Tribal cultural resources were also analyzed, and discussion regarding these resources are found in ***Section 3.14: Tribal Cultural Resources***. As required by CEQA, the City contacted the Native American Heritage Commission (NAHC) to obtain a list of Native American tribes that should be contacted as part of the EIR process to ascertain their interest in engaging in consultation with the City regarding tribal cultural resources, and to obtain information whether any portion of the Project Site was listed on the Sacred Lands inventory maintained by NAHC. In addition, a review was conducted of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and documents and inventories from the California Office of Historic Preservation (OHP) including the lists of California Historical Landmarks (CHL), California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

Field Survey

An archaeological pedestrian field survey of the Warehouse Site was conducted on April 11 and 12, 2019. The survey was conducted by walking parallel transects spaced 15 meters apart across 100 percent of portions of the Warehouse Site that exhibited high (70+ percent) surface visibility. Soil exposures, including natural and artificial clearings were carefully inspected for evidence of cultural resources. In areas of low visibility, transect width was narrowed to 10 meters and vegetation was removed at regular intervals to inspect the ground surface. The pedestrian survey was undertaken on just the Warehouse Site that would be graded for development. The 28.41 acres that is part of the Annexation Area, but for which no development plans are under consideration, was not surveyed on foot as no impact is proposed to occur on this portion of the Project Site.

During the field survey, BCR Consulting personnel carefully inspected the Warehouse Site , and identified no cultural resources within the Warehouse Site boundaries. Surface visibility was approximately 30 percent. Vegetation included seasonal grasses, non-native trees, and remnants of a coastal sage scrub vegetation community. Visible sediments included sandy silts mixed with granitic cobbles and gravels. No cultural resources (including prehistoric or historic-period archaeological sites or historic-period buildings) were identified during the field survey. Areas adjacent to the Project Site including the property immediately north of the Project Site where the new SR-60 interchange is under construction, and the area to the east of the Warehouse Site where ongoing construction and ground disturbance for the adjacent Potrero Boulevard and 4th Street extensions have been subject to severe disturbances related to excavation for road paving and utility installation. Both of these infrastructure improvements are being undertaken by public agencies, and are not a part of the Project.

Cultural Resources Results

Records Search

Data from the EIC revealed that eight cultural resource studies have taken place resulting in the recording of 12 cultural resources within one mile of the Project Site. Of the eight previous studies, none has assessed the Project Site and no cultural resources have been previously recorded within its boundaries. The records search is summarized as follows: ***Table 3.4-1: Cultural Resources Previously Recorded within One-Mile Radius of Project Site***.

Table 3.4-1: Cultural Resources Previously Recorded within One-Mile Radius of Project Site

Cultural Resource	Description	Distance and Direction
P-33-1665	Prehistoric Ceramic Scatter	1/2 Mile SW
P-33-2836	Prehistoric Bedrock Mortar/Milling	3/4 Mile E
P-33-3667H	Historic-Period Railroad Refuse	1 Mile NW
P-33-3796	Historic Period Refuse and Well	1/2 Mile SE
P-33-5060	Historic Period Refuse	3/4 Mile W/SW
P-33-5061	Historic Period Refuse	3/4 Mile SW
P-33-6381	Historic Period Building	3/4 Mile NE
P-33-12639	Historic Period Bottle Fragment	1 Mile NW
P-33-13152	Prehistoric Isolated Hammerstone/Core	3/4 Mile SE
P-33-13153	Prehistoric Isolated Hammerstone/Core	3/4 Mile SE
P-33-15672	Unspecified Historical Archeologic Site	3/4 Mile W
P-33-23905	Prehistoric Isolated Chert Flake	1/8 Mile E

Source: BCR Consulting, LLC. (2019). *Cultural Resources Assessment Caprock Beaumont Project, page 6*. Beaumont, CA. David Brunzell.

3.4.2 REGULATORY SETTING

FEDERAL

National Historic Preservation Act Section 106

Archaeological resources are protected through the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code [USC] 300101 et seq.), and its implementing regulations, Protection of Historic Properties (36 Code of Federal Regulation [CFR] Part 800); the Archaeological and Historic Preservation Act of 1974; and the Archaeological Resources Protection Act of 1979. The NHPA authorized the expansion and maintenance of the NRHP, established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP). Prior to implementing an "undertaking" (e.g., issuing a federal permit), § 106 of the NHPA requires federal agencies to consider the effects of the undertaking on historic properties and to afford the ACHP and the SHPO a reasonable opportunity to comment on any undertaking that would adversely affect properties eligible for listing in the NRHP. As indicated in § 101(d)(6)(A) of the NHPA, properties of traditional religious and cultural importance to a tribe are eligible for inclusion in the NRHP. Under the NHPA, a resource is considered significant if it meets the NRHP listing criteria at 36 CFR 60.4.

National Environmental Policy Act of 1969

National Environmental Policy Act (NEPA), as amended (42 USC § 4321 et seq.; 40 CFR § 1500 et seq.), directs federal agencies to "preserve important historic, cultural, and natural aspects of our national heritage." Compliance with NEPA is required prior to a federal agency undertaking a federal "action" as that term is defined by NEPA. An action is considered Federal funding or an undertaking (project) of a Federal agency. A Federal action would occur under subsequent permits from the U.S. Army Corps of Engineers (USACE).

STATE

California Historical Resource Status Codes

A resource must meet at least one of the above-listed criteria and retain enough integrity to support its period of significance and association within a historical context. A resource is assigned a California Historical Resource (CHR) status code following evaluation, which identifies its significance level. The status codes and descriptions are listed below:

1. Properties listed in the NRHP or the CRHR.
2. Properties determined eligible for listing in the NRHP or CRHR.
3. Appears eligible for NRHP or CRHR through survey evaluation.
4. Appears eligible for NRHP or CRHR through other evaluation.
5. Properties recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated for NRHP or CRHR or needs re-evaluation

CHR Code 6 is determined ineligible for designation under any criteria and are not considered historical resources under CEQA. However, there are several subcategories that exist within each of the status codes that allow for various exemptions, such as whether or not a resource contributes to a Historic District.

California Environmental Quality Act

The following CEQA statutes (PRC § 21000 et seq.) and CEQA Guidelines (14 CCR 15000 et seq.) are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

PRC § 21083.2(g) defines "unique archaeological resource."

PRC § 21084.1 and CEQA Guidelines § 15064.5(a) define "historical resources." In addition, CEQA Guidelines § 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource"; it also defines the circumstances when a project would materially impair the significance of a historical resource.

PRC § 21074(a) defines "tribal cultural resources."

PRC § 5097.98 and CEQA Guidelines § 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.

PRC §§ 21083.2(b) and 21083.2(c) and CEQA Guidelines § 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with an archaeological site.

Under CEQA, a project may have a significant impact on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (PRC § 21084.1; 14 CCR § 15064.5[b]). If a site is listed or eligible for listing in the CRHR, or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of PRC § 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for the purposes of CEQA (PRC § 21084.1; 14 CCR § 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (PRC § 21084.1; 14 CCR § 15064.5[a]).

REGIONAL

County of Riverside General Plan

Multipurpose Open Space Element

The Multipurpose Open Space Element addresses protecting and preserving natural resources, agriculture and open space areas, managing mineral resources, preserving and enhancing cultural resources, and providing recreational opportunities for the citizens of Riverside County. The applicable policies related to cultural resources are listed below:

Policy OS 19.1: Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.

Policy OS 19.2: The County of Riverside shall establish a Cultural Resources Program in consultation with Tribes and the professional cultural resources consulting community that, at a minimum would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, State and Federal law.

Policy OS 19.3: Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

Policy OS 19.4: To the extent feasible, designate as open space and allocate resources and/or tax credits to prioritize the protection of cultural resources preserved in place or left in an undisturbed state.

Policy OS 19.5: Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.

LOCAL

City of Beaumont General Plan

Conservation and Open Space Element

The Conservation and Open Space Element establishes goals and policies to protect, maintain, and enhance natural resources in the City. This Element complies with the State requirements for a Conservation Element and an Open Space Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3: Beaumont General Plan Consistency Analysis*** of this EIR. The following goals and policies are applicable to cultural resources:

Goal 8.11: ***A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.***

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.

Policy 8.11.2: Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.

Policy 8.11.4 Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act, California Public Resources Code Amended Statutes 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.

3.4.3 STANDARDS OF SIGNIFICANCE

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning cultural resources. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

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

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

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

A "substantial adverse change in the significance of an historical resource" reflecting a significant impact under CEQA 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" (14 CCR § 15064.5[b][1]; PRC § 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project does any of the following:

1. 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 California Register; or
2. 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 § 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of § 5024.1(g) of the PRC, 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
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA (14 CCR § 15064.5[b][2]).

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning cultural resources. In addition to Project Design Features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on cultural resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts; and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations conducted by BCR Consulting on April 11 and 12, 2019; a cultural resources records search, and Sacred Lands File search with the NAHC were conducted for the Project. The determination that the Project would or would not result in "substantial" adverse effects on historical and archaeological resources and human remains considers the existing site's historical resource value and the severity of the Project implementation on resources that may be considered historical.

3.4.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

The Project Site is currently vacant and undeveloped, but has been subject to agricultural activities in the past as the site was used for orchards. (see reference to aerial photos in ***Section 3.8: Hazards and Hazardous Materials***). The records search and field survey did not identify any cultural resources (including prehistoric or historic archaeological sites or historic-period buildings) within the Project Site. Furthermore, research results combined with surface conditions have failed to indicate sensitivity for buried cultural resources. Therefore, no significant impacts related to archaeological or historical resources are anticipated.

CONSTRUCTION

Conventional cut and fill grading would be utilized to construct the graded pads and roadways. Grading would involve approximately 968,130 cubic yards of cut and 970,624 cubic yards of fill, for an import of 2,495 cubic yards. Cut and fill slopes of approximately 20 to 30 feet may be necessary to achieve the proposed building pad grades.

The Cultural Resources Assessment performed for the Project did not indicate sensitivity for cultural resources within the Project boundaries. While no resources were located, ground-disturbing activities always have the potential to reveal buried deposits not observed on the surface during surveys.

Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- Historic artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- Historic structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- Prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- Groundstone artifacts, including mortars, pestles, and grinding slabs; and
- Dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire-affected rocks.

Although no historical resources were found on-site during the cultural resources assessment, as a precautionary measure, Mitigation Measure (MM) CUL-1 and MM-CUL-2 listed below are recommended to address the possible discovery of cultural resources during grading and site disturbance activities. With implementation of MM CUL-1 and MM-CUL-2, as well as MM TCR-1 in ***Section 3.14: Tribal Cultural Resources***, the Project would result in a less than significant impact to historical resources.

OPERATIONS

Following Project construction and completion of that phase of the Project, the Project would be utilized for industrial warehousing. These land use operations would not impact historical resources. Therefore, Project operations would have no impact on historical resources.

Mitigation Measures

MM CUL-1 During initial ground disturbance of the Project Site, a qualified archaeologist on an approved city or county list shall be present on-site to observe disturbance areas. The qualified archaeologist shall be able to halt work in the immediate vicinity should artifacts, exotic rock, shell or bone be uncovered during construction. In the event such cultural resources are unearthed during ground-disturbing activities by anyone other than the archaeologist, the Project contractor shall cease any ground-disturbing activities within 50 feet of the find and immediately contact the qualified archaeologist. Work shall not resume until the potential resource can be evaluated by the qualified archaeologist and a formal report provided to the City. The qualified archaeologist shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find until the find has been evaluated, determined whether the find is culturally sensitive, and an appropriate short-term and long-term treatment plan has been designed.

MM CUL-2 Prior to the issuance of any grading permits for the Project, a Cultural Awareness Training Program shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work at any locations on the Project Site. The training shall be prepared and conducted by a qualified archaeologist to the satisfaction of the City Planning Department. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. A copy of the training materials and/or training video, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgment forms shall be submitted to the City Planning Department for their review and approval.

Impact 3.4-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

See **Impact 3.4-1** above for discussion related to this impact.

The Project Site is currently vacant and undeveloped, with minimal history of development activities having occurred on the site. There has been some minor site disturbance resulting from use by vehicles as evidenced by numerous informal dirt roads crossing the site. Aerial photographs from 1949 to 2012 indicate that portions of the northwest and southwest areas in the Project Site may have been used as an orchard and have had small structures or trailers in place. As of 2016, aerial photos indicate these uses no longer occur. During the survey, surface visibility was approximately 30 percent and vegetative cover included seasonal grasses, non-native trees, and remnants of a coastal sage scrub vegetation community. Sediments that were visible included sandy silts mixed with granitic cobbles and gravels. The pedestrian

field survey did not reveal any cultural resources (including prehistoric or historic-period archaeological sites or historic-period buildings). Subsurface examination of the Project Site was not conducted.

As discussed above, the Warehouse Site would be graded requiring approximately 950,000 cubic yards of balanced cut and fill material. Grading and other ground-disturbing activities such as excavation or trenching have the potential to unearth and damage or destroy unknown buried archaeological resources. If grading and construction activities would result in a substantial adverse change in the significance of an archaeological resource determined to be "historic" or "unique," a significant impact could result. However, it should be noted that the significance of the impact would be based upon the criteria presented in the thresholds of significance (i.e., is archaeological resource determined to be "historic" or "unique").

As defined in PRC § 21083.2, a "unique" archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

According to CEQA, if a resource is neither unique nor historical, the effects of a project on that resource will not be considered significant effects on the environment (CEQA Guidelines § 15064(C)(4)). Under a worst-case scenario, it is assumed that any archaeological resources located within the development areas of the Project would be eliminated through grading and construction activities. Although no cultural resources were found on-site during the assessment, MMs CUL-1 and CUL-2 listed above would be applied to the Project. With implementation of MMs CUL-1 and CUL-2, the Project would result in a less than significant impact under this threshold.

Mitigation Measures

MMs CUL-1 and CUL-2 are applicable.

Impact 4.4-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Level of Significance: Less than Significant Impact

CONSTRUCTION

The archaeological records search and field survey did not reveal any resources known to contain human remains within or near the Project site. While the Project area is not known to contain any sensitive archeological or cultural resources including human remains, ground-disturbing activities have the potential to disturb and reveal unknown buried human remains.

If human remains are found, those remains would require proper treatment in accordance with applicable laws, including Health and Safety Code (HSC) §§ 7050.5-7055 and PRC §§ 5097.98 and 5097.99. HSC §§ 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, HSC § 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. HSC § 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by state law, the procedures set forth in PRC § 5097.98 would be implemented, including evaluation by the County Coroner and notification of the NAHC. The NAHC would then designate the "Most Likely Descendent" of the unearthed human remains. If human remains are found during excavation, excavation would be halted in the vicinity of the discovery and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Compliance with the established regulatory framework (i.e., HSC §§ 7050.5-7055 and PRC §§ 5097.98 and 5097.99) would ensure potential Project impacts concerning human remains are reduced to less than significant. See also MM TCR-1 in ***Section 3.14: Tribal Cultural Resources*** of this EIR.

OPERATIONS

Following completion of construction of the Project and associated disturbances of the site, the construction phase of the Project would cease. Operation of the Project would include use for industrial warehousing and subsequent disturbance of previously ungraded soils would not occur. Therefore, operation of the Project would not involve any activities that could impact human remains or their associated ties to cultural or archaeological resources.

Mitigation Measures

No mitigation is necessary.

3.4.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable cultural resource impacts have been identified.

3.4.6 CUMULATIVE IMPACTS

For purposes of cumulative cultural resources impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see ***Table 3-1: Cumulative Projects***. The geographic context for cumulative analysis of the cultural resources effects is localized to the City of Beaumont and The Pass Area Plan, which is located in the San Gorgonio Pass Area, located between the Coachella, San Jacinto, and Moreno Valleys.

The Project when considered with other past, present, and reasonably foreseeable projects, could encounter cultural resources. The potential exists for this cumulative development scenario to result in the adverse modification or destruction of historical and archaeological cultural resources. Potential cultural resource impacts associated with the individual developments are specific to each project. As with this Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis. All new development would be subject to compliance with the existing local,

state, and federal regulatory framework concerning the protection of historical and archaeological cultural resources. Additionally, implementation of site-specific mitigation measures can reduce potential project impacts to as-yet unidentified archaeological resources to less than significant levels.

Similarly, all future development with the potential to impact cultural resources would be required to demonstrate compliance with applicable local, state, and federal regulatory requirements, including general plan goals and policies of the affected jurisdiction, intended to reduce and/or avoid potential adverse environmental effects (refer to ***Section 3.0: Environmental Impact Analysis*** for applicable prior CEQA documents that provide analysis and mitigation for cumulative impacts within the jurisdiction of the affected agency). As such, cumulative impacts to cultural resources would be mitigated on a project-by-project basis, and in accordance with the established regulatory framework, through the established regulatory review process. Therefore, the combined cumulative impacts to cultural resources associated with the Project's incremental effects and those of the cumulative projects would be less than significant with mitigation incorporated.

3.4.7 REFERENCES

BCR Consulting, LLC. 2019. *Cultural Resources Assessment*. April 2019.

California Historic Building Code. *Sections 18950 to 18961 of Division 13, Part 2.7 of California Health and Safety Code*.

City of Beaumont. 2020. *Draft Program Environmental Impact Report Beaumont General Plan SCH No. 2018031022.* https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720.

National Parks Service. *National Register Publications*. https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.

3.5 ENERGY

This section describes the existing setting of the Project as it relates to energy conservation, identifies associated regulatory conditions and requirements, presents the criteria used to evaluate potential impacts related to use of fuel and energy upon implementation of the Project, and identifies mitigation measures to reduce or avoid each significant impact. The significance of each impact after the incorporation of identified mitigation measures is included at the end of this section.

3.5.1 ENVIRONMENTAL SETTING

Pursuant to § 15126.2(b), § 15126.4 (a)(1)(C), and Appendix F of the California Environmental Quality Act (CEQA) Guidelines, the environmental setting may include "existing energy supplies and energy use patterns in the region and locality." Energy use is analyzed in this document due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both Project construction and operations. Refer to ***Section 3.2: Air Quality*** and ***Section 3.7: Greenhouse Gas Emissions*** for additional regulatory background and environmental setting regarding the Project's energy use.

EXISTING ELECTRICITY AND NATURAL GAS SUPPLIES

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Electrical services are provided to the Project Site by Southern California Edison (SCE). SCE provides electricity to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area [1]. SCE produces and purchases their energy from a mix of conventional and renewable generating sources. ***Table 3.5-1: Electric Power Mix Delivered to SCE Retail Customers in 2019*** shows the SCE electric power mix in 2019

[1] SCE. (2019). Who We Are. Retrieved from https://www.sce.com/about-us/who-we-are, accessed November 15, 2019.

compared to the statewide 209 power mix. In 2020, electricity use attributable to the County of Riverside was approximately 16,858 GWh from residential and non-residential sectors.[2]

Table 3.5-1: Electric Power Mix Delivered to SCE Retail Customers in 2019

Energy Resources	2019 SCE Power Mix[1]	2019 CA Power Mix[1]
Eligible Renewable	35.1%	31.7%
Biomass and bio-waste	0.6%	2.4%
Geothermal	5.9%	4.8%
Eligible hydroelectric	1.0%	2.0%
Solar	16.0%	12.3%
Wind	11.5%	10.2%
Coal	0%	3.0%
Large Hydroelectric	7.9%	14.6%
Natural Gas	16.1%	34.2%
Nuclear	8.2%	9.0%
Other	0.1%	0.2%
Unspecified sources of power	32.6%	7.3%
Total	100%	100%

1. California Energy Commission, Annual Power Content Labels for 2019, 2019 Power Content Label, Southern California Edison, updated October 2020, https://www.energy.ca.gov/filebrowser/download/3265, accessed August 2021
2. Electricity from transactions that are not traceable to specific generation sources.

Source: California Energy Commission, 2019 Power Content Label, October 2020.

Natural Gas

The Southern California Gas Company (SoCalGas), the service provider for the Project, services approximately 21 million people in a 20,000-square mile service territory. SoCalGas has four storage fields: Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey, as well as a combined storage capacity of 134.1 billion cubic feet. According to the California Energy Commission (CEC), natural gas demand in the SoCalGas service area was 5,231 million therms in 2020.[3] The CEC prepared three scenarios for forecasting future growth in natural gas demand between 2020 and 2030: a high-energy demand case, a low-energy demand case, and a mid-energy demand case. The low-demand scenario, which incorporates relatively high economic/demographic growth, relatively low electricity and natural gas rates, and relatively low efficiency program and self-generation impacts, estimates that natural gas demand in the SoCalGas service area would be 7,175 million therms in 2030 (the latest year in the demand forecast).[4] In 2020, natural gas use attributable to Riverside County was approximately 437 million therms from residential and non-residential sectors (see ***Table 3.5-2***).[5]

[2] California Energy Commission. (2020). Electricity Consumption by County. Retrieved from http://ecdms.energy.ca.gov/elecbycounty.aspx, accessed November 2021.

[3] California Energy Commission. (2020). Gas Consumption by Entity. Retrieved from http://ecdms.energy.ca.gov/gasbyutil.aspx, accessed November 2021.

[4] California Energy Commission. (2019). CED 2019 Baseline Natural Gas Forecast – Low Demand Case TN-231607. Retrieved from https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report/2019-iepr, accessed August 2021.

[5] California Energy Commission. (2020). Gas Consumption by County. Retrieved from http://ecdms.energy.ca.gov/gasbycounty.aspx, accessed November 2021.

Table 3.5-2: Natural Gas Consumption in Riverside County 2008-2020

Year	Natural Gas Consumption (in millions of Therms)
2008	413
2009	385
2010	398
2011	405
2012	373
2013	383
2014	331
2015	353
2016	396
2017	393
2018	399
2019	453
2020	437

Source: CEC, *Natural Gas Consumption by County*.
Website: http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed November 2021.

ENERGY USE

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy use in California was 7,802 trillion BTU in 2019 (the most recent year for which this specific data is available), which equates to an average of approximately 198 million BTU per capita. Of California's total energy use, the breakdown by sector is 39.3 percent transportation, 23.2 percent industrial, 18.8 percent commercial, and 18.7 percent residential. See ***Table 3.5-3*** for electricity consumption in Riverside County since 2008. Electricity and natural gas in California are generally used by stationary sources such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally accounted for by transportation-related energy use.[6] In 2020, taxable gasoline sales (including aviation gasoline) in California accounted for 12,497,552,636 gallons of gasoline.[7]

Table 3.5-3: Electricity Consumption in Riverside County 2008-2020

Year	Electricity Consumption (in millions of kilowatt-hours)
2008	15,100
2009	14,514
2010	14,064
2011	14,418
2012	15,288
2013	15,144
2014	15,551
2015	15,286
2016	15,471
2017	16,159
2018	16,257
2019	15,520
2020	16,858

Source: CEC, *Electricity Consumption by County*, 2020.
Website: http://www.ecdms.energy.ca.gov/, accessed November 2021.

[6] United States Energy Information Administration. (February 18, 2021). California State Energy Profile. Retrieved from https://www.eia.gov/state/?sid=CA#tabs-2, accessed August 2021.
[7] California Department of Tax and Fee Administration. (2021). July 2021 – Motor Vehicle Fuel 10 Year Reports and Taxable Aviation Gasoline Gallons 10 Year Report. Retrieved from https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed November 2021.

TRANSPORTATION FUEL

California's transportation sector uses roughly half of the energy consumed in the State. In 2020, Californians consumed approximately 12.5 billion gallons of gasoline and approximately 3.0 billion gallons of diesel fuel.[8] As shown in ***Table 3.5-4: Automotive Fuel Consumption in Riverside County 2012-2022***, on-road automotive fuel consumption has increased from 2012 to 2016, but is projected to decrease to less than the consumption amounts of 2012 by 2022. Heavy-duty diesel fuel consumption in Riverside County has increased since 2012 but is projected to begin decreasing in 2022.

Table 3.5-4: Automobile Fuel Consumption in Riverside County 2012-2022

Year	Gasoline Fuel Consumption (Gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Gallons)
2012	366,076,065	80,431,264
2013	369,796,586	83,369,867
2014	376,693,358	84,924,331
2015	389,923,385	86,589,987
2016	405,281,762	93,450,212
2017	389,554,858	94,196,971
2018	383,345,492	95,422,795
2019	376,906,105	96,532,866
2020 (projected)	371,295,250	97,147,206
2021 (projected)	366,447,512	97,528,248
2022 (projected)	359,618,961	96,787,962
Source: California Air Resources Board, EMFAC2017.		

3.5.2 REGULATORY SETTING

The following is a description of State and local environmental laws and policies that are relevant to energy conservation. See also ***Section 3.2: Air Quality***, ***Section 3.7: Greenhouse Gas Emissions***, and ***Section 3.13: Transportation***, for other policies related to energy use. See ***Chapter 3.15: Utilities and Service Systems*** for policies related to water consumption.

FEDERAL

National Energy Conservation Policy Act

The National Energy Conservation Policy Act serves as the underlying authority for federal energy management goals and requirements. Signed into law in 1978, it has been regularly updated and amended by subsequent laws and regulations. This act is the foundation of most federal energy requirements.

[8] California Department of Tax and Fee Administration. (2021). July 2021 – Motor Vehicle Fuel 10 Year Reports and Taxable Diesel Gallons 10 Year Report. Retrieved from https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed August 2021.

Energy Policy Act of 2005

On August 8, 2005, President George W. Bush signed the National Energy Policy Act of 2005 (NEPA; Public Law 109-58) into law. This comprehensive energy legislation contains several electricity-related provisions that aim to:

- Help ensure that consumers receive electricity over a dependable, modern infrastructure;
- Remove outdated obstacles to investment in electricity transmission lines;
- Make electric reliability standards mandatory instead of optional; and
- Give Federal officials the authority to site new power lines in Department of Energy-designated national corridors in certain limited circumstances.

The Renewable Fuel Standard (RFS) program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. The program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders. As required under Energy Policy Act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by President George W. Bush on December 19, 2007. The Act's goal was to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture and storage. Under the EISA, the RFS program (RFS2) was expanded in several key ways:

- Expanded the RFS program to include diesel, in addition to gasoline;
- Increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required the U.S. Environmental Protection Agency (U.S. EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

STATE

Global Warming Solutions Act of 2006 (AB 32) and Health & Safety Code § 38566 (SB 32)

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05) and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Reductions in overall energy consumption have been implemented to reduce emissions. See ***Section 3.7, Greenhouse Gas Emissions*** for a further discussion of AB 32.

In September 2016, the Governor signed into law Senate Bill (SB) 32, otherwise known as the Health & Safety Code § 38566, which builds on the Global Warming Solutions Act of 2006 and requires the state to cut GHG emissions to 40 percent below 1990 levels by 2030. With SB 32, otherwise known as Health & Safety Code § 38566, the Legislature also passed AB 197, which provides additional direction for updating the Scoping Plan to meet the 2030 GHG reduction target codified in SB 32. CARB has published a draft update to the Scoping Plan and has received public comments on this draft but has not released the final version.

Additional energy efficiency measures beyond the current regulations are needed to meet these goals as well as the AB 32 GHG reduction goal of reducing statewide GHG emissions to 1990 levels by 2020 and the SB 32 goal of 40 percent below 1990 levels by 2030 (see ***Section 3.7: Greenhouse Gas Emissions***, for a discussion of AB 32 and SB 32). Part of the effort in meeting California's long-term reduction goals include reducing petroleum use in cars and trucks by 50 percent, increasing from one-third to more than one-half of California's electricity derived from renewable sources, doubling the efficiency savings achieved at existing buildings and making heating fuels cleaner; reducing the release of methane, black carbon, and other short-lived climate pollutants, and managing farm and rangelands, forests, and wetlands so they can store carbon.

California Building Energy Efficiency Standards: Title 24, Part 6 (California Energy Code)

Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6), commonly referred to as "Title 24", California's energy efficiency standards for residential and non-residential buildings, was established by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. The 2016 Title 24 standards became effective on January 1, 2017. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Title 24 standards are 28 percent more efficient than previous standards for residential development. The

standards offer developers better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. The 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020, promote photovoltaic systems in newly constructed residential buildings and additional lighting standards. With rooftop solar electricity generation, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards.

The Title 24, Part 6 was created as part of the California Building Standards Code by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California's energy use. These standards include provisions applicable to all buildings, residential and non-residential, which describe requirements for documentation and certificates that the building meets the standards.[9] These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances:

- Air Conditioning Systems
- Heat Pumps
- Water Chillers
- Gas- and Oil-Fired Boilers
- Cooling Equipment
- Water Heaters and Equipment
- Pool and Spa Heaters and Equipment
- Gas-Fired Equipment Including Furnaces and Stoves/Ovens
- Windows and Exterior Doors
- Joints and Other Building Structure Openings (Envelope)
- Insulation and Cool Roofs
- Lighting Control Devices
- Solar Photovoltaic Systems

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems, as well as equipment in non-residential, high-rise residential, and hotel or motel buildings. Mandatory requirements for low-rise residential buildings cover indoor and outdoor lighting, fireplaces, space cooling and heating equipment (including ducts and fans), and insulation of the structure, foundation, and water piping. The standards require solar photovoltaic systems for new homes. In addition to the mandatory requirements, the standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches. Separate sections apply to low-rise residential and to non-residential, high-rise residential, and hotel or motel buildings. In buildings designed for mixed use (e.g., commercial and residential), each section must meet the standards applicable to that type of occupancy.

[9] California Energy Commission. (2018). *2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*. Retrieved from https://www.energy.ca.gov/sites/default/files/2021-06/CEC-400-2018-020-CMF_0.pdf, accessed November 2021.

The performance approach set forth under these standards provides for the calculation of an energy budget for each building and allows flexibility in building systems and features to meet the budget. The energy budget addresses space-conditioning (cooling and heating), lighting, and water heating. Compliance with the budget is determined using a CEC-approved computer software energy model. The alternative prescriptive standards require demonstrating compliance with specific minimum efficiency for components of the building such as building envelope insulation R-values, fenestration (areas, U-factor and solar heat gain coefficients of windows and doors) and heating and cooling, water heating and lighting system design requirements. These requirements vary depending on the building's location in the State's 16 climate zones.

California's Building Energy Efficiency Standards (CBEES) are updated on an approximately three-year cycle as technology and methods have evolved. This is as a result of new law under the California Energy Security and Reliability Act (CESRA) which passed in the fall of 2000 in response to the State's electricity crisis. Additionally, an emergency update of the standards went into effect in June 2001. The CEC then initiated an immediate follow-on proceeding to consider and adopt updated standards that could not be completed during the emergency proceeding. The 2013 Standards went into effect July 1, 2014. The 2016 CBEES went into effect on January 1, 2017 and improve upon the 2013 CBEES for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 CBEES were adopted on May 9, 2018 and took effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards. The CBEES updates focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

California Green Building Standards

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2016 and went into effect January 1, 2017. The 2019 California Green Building Standards Code took effect on January 1, 2020.[10]

2008 California Energy Action Plan Update

The *2008 Energy Action Plan Update* provides a status update to the *2005 Energy Action Plan II,* which is the State of California's principal energy planning and policy document (CPUC and CEC, 2008). The plan

[10] California Building Standards Commission. (2021). CALGreen. Retrieved from https://www.dgs.ca.gov/BSC/CALGreen, accessed November 2021.

continues the goals of the original *Energy Action Plan*, describes a coordinated implementation plan for State energy policies, and identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California's increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fired generation.

2006 Appliance Efficiency Regulations

The California Energy Commission adopted Appliance Efficiency Regulations (Title 20, CCR §§1601 through 1608) on October 11, 2006. The regulations were approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. While these regulations are now often viewed as "business-as-usual," they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

California Renewables Portfolio Standard Program (SB 1078), Public Interest Energy Research, Demonstration, and Development Program (SB 107)

SB 1078 (Chapter 516, Statutes of 2002), otherwise known as the California Renewables Portfolio Standard Program, requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006), otherwise known as the Public Interest Energy Research, Demonstration, and Development Program, changed the target date to 2010. In November 2008, then-Governor Schwarzenegger signed EO S-14-08, which expands the State's Renewable Portfolio Standard to 33 percent renewable power by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing EO S-21-09, which directs the California Air Resources Board (CARB) under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In April 2011, Governor Brown signed EO SB 2X, which legislated the prior EO S-14-08 renewable standard.

Executive Order B-30-15, Clean Energy and Pollution Reduction Act (SB 350), and California Renewables Portfolio Standard Program (SB 100)

In April 2015, the Governor issued EO B-30-15, which established a GHG reduction target of 40 percent below 1990 levels by 2030. SB 350 (Chapter 547, Statutes of 2015) advanced these goals through two measures. First, the law increases the renewable power goal from 33 percent renewables by 2020 to 50 percent by 2030. Second, the law requires the CEC to establish annual targets to double energy efficiency in buildings by 2030. The law also requires the California Public Utilities Commission (CPUC) to direct electric utilities to establish annual efficiency targets and implement demand-reduction measures to achieve this goal. In 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Appendix F to CEQA Guidelines

Public Resources Code (PRC) § 21100(b)(3) and CEQA Guidelines § 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary use of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California State Legislature adopted AB 1575, which created the CEC. The CEC's statutory mission is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct State responses to energy emergencies, and promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended PRC § 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary use of energy caused by a project. In addition, CEQA Guidelines § 15126.4 was adopted in 1998 which requires that an EIR describe feasible mitigation measures which would minimize the inefficient and unnecessary use of energy. Thereafter, the State Resources Agency created CEQA Guidelines Appendix F.

Pursuant to Appendix F, an EIR must include a "discussion of the potential energy impacts of proposed projects…[11]." However, because lead agencies have not consistently included such analysis in their EIRs, California's Natural Resources Agency amended Appendix F to the CEQA Guidelines in 2009 "to ensure that lead agencies comply with the substantive directive in § 21100(b)(3)." CEQA Guidelines Appendix F lists environmental impacts and mitigation measures that an EIR may include. What is required is a "discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy." Potential impacts that may be discussed include:

- The Project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance, or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of the Project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the Project on peak and base period demands for electricity and other forms of energy.
- The degree to which the Project complies with existing energy standards.
- The effects of the Project on energy resources.
- The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

State CEQA Guidelines Appendix F assists EIR preparers in determining whether a Project will result in the inefficient, wasteful, and unnecessary use of energy. The discussion below analyzes the Project's effect on energy resources.

[11] Association of Environmental Professionals. (2021). *2021 California Environmental Quality Act, Appendix F Energy Conservation.* Retrieved from https://www.califaep.org/docs/CEQA_Handbook_2021.pdf, accessed November 2021.

3.5.3 STANDARDS OF SIGNIFICANCE

CEQA THRESHOLDS

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning air quality. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

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 obstructs a state or Local plan for renewable energy or energy efficiency.

METHODOLOGY

The Project and its associated design are evaluated against the aforementioned significance criteria as the basis for determining the level of impacts related to energy conservation and consumption. In addition to Project Design Features (PDFs), this analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. The Project would use sustainable design features with the goal of reducing the energy needs of the Project. These features and programs would be incorporated into the facilities developed as part of the Project and have been designed to comply with and/or directly include measures contained in the California Green Building Standards Code ([CALGreen]; CCR, Title 24, Part 11). The following PDFs would be incorporated into to the Project to reduce energy consumption:

- Install drought-tolerant plants for landscaping;
- Install water-efficient irrigation systems, such as weather-based and soil-moisture-based irrigation controllers and sensors, for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance;
- Buildings will be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design features for potential certification and will employ energy and water conservation measures in accordance with such standards. This includes design considerations related to the building envelope; heating, ventilating, and air conditioning; lighting; and power systems;
- Surface parking lots will be well landscaped to reduce heat island effect. Parking lot landscaping will be planted with 15-gallon trees, at a rate of one per every four parking stalls. The trees may be clustered, but a minimum of one cluster will be provided for each 100 feet of parking row. Trees will be selected and placed to provide canopy and shade for the parking lots;
- The Project shall implement a recycling program in order to meet a 50 percent minimum waste diversion goal;
- Choose construction materials and interior finish products with zero or low emissions to improve indoor air quality;
- Provide adequate ventilation and high-efficiency in-duct filtration system;

- Use low or moderate water use plants, including native plant materials where appropriate, and minimize turf areas;
- Use low volatile organic compound paints and wallpapers;
- Electrical outlets will be provided in loading dock areas to provide power for trucks.; and
- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be powered by electricity.

APPROACH TO ANALYSIS

In determining whether implementation of the Project would result in the inefficient, wasteful or unnecessary use of fuel or energy, this analysis considers the recommendations of Appendix F as described above.

This section analyzes energy use on three sources of energy that are relevant to the Project, including electricity, natural gas, and transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for Project construction. The analysis of Project electricity and natural gas use is based on the California Emissions Estimator Model (CalEEMod), which quantifies energy use for occupancy. The results of CalEEMod are included in ***Appendix B*** of this EIR. Modeling related to Project energy use was based primarily on the default settings in CalEEMod for Riverside County. The amount of operational fuel use was estimated using CalEEMod outputs for the Project and the CARB Emissions Factor (EMFAC) 2017 computer program for typical daily fuel use in Riverside County. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

3.5.4 PROJECT IMPACTS AND MITIGATION

Impact 3.5-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Level of Significance: Less than Significant Impact

CONSTRUCTION

The Project has construction activities that would consume energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). The energy consumed during construction of the Project would be temporary in nature and would not create a significant permanent demand to energy resources after completion of construction.

The energy consumption associated with buildout of the Project includes electricity usage associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips. The methodology for each category is discussed below. The analysis of the energy demands associated with construction actives relies on the construction equipment list and operational characteristics, as stated in ***Section 3.2: Air Quality*** and ***Section 3.7: Greenhouse Gas Emissions***, as well as technical reports, memos

and data included in ***Appendix B*** of this EIR. Quantifications of construction energy consumption are provided for the Project.

Electricity Usage

Currently, the existing Project Site does not use any electricity due to its vacant state. Therefore, construction of the warehouse would result in a minor increase in electricity demand compared to existing conditions. The increased demand for construction is expected to be adequately served by the existing SCE electrical capacity. Total electricity demand in SCE's service area is forecast to increase by approximately 12,000 GWh—or 12 billion kWh—between 2015 and 2026. Because of the temporary nature of the increased demand during construction, and the focus on energy from fuels needed to move equipment and machinery, energy consumption during this phase of the Project is extremely low. While some electricity for security lighting and powering construction trailers would be required, this is not considered wasteful, inefficient, or unnecessary consumption of energy resources. It is estimated that electricity demand during construction of the warehouse would be approximately 1,665 kWh (1.67 MWh). This would represent approximately 0.000001 percent of the electricity consumption in the State, and 0.00001 percent of the electricity consumption in Riverside County. These values and calculation are discussed in additional detail further below. Therefore, because of the development and increasing energy supplies and the small amount needed for Project construction, an adequate capacity from the existing electrical facilities to serve construction demands and the projected electrical demand of the proposed warehouse construction would not significantly impact SCE's level of service.

It should also be noted that the Project includes PDFs that specifically require compliance with the CALGreen Standards, as well as PDFs responsive to the CBEES. The CBEES prescribe building standards related to energy and water efficiency, and also address indoor air quality requirements for newly constructed buildings. The use of energy efficient construction materials and incorporation of design elements also would comply with the State's Title 24 2019 Building Energy Efficiency Standards. Prior to issuance of a building permit, the City of Beaumont (City) would review and verify that the Project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. Project adherence to the provisions of CALGreen, which as discussed above, establish planning and design standards for sustainable site development, energy efficiency (in excess of the CEC requirements), water conservation, material conservation, and internal air contaminants, also would be verified by the City prior to Project approval.

Electricity usage associated with water consumption for construction dust control is calculated based on total water consumption and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water usage is calculated based on acreage disturbed during grading and site preparation, as well as the daily water consumption rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix A of the CalEEMod User's Guide (Grading Equipment Passes).
- The water application rate of 3,020 gallons per acre per day is from Air & Waste Management Association's Air Pollution Engineering Manual.

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for Riverside County. As summarized in ***Table 3.5-5: Project Energy Consumption During Construction***, the

total electricity consumption associated with water consumption for construction dust control would be approximately 1,665 kWh (1.67 megawatt hours [MWh]) during site preparation and grading of the Warehouse Site.

Table 3.5-5: Project Energy Consumption During Construction

Source	Project Construction Usage	Riverside County Annual Energy Consumption	Statewide Annual Energy Consumption	Percentage Increase Countywide	Percentage Increase Statewide
Electricity Use	**Megawatt Hours (MWh)**				
Water Consumption	1.67 [a]	16,257,000	284,436,260	0.00001%	0.000001%
Diesel Use	**Gallons**				
On-Road Construction	42,409 [b]	240,528,279	3,073,917,504	0.0439%	0.0014%
Off-Road Construction	48,325 [c]			0.0501%	0.0016%
Total Construction	**90,734**			**0.0940%**	**0.0030%**
Gasoline	**Gallons**				
On-Road Construction	57,551 [b]	719,145,759	15,517,383,271	0.0153%	0.0004%

Notes:
a. Construction water use estimated based on acres disturbed per day per construction sequencing and estimated water use per acre (AWMA 1992).
b. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2017 in Riverside County.
c. Construction fuel consumption was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.
Abbreviations:
CalEEMod: California Emission Estimation Model; EMFAC: Emission Factor Model 2017; kWh: kilowatt-hour; MWh: megawatt-hour.
Sources: AWMA, 1992; DOE 2016; USEPA 1996.

Diesel Usage: On-Road Construction Trips

The diesel usage associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon. VMT for the entire construction period is calculated based on the total daily trips (refer to ***Section 3.7: Greenhouse Gas Emissions***). Construction fuel consumption was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in ***Table 3.5-5***, the total diesel consumption associated with on-road construction trips would be approximately 42,409 gallons over the duration of buildout of the Warehouse Site.

Diesel Usage: Off-Road Construction Equipment

The construction diesel usage associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in ***Table 3.5-5***, the total diesel consumption associated with off-road construction equipment is approximately 48,325 gallons for duration of buildout of the Warehouse Site.

Gasoline Usage

Gasoline use associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling); the CalEEMod default gasoline fleet percentage; and vehicle fuel efficiency in miles per gallon using the same methodology as the construction on-road trip diesel usage calculation discussed above. The total gasoline consumption associated with on-road construction trips would be approximately 57,551 gallons over the duration of buildout of the Warehouse Site (***Table 3.5-5***).

Total Construction Energy Usage

In total, construction of the warehouse is estimated to consume approximately 1,665 kWh (1.67 MWh) of electricity, 90,734 gallons of diesel, and 57,551 gallons of gasoline. As indicated in the environmental setting above, Californians consumed 284,436 GWh of electricity in 2018, of which Riverside County consumed 16,257 GWh.

In 2018, Californians consumed approximately 15.5 billion gallons of gasoline and 3 billion gallons of diesel fuel. Riverside County annual diesel consumption in 2019 was 96,532,866 gallons and gasoline consumption was 376,906,105 gallons. Project construction gasoline consumption would represent 0.0153 percent of annual gasoline consumption in the County, and construction diesel consumption would represent 0.0940 percent of annual diesel consumption in the County.

The use and need for diesel and gasoline, as well as electricity during construction activities would not be considered a wasteful, inefficient, or unnecessary consumption of energy resources resulting in an impact on the environment. The Project fulfills additional demand for a distribution warehouse facility in a location designed for such uses.

The Project Site is located in proximity to nearby transportation corridors and truck routes including State Route 60 (SR-60) and Interstate 10 (I-10). Both routes provide direct access to the larger regional transportation network that would help facilitate an efficient flow of goods and materials both during and after construction activities. Thus, while construction of the site would result in a short-term increase in use of gasoline, diesel fuels, and electricity, the proposed use is reasonable, needed, and appropriate to enable construction of the warehouse and associated facilities on the Project Site. The Project also would conform to all applicable rules, regulations, and laws requiring reductions in fuel use and electricity use in ways such as use of modern equipment and reduction of construction equipment idling time. This would help offset some of the anticipated energy use and help ensure the Project does not result in a direct waste of fuels or result in construction methodology that would be considered an inefficient use of those fuels.

It also should be noted that while the Project would result in an initial increase of consumption of energy for construction, the proposed increase in fuels would represent a marginal increase of 0.0153% compared to current County fuel consumption and an increase of 0.0004% compared to overall State demand. Electricity demand would similarly increase at a very small rate as it would represent approximately 0.000001 percent of the electricity consumption in the State, and 0.00001 percent of the electricity consumption in Riverside County. Therefore, based on the Project's relatively low construction fuel and energy use, the proportional consumption relative to State and County consumption, the Project would not substantially affect existing energy or fuel supplies or resources. Thus, the increased energy consumption is not anticipated to result in a demand for new energy capacity such that substantial additional sources of construction fuels or electricity would be needed.

This comparison is used to illustrate the incrementally small increase under the Project and highlight that longer term, the Project would further reduce fuel consumption at both a regional and statewide basis. Distribution facilities and areas planned for their uses are specifically chosen to reduce transportation and shipping costs and increase the efficiency with which the transportation and delivery of products can

occur. By their nature, these types of facilities reduce the long-term energy demand. Therefore, use of the energy needed to enable construction of the Project would not be considered wasteful or inefficient, and impacts in this regard are less than significant.

Furthermore, there are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. The Project also has included mitigation measures in ***Section 3.2: Air Quality*** that would serve to further reduce energy consumption. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel consumption.

Construction activities also would be required to monitor air quality emissions using applicable regulatory guidance such as the South Coast Air Quality Management District (SCAQMD) Rules. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced as a result of monitoring and the efficient use of equipment and materials, this results in reduced energy consumption. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary consumption of energy during construction activities.

Energy conservation during construction also would occur through financial incentives of the Project developed to avoid wasteful, inefficient, and unnecessary consumption of energy. Due to increasing transportation costs and fuel prices, contractors and owners have a strong incentive to reduce costs, including spending on energy. Accordingly, there is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials. Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

As described above, the Project's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the CEQA Guideline Appendix G and Appendix F criteria requires the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on local and regional energy supplies.

In sum, it is anticipated that construction fuel consumption associated with the Warehouse Site would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

OPERATIONS

The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water consumption, and transportation-related fuel consumption. These uses are not expected to exceed average energy use for a similar Project of the same size and scope. A California Commercial End-Use Survey (CEUS) analyzed the energy usage in the SCE service area by specific building types. Unrefrigerated warehouses, like the Project, make up 17 percent of the total floor stock of the SCE service area at the time the survey was conducted; approximately 353,765 square kilofeet (kft^2). The CEUS also provides summaries for the average electricity usage and natural gas usage for the unrefrigerated warehouse building type. The methodology for each category is discussed below. Note that this energy resources analysis is consistent with the analysis presented in ***Section 3.2: Air Quality*** and ***Section 3.7: Greenhouse Gas Emissions***. Quantifications of operational energy consumption are provided for the Warehouse Site.

Transportation Energy Demand

Gasoline and diesel usage associated with on-road vehicular trips were calculated based on total VMT calculated for the analyses within ***Section 3.2: Air Quality*** and ***Section 3.7: Greenhouse Gas Emissions***, and average fuel efficiency from EMFAC2017 model. The EMFAC2017 fuel efficiency data incorporate the Pavley Clean Car Standards and the Advanced Clean Cars Program.[12] As summarized in ***Table 3.5-6: Project Annual Energy Consumption During Operations***, the total gasoline and diesel consumption associated with on-road trips would be approximately 166,801 gallons per year and 591,380 gallons per year, respectively.

As discussed in the Construction Impacts section above, the Project Site is located in proximity to nearby transportation corridors and truck routes including SR 60 and I-10. Both routes provide direct access to the larger regional transportation network that would help facilitate an efficient flow of goods and materials and reduce long-term fuel usage. In addition, the distribution facility has been able to enable a more efficient transportation and shipping network. These types of facilities consider long-term energy demand and associated costs when they are chosen and by their nature are not considered wasteful or inefficient. Thus, impacts in this regard would be less than significant.

Table 3.5-6: Project Annual Energy Consumption During Operations

Source	Project Operational Usage	Riverside County Annual Energy Consumption	Statewide Annual Energy Consumption	Percentage Increase Countywide	Percentage Increase Statewide
Electricity Use	**Megawatt Hour/Year (MWh/year)**				
Building	12,039.128[a]	16,257,000	284,436,262	0.0741%	0.00423%
Water	610,786[a]			0.0038%	0.00021%
Total Electricity	**12,649.914**			0.07781%	0.00445%
Natural Gas Use	**Therms/year**				
Building	146,145[a]	398,538,428	21,369,070,000	0.0367%	0.0007%

[12] The California Air Resources Board EMFAC 2017 Technical Documentation (March 2018) notes that emissions are estimated with all current controls active, except Low Carbon Fuel Standards (LCFS). The reason for excluding LCFS is that most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO_2 emissions from EMFAC's tailpipe emission estimates.

Source	Project Operational Usage	Riverside County Annual Energy Consumption	Statewide Annual Energy Consumption	Percentage Increase Countywide	Percentage Increase Statewide
Diesel Use		**Gallons/Year**			
Mobile	591,380[b]	96,532,866	3,073,917,504	0.6126%	0.0192%
Gasoline Use		**Gallons/Year**			
Mobile	166,801[b]	376,906,105	15,517,383,271	0.0443%	0.0011%

Notes:
a. The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults.
b. Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2017. https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm
Abbreviations: CalEEMod: California Emission Estimation Model; EMFAC2017: California Air Resources Board Emission Factor Model; kBTU: thousand British Thermal Units; kWh: kilowatt-hour; MWh: Megawatt-hour.

Electricity Usage

The electricity usage associated with Project operations is based on CalEEMod defaults. As summarized in ***Table 3.5-6***, the warehouse building is forecasted to use approximately 12,039 MWh (approximately 12.04 GWh) of electricity per year.

The electricity usage associated with operational water consumption is estimated based on the annual water consumption, and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for Riverside County. Project area water use is based on the water demand per square foot factors in CalEEMod. Project land uses would use water for indoor and outdoor uses of which would require 610,786 kWh per year for conveyance and treatment.

Natural Gas Usage

The natural gas demand from the Warehouse Site would represent a nominal percentage of overall demand in SCE's service area. The Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.

The methodology used to calculate the natural gas usage associated with the building envelopes constructed pursuant to the Project is based on CalEEMod default usage rates. As summarized in ***Table 3.5-6***, the building envelope would require approximately 14,614,500 thousand British Thermal Units (kBTU) (146,145 therms) of natural gas per year.

Operation of uses implemented pursuant to the warehouse building would annually consume approximately 12.65 GWh of electricity, 14,614.5 million BTU of natural gas, 591,380 gallons of diesel, and 166,801 gallons of gasoline.

Californians consumed 284,436 GWh of electricity in 2018, of which Riverside County consumed 16,257 GWh. The Project's operational electricity consumption would represent 0.00445 percent of the electricity consumption in the State, and 0.0778 percent of the energy consumption in Riverside County. Regarding natural gas, Californians consumed 21,369 million therms (or 2,136.9 billion kBTUs) of natural gas and 398 million therms of natural gas in Riverside County in 2018. Therefore, the Project's operational natural gas consumption would represent 0.0007 percent of the natural gas consumption in the State and 0.0367 percent of the natural gas consumption in the County.

In 2018, Californians consumed approximately 15.5 billion gallons of gasoline and 3 billion gallons of diesel fuel. Project operational consumption of gasoline and diesel would represent 0.0011 percent of gasoline and 0.0192 percent of diesel consumption statewide. Project operational consumption of gasoline and diesel would represent 0.0443 percent of gasoline and 0.612 percent of diesel consumption in the County.

Therefore, Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Impacts would be less than significant in this regard.

Energy Efficiency Measures

As discussed above, California's Energy Efficiency Standards for Residential and Non-residential Buildings create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. For example, requirements for energy-efficient lighting, heating and cooling systems, and green building materials are expected to save additional electricity and natural gas. These savings are cumulative, doubling as years go by.

Furthermore, the electricity provider, SCE, is subject to California's RPS. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

The Project would be required to comply with all federal, State, and local requirements for energy efficiency, including the latest Title 24 standards. As stated, the Project would be required to comply with the latest State Building Code (Title 24, Part 6 of the California Code of Regulations), which further minimize energy consumption towards the California Long-Term Energy Efficiency Strategic Plan's (CEESP) goal to have 100 percent of new homes achieve zero net energy. Under the 2019 standards, homes are expected to use about 53 percent less energy and nonresidential buildings about 30 percent less energy than buildings under the 2016 standards. These efficiency standards are included in the CalEEMod calculations for the Project. The Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Considering these requirements in addition to the Project design features described above, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Therefore, potential impacts are considered less than significant.

Mitigation Measures

No mitigation measures are required.

Impact 3.5-2: Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Level of Significance: Less than Significant Impact

CONSTRUCTION AND OPERATIONS

California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the increased use of electricity and natural gas and encourage the transition to and use of renewable energy sources. In conformance with these standards, Project design and operation of the Warehouse Site would comply with State Building Energy Efficiency Standards including appliance efficiency regulations, and green building standards. This would include compliance with the Title 24 and CALGreen efficiency standards, which would ensure the Project incorporates energy efficient windows, insulation, lighting, ventilation systems, water efficient fixtures, as well as green building standards. Additionally, the Project would be subject to compliance with all Federal, State, and local requirements for energy efficiency.

At the regional level, on May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS]) for federal transportation conformity purposes only. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the Project areas consistent with both the target date of AB 32 and the post-2020 GHG reduction goals. Trucks used as part of Project operations would comply with these requirements.

At the location level, and as discussed in ***Section 3.7: Greenhouse Gas Emissions***, the Project would be consistent with the City of Beaumont Climate Action Plan (CAP) goals, measures, and actions including but are not limited to: increasing energy efficiency in new commercial development, education of staff, promotion of use of renewable energy, being water efficient, and decreasing VMT. As discussed in that section and shown on ***Table 3.7-4***, the Project was found to be consistent with the City CAP. Therefore, the Project would not obstruct a state or local plan for renewable efficiency and as discussed above in Impact 3.5-1, Project development and operation of the Warehouse Site would not cause inefficient, wasteful and unnecessary energy use. Thus, impacts in this regard would be less than significant.

Mitigation Measures

No mitigation measures are required.

3.5.5 CUMULATIVE IMPACTS

Construction and operations activities associated with implementation of the Project would result in the consumption of fuel and energy, but it would not do so in a wasteful manner. The Project, including development of the warehouse would not require the expansion of energy capacity or supplies and would therefore not lead to any significant impacts. The Project would not consume energy in a wasteful, inefficient, or unnecessary manner. The use of energy would not be substantial in comparison to the existing SCE service area demands; refer to ***Table 3.5-5*** and ***Table 3.5-6*** in the discussion under Impact 3.5-1 above. New capacity or supplies of energy resources would not be required.

The anticipated impacts of the Project, and in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use in the City. However, potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to State or local plans for renewable energy or energy efficiency. Additionally, any development of the Warehouse Site would be subject to compliance with all Federal, State, and local requirements for energy efficiency. Thus, the Project and identified cumulative projects are not anticipated to result in a significant cumulative impact. Therefore, potential impacts are considered less than significant.

3.5.6 SIGNIFICANT AND UNAVOIDABLE IMPACTS

No significant and unavoidable impacts have been identified.

3.5.7 REFERENCES

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3.6 GEOLOGY AND SOILS

The purpose of this section is to describe the existing regulatory and environmental conditions related to the geologic, soil, and seismic characteristics within the Project area. This section identifies potential impacts that could result from implementation of the Project, and as necessary, recommends mitigation measures to reduce the significance of impacts. The issues addressed in this section are risks associated with faults, strong seismic ground shaking, seismic-related ground failure such as liquefaction, landslides, substantial erosion or the loss of topsoil, and unstable geological units and/or soils.

The environmental setting discussion is based largely on review of the Geotechnical Feasibility Study Proposed Industrial Development by Southern California Geotechnical, Inc. ("*Geotechnical Feasibility Study*") (SCE, 2018; Attached as ***Appendix F***), review of aerial photographs and maps of the Project and its surroundings. Other information in this section, such as regulatory framework, is derived from the various planning documents including the City of Beaumont General Plan, Riverside County General Plan, Federal Occupational Safety and Health Administration (OSHA) Regulations, Seismic Hazards Mapping Act (SHMA) of 1990, and pertinent State of California Building Codes (CBC).

3.6.1 ENVIRONMENTAL SETTING

Topographic information for the 31.26-acre Warehouse Site was obtained from an ALTA survey prepared by ATLAS Geospatial, dated October 18, 2018. Based on this survey, site elevations range between a maximum grade of 2,452± feet above mean sea level (amsl) in the northeast property corner to a minimum grade of 2,367± feet amsl at the southwest property corner. As discussed above, the major topographic features of the site are the southwest-draining canyon in the central to the southern portion of the site, generally hilly topography, and embankment fills located along the southern and eastern property lines. Based on the ALTA survey, the fill embankments along the east property line possess heights of up to 30± feet with inclinations ranging between 4h:1v and 2h:1v. Along the south property line of the Warehouse Site, the fill slope possesses heights of up to 271 feet with an inclination of about 2h: 1v.

Outside of the Warehouse Site, the Project Site includes similar landforms, landform features, past deposition and erosion patterns, and similar soil types. The Project Site contains Greenfield sandy loam (8-15 percent slopes), riverwash, and terrace escarpments. The 28.41-acre Annexation Area portion of the Project Site is shown, based on the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), to also contain San Emigdio loam (2 to 8 percent slopes), the soil profiles consist of loam, fine sandy loam, and stratified sandy loam to silt loam, which are similar to the Greenfield sandy loam and both are well drained.

NATURAL SETTING

The approximately 31.26-acre Warehouse Site is currently vacant and undeveloped, except for recently placed embankment fills along the eastern and southern property lines. Within this area and within the overall Project Site that includes the annexation areas, there are multiple dirt roads that traverse the site and off-road vehicle use is prevalent. The Project Site is characterized as hilly with a southwest-draining

canyon that extends from the existing drain outlet at the eastern embankment fill to near the southwest corner of the Project Site where roadway improvement activities have impaired the natural flow of the stream.

The westerly portion of the Project Site including the 28.41 Annexation Area also includes undisturbed areas with native vegetation and landforms as well as areas that have been disturbed. The easterly portion of this area contain similar landscaping and vegetative patterns, with a series of small hills and lower lying depressional areas as well as areas that have been heavily disturbed. This includes areas that have been used as a construction staging for ongoing development to the west and earthmoving activities to prepare for the 4th Street extension.

REGIONAL GEOLOGIC SETTING

The Project Site is located on the western approach to the San Gorgonio Pass between the San Bernardino Mountains of the Transverse Range geologic province to the north, and the San Jacinto Mountains of the Peninsular Range geologic province to the south. Each of the adjacent mountain ranges are over 11,000 feet amsl and are composed of Jurassic and Cretaceous granitic rocks, which have intruded and metamorphosed older rocks. Finer local sediments range in age from late Miocene, Pliocene, Pleistocene, and Holocene.[1]

LOCAL GEOLOGIC SETTING

The Project Site and general surrounding area is underlain by Quaternary alluvial deposits identified as younger alluvium (Qa) and older alluvium (Qoa). Younger alluvial soils are typically located within the southwest-draining erosional canyon and in the northeastern portion of the Project Site. The geologic conditions at the ground surface of the areas of higher elevations generally consist of older alluvium. Weathered bedrock/formational materials were encountered below the older alluvial soils and appear to be consistent with the San Timoteo formation.

The Project Site is located at the junction of the Transverse Ranges and Peninsular Ranges which are both prominent natural geomorphic provinces in southwestern California. The Peninsular Ranges can be characterized by steep, elongated ranges and valleys. The Transverse Ranges manifest themselves as a series of roughly parallel steep ridges dissected by young, steep streams of relatively low flow rate. Tectonic activity along numerous faults has created the geomorphology present within this region.

The documented subsurface materials within the Project Site generally consist of younger and older alluvium and weathered bedrock. Although not encountered at sampling locations, some artificial fills were observed in the embankment areas for the proposed streets along the east and south property lines. Descriptions for documented materials are as follows as described in SCE's feasibility study for the Project[2]:

- **Younger Alluvium:** Soils classified as younger alluvium were encountered at the ground surface within the southwest-draining canyon and in the northeast portion of the site. The younger alluvium encountered at these locations generally consists of very loose to medium dense silty

[1] BCR Consulting, Inc. (2019*). Cultural Resources Assessment*. Page 1.
[2] Southern California Geotechnical, Inc. (2018). *Geotechnical Feasibility Study, Proposed Industrial Development*. Pages 7-8.

fine sands and fine sands with occasional trace to little clay content, loose clayey fine to coarse sands, and very stiff fine sandy clays. Some of the younger alluvial soils possess appreciable porosity and calcareous cementation. The younger alluvium was encountered to depths of 12 to 22± feet in the southwest-draining canyon area, and to a depth of 12± feet in the northeast portion of the site. Occasional traces of fine gravel were encountered in some of the younger alluvial strata.

- **Older Alluvium:** Soils classified as older alluvium were encountered at the ground surface in the northwest and central portions of the Project Site and beneath the younger alluvium at the remaining areas of the site. The older alluvial soils generally consist of medium dense to very dense silty fine sands, fine to medium sands, clayey sands, fine sandy silts, and hard silty clays and fine sandy clays. The older alluvium generally possesses relatively high strengths and medium dense to very dense relative densities. Some of the recovered samples of the older alluvial materials are weakly cemented. Occasional traces of fine gravel were encountered throughout the older alluvial materials. The older alluvial soils generally extended to depths of 17 to 27± feet at the sampling locations. The southeast sampling location was terminated in older alluvium at a depth of 25± feet.
- **Bedrock:** Weathered bedrock materials were encountered beneath the older alluvium at all locations except for the southwest portion, which was terminated in older alluvium at a depth of 25± feet. The weathered bedrock materials generally consist of dense to very dense fine to coarse-grained sandstone, fine-grained sandstones, silty sandstones, and clayey sandstones. The bedrock materials were generally weakly to moderately cemented and friable. The weathered silty fine-grained sandstone bedrock extended to the maximum depth explored of 50± feet below the existing site grade in the southeast portion of the site.
- **Groundwater:** Free water was encountered at a depth of 49± feet at the sampling location in the southeast portion of the site. This depth corresponds to an elevation of about 2,341± feet. Additionally, very moist soils were encountered in the southwest corner of the Project Site, between depths of 16 and 20± feet. The soil obtained from these depths possess moisture contents of 13 and 27 percent and possessed a very moist to wet appearance. Based on their moisture contents and appearance, a perched groundwater table may be present between depths of 16 and 20± feet in the southwest, although no seepage was observed in the borehole during or at the completion of drilling. The underlying older alluvial soils encountered at a depth of 24 to 25± feet in the southwest possessed a moisture content of 12 percent and possessed a "moist" appearance, in contrast to the "very moist to wet" overlying soils.

Based on these considerations, the static groundwater table is expected to have been present at a depth of about 49± feet below the existing site grades is the southeast portion of the site at the time of subsurface exploration. Shallower zones of perched ground water may also be present, especially within the southwest-draining canyon.

As part of the research, review of available groundwater data was conducted to determine the historic high groundwater level for the Project Site. The primary reference used to determine the groundwater depths in this area is the California Department of Water Resources website. The nearest monitoring well is located approximately 2.1 miles southeast of the site. The water level reading within this monitoring well indicates high groundwater levels of 58± feet (Fall 2017).

FAULTING AND SEISMICITY

Regional Faulting

The Project Site is located within a seismically active region. The closest mapped active fault, the San Jacinto Fault, is located approximately five miles southwest of the Project Site. Other known regionally active faults that could affect the Project Site include Cucamonga, Elsinore-Glen Ivy, Puente Hills Thrust, San Andreas, San Jose, and Whittier faults. Due to the proximity of the Project Site to the San Jacinto Fault and other faults, significant seismic shaking could impact the Project Site within the design life of the proposed development.

Local Faulting

The Project Site is not located within an Earthquake Fault Zone as delineated by the Alquist-Priolo Earthquake Fault Zoning Act.[3] Additionally, the Project Site is not within a Riverside County Fault Hazard Zone. It should be noted that some of the parcels located within one-half mile east of the Project Site are located within a Riverside County Fault Zone.[4] Additionally, based on knowledge of other properties near this Project Site, evidence of inactive faults was observed within the San Timoteo formation bedrock materials located one-half to one mile west of the Project Site. Based on the presence of an earthquake fault zone located east of the Project, and evidence of faulting found west of the site, it is possible that some unmapped faults are present within the Project Site. Based on the fact that no mapped fault zones are within the Project Site, it is not expected that any active faults are present.

Ground Shaking

Strong ground shaking can be expected during moderate to severe earthquakes in this general region and is common in the majority of southern California. Intensity of ground shaking at a given location depends primarily upon earthquake magnitude, site distance from the source, and site response (soil type) characteristics.

Secondary Seismic Hazards

Secondary seismic hazards generally associated with severe ground shaking during an earthquake include ground rupture, lurching, ridgetop shatter, landsliding and rockfall, and liquefaction and dynamic settlement.

- Ground Rupture - Ground Rupture is generally considered most likely to occur along pre-existing active faults. Based on a previous site investigation, there are no active faults located within the Project area; therefore, the potential for ground rupture is considered low.
- Lurching - Soil lurching refers to the rolling motion on the ground surface by passage of seismic surface waves. Lurching is considered severe in areas where the thickness of soft sediments varies appreciably under structures. As previously discussed, the Project site is partially underlain by younger alluvium soils. The younger alluvium encountered generally consisted of very loose to

[3] California Department of Conservation. (ND). The Alquist-Priolo Earthquake Fault Zoning Act - Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed November 2021).
[4] Riverside County (2019). Riverside County Mapping Portal – Fault Zones. Accessible at https://gisopendata-countyofriverside.opendata.arcgis.com/datasets/fault-zones.

medium dense silty fine sands and fine sands with occasional trace to little clay content, loose clayey fine to coarse sands, and very stiff fine sandy clays. The younger alluvial soils possess low relative densities, relatively low strengths, and some porosity. Laboratory testing indicated that the younger alluvium is compressible when loaded and collapsible when inundated with water. Remedial grading is considered warranted to remove the younger alluvium from the Project Site in its entirety[5]; therefore, impacts from lurching are not anticipated.

- Ridgetop Shatter - Strong ground shaking during earthquakes can result in the shattering of certain geologic deposits where they form elevated ridges. As mentioned previously, the Project Site has hilly topography; therefore, ridgetops exist on the Project Site. However, significant cuts and fills on the order of 30 to 40± feet would be required to achieve the proposed site grades. It is also anticipated that some significant retaining walls and/or slopes would be necessary, including the northwest and the southwest portion of the Project Site.[6] Ultimately, the existing landscape on the Project Site would be altered to accommodate the grades and pad elevations needed to enable the proposed improvements. The Project does propose development in ridgetop areas and therefore, the risk of ridgetop shatter is low.
- Landsliding and Rockfall - The Project Site terrain is comprised of rolling hills. No evidence of previous land sliding was observed during review of the California Geological Survey Landslide Inventory (available at https://maps.conservation.ca.gov/cgs/lsi/app/). There are no boulder outcrops or potential rockfall hazards present within the Project Site. The risk of landslide and rockfall is considered low for the Project Site.
- Liquefication and Dynamic Settlement - Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soil to behave as a viscous liquid. When insufficient confining overburden is present, liquefaction may be manifested at the ground surface by settlement or sand boils. For the potential effects of liquefaction to be manifested at the ground surface, the soils generally must be granular, loose to medium dense, saturated relatively near the ground surface and must be subjected to a sufficient magnitude and duration of ground shaking. Ground accelerations generated from a seismic event can produce settlements in sands or granular earth materials both above and below the water table, posing a potential hazard to land uses on the surface.

  Liquefaction data from the Riverside County Mapping Portal (https://gisopendata-countyofriverside.opendata.arcgis.com/datasets/liquefaction) indicates that the Project Site is located within zones of low to moderate liquefaction susceptibility. However, the soil conditions encountered are not considered to be conducive to liquefaction. These conditions consist of surficial younger alluvial sediments underlain by medium dense to very dense older alluvium and dense to very dense weathered bedrock. Some of the younger alluvial soils may be susceptible to liquefaction; however, preliminary remedial grading recommendation indicate that the younger alluvium should be removed in its entirety and replaced as compacted structural fill prior to construction. Therefore, any younger alluvium which may be presently susceptible to liquefaction

[5] Southern California Geotechnical, Inc. (2018). *Geotechnical Feasibility Study, Proposed Industrial Development*. Page 1.
[6] Ibid. Page 5.

will be mitigated as a part of the recommended remedial grading. Therefore, liquefaction is not considered to be a design concern for this Project.[7]

PALEONTOLOGICAL SETTING

The Project Site is located on the western approach to the San Gorgonio Pass between the San Bernardino Mountains of the Transverse Range geologic province to the north, and the San Jacinto Mountains of the Peninsular Range geologic province to the south (Diblee 1982; Morton 1978a, 1978b, and others as cited by BCR Consulting 2018). Each of the adjacent mountain ranges are over 11,000 feet amsl and are composed of Jurassic and Cretaceous granitic rocks, which have intruded and metamorphosed older rocks. Finer local sediments range in age from late Miocene, Pliocene, Pleistocene, and Holocene (Rewis et al. 2006 as cited by BCR Consulting 2018). The near surface soils are comprised of undocumented artificial fill, surficial soils, young alluvium, older alluvium.

According to the Riverside County General Plan Multipurpose Open Space Element, Riverside County has been inventoried for geologic formations known to potentially contain paleontological resources. Lands with high, low, or undetermined potential for finding paleontological resources are mapped. According to the map, the Project Site is in an area with undetermined paleontological sensitivity.[8]

However, due to the presence of older Quaternary alluvium soils in the Project Site, there is a possibility of encountering significant vertebrate fossils that may be disturbed during construction. The closest vertebrate fossil locality from older Quaternary deposits is LACM 4540, situated southwest of the Project area on the northeast side of the San Jacinto Valley near the intersection of Jackrabbit Trail and Gilman Springs Road, that produced fossil specimens of horse, Equidae.[9]

3.6.2 REGULATORY SETTING

FEDERAL

U.S. Geological Survey (USGS) Landslide Hazard Program

The USGS Landslide Hazard Program provides information on landslide hazards including information on current landslides, landslide reporting, real-time monitoring of landslide areas, mapping of landslides through the National Landslide Hazards Map, local landslide information, landslide education, and research.

STATE

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code [PRC] §§ 2621-2624, Division 2, Chapter 7.5) was passed in 1972 following the destructive February 9, 1971 moment magnitude (Mw) 6.6 San Fernando earthquake to mitigate the hazard of surface faulting to structures intended for human

[7] Southern California Geotechnical, Inc. (2018). *Geotechnical Feasibility Study, Proposed Industrial Development*. Page 13.
[8] Riverside County. (2015). *General Plan Chapter 5: Multipurpose Open Space Element*. Figure OS-8: Paleontological Sensitivity. Page OS-55. https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833 (accessed November 2021).
[9] BCR Consulting, Inc. (2019). *Cultural Resources Assessment, Appendix B: Paleontological Overview*.

occupancy. The Act's main purpose is to prohibit siting buildings used for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," delineating appropriately wide earthquake fault zones to encompass potentially active and recently active traces of faults. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed human occupancy structures 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 (typically at least 50-foot setbacks are required).[10]

Effective June 1, 1998, the Natural Hazards Disclosure Act 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 Earthquake Fault Zones.

Seismic Hazards Mapping Act of 1990 (SHMA)

The SHMA of 1990 (California PRC, § 2690 et seq.) directs the California Department of Conservation's 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.

The SHMA provides a statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other seismic hazards caused by earthquakes. Mapping and other information generated pursuant to the SHMA is to be made available to local governments for planning and development purposes. The state requires (1) local governments to incorporate site-specific geotechnical hazard investigations and associated hazard mitigation as part of the local construction permit approval process, and (2) the agent for a property seller, or the seller if acting without an agent, to disclose to any prospective buyer if the property is located within a seismic hazard zone. The State Geologist is responsible for compiling seismic hazard zone maps. The SHMA specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

California Building Code

California building standards are published in the California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 11 parts that contain administrative regulations for the California Building Standards Commission and for all state agencies that implement or enforce building standards. Local agencies must ensure development complies with the CBSC guidelines. Cities and counties can adopt additional building standards beyond the CBSC. CBSC Part 2, named the California Building Code (CBC), is based upon the

[10] California Department of Conservation. (2019). The Alquist-Priolo Earthquake Fault Zoning Act. https://www.conservation.ca.gov/cgs/alquist-priolo (accessed November 2021).

2016 International Building Code (IBC). The 2016 CBSC (CCR, Title 24) went into effect on January 1, 2017. In addition, proposed building code changes are underway. Part 1, California Administrative Code, of the 2019 CBSC went into effect January 8, 2019. The remaining approved standards went into effect January 1, 2020. Significant changes to Part 1 include 1) clarifying when an addition is required to have a dedicated egress system and 2) revising project inspector certification examinee eligibility criteria to better recognize appropriate qualifying experience and/or education. For a summary of additional 2019 CBSC changes visit: https://www.dgs.ca.gov/-/media/Divisions/DSA/Publications/other/2019-CBC-CodeChangeSummary.ashx. Project construction will comply with the 2016 and 2019 CBSC.

Given the State's susceptibility to seismic events, the CBC's seismic standards are among the strictest in the world. The CBC applies to all development in the State, except where stricter standards have been adopted by local agencies. CBC Chapter 16 addresses structural design requirements governing seismically resistant construction (CBC § 1604), including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (CBC §§ 1613.5 through 1613.7). CBC Chapter 18 includes (but is not limited to) the requirements for foundation and soil investigations (CBC § 1803); excavation, grading, and fill (CBC § 1804); allowable load-bearing values of soils (CBC § 1806); and the design of footings, foundations, and slope clearances (CBC § 1808 and 1809), retaining walls (CBC § 1807), and pier, pile, driven, and cast-in-place foundation support systems (CBC § 1810). CBC Chapter 33 includes (but is not limited to) requirements for safeguards at worksites to ensure stable excavations and cut or fill slopes (CBC § 3304).

Construction activities are subject to occupational safety standards for excavation and trenching as specified in the California OSHA regulations (Title 8 of the CCR) and in Chapter 33 of the CBC. These regulations specify the measures to be used for excavation and trench work where workers could be exposed to unstable soil conditions. The Project would be required to employ these safety measures during excavation and trenching.

State Earthquake Protection Law

The State Earthquake Protection Law (California Health and Safety Code [HSC] § 19100 et seq.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16 of the CBC. The CBC requires a site-specific geotechnical study to address seismic issues and identifies seismic factors that must be considered in structural design. Because the Project area is not located within an Alquist–Priolo Earthquake Fault Zone, special provisions would not be required for Project development related to fault rupture.

REGIONAL

Riverside County General Plan

Multipurpose Open Space Element

This element addresses protecting and preserving natural resources, agriculture and open space areas, managing mineral resources, preserving and enhancing cultural resources, and providing recreational opportunities for the citizens of Riverside County. Paleontological resources are the fossilized biotic

remains of ancient environments. They are valued for the information they yield about the history of the earth and its past ecological settings.[11]

The following policies are intended to ensure that paleontological resources are appropriately considered:

Policy OS 19.6: Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.

Policy OS 19.7: Whenever existing information indicates that a site proposed for development has low paleontological sensitivity as shown on Figure OS-8, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the County Geologist shall be notified, and a paleontologist shall be retained by the project proponent. The paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development.

Policy OS 19.8: Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity as shown on Figure OS-8, a report shall be filed with the County Geologist documenting the extent and potential significance of the paleontological resources on-site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department.

Policy OS 19.9: Whenever paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet.

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; and
- Strengthens earthquake, flood, inundation, and wildland fire preparedness planning and post-disaster reconstruction policies.

Policy S 2.2: Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement, for any building proposed for human

[11] Riverside County (2015). *Riverside County General Plan, Multipurpose Open Space Element*. Accessible at https://planning.rctlma.org/Zoning-Information/General-Plan.

occupancy and any structure whose damage would cause harm, except for accessory buildings. (AI 81).

Policy S 2.3: Require that a state-licensed professional investigate the potential for liquefaction in areas designated as underlain by "Susceptible Sediments" and "Shallow Ground Water" for all general construction projects, except for accessory buildings (Figure S-3).

Policy S 2.5: Require that engineered slopes be designed to resist seismically-induced failure. For lower-risk projects, slope design could be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, the stability analyses should factor in the intensity of expected ground shaking, using a Newmark-type deformation analysis.

Policy S 2.6: Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically-induced differential settlement.

Policy S 2.7: Require a 100% maximum variation of fill depths beneath structures to mitigate the potential of seismically-induced differential settlement.

Policy S 3.1: Require the following in landslide potential hazard management zones, or when deemed necessary by the California Environmental Quality Act: (AI 104)

Preliminary geotechnical and geologic investigations.

Evaluations of site stability, including any possible impact on adjacent properties, before final project design is approved.

Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications be prepared by state-licensed professionals.

Policy S 3.3: Before issuance of building permits, require certification regarding the stability of the site against adverse effects of rain, earthquakes, and subsidence.

Policy S 3.4: Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions, or from loss of aesthetic resources for development occurring on slope and hillside areas.

Policy S 3.5: During permit review, identify and encourage mitigation of on-site and off-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements.

Policy S 3.6: Require grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, in order to assure the adequate demonstration of a project's ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.

Policy S 3.8: Require geotechnical studies within documented subsidence zones, as well as zones that may be susceptible to subsidence, as identified in Figure S-7 and the Technical Background Report, prior to the issuance of development permits. Within the documented subsidence zones of the Coachella, San Jacinto, and Elsinore valleys, the studies must address the

potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.

Policy S 3.13: Require buildings to be designed to resist wind loads.

LOCAL

City of Beaumont General Plan

Safety Element

The Safety Element establishes goals and policies to maintain and improve the safety of the City's residents. This Element complies with the State requirements for a Safety Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3: Beaumont General Plan Consistency Analysis*** of this EIR. The following goals and policies are applicable to geologic resources:

Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.

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.

City of Beaumont Municipal Code

Beaumont Municipal Code Title 15

The City of Beaumont adopted the Building and Construction Codes in Title 15, Chapter 15.04. These codes regulate the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings and/or structures in the City. Building permits are required and may be issued, as stated above, for projects that conform to the CBC.

3.6.3 STANDARDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines contains the Environmental Checklist Form, which includes questions related to geologic and soil resources. The questions presented in the Environmental Checklist Form have been utilized as significance thresholds in this section. Accordingly, the Project may create a significant environmental impact if one or more of the following occurs:

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?

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?

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

PROJECT DESIGN FEATURES

As summarized in ***Section 2.0, Project Description***, the Project includes components that are referred to as Project Design Features.

The Project Design Features related to geology and soils are:

- Project construction would re-use on-site soils, where applicable, as fill during grading provided that they are free of organic matter to the satisfaction of the geotechnical engineer.

3.6.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: 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.

Level of Significance: Less than Significant Impact with Mitigation Incorporated

CONSTRUCTION

None of the Project components are in proximity to any known active earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Nor is the Project Site within a Riverside County Fault Hazard Zone. However, the Project Site is within a seismically active region in southern California. The closest mapped active fault, the San Jacinto Fault, is located approximately five miles southwest of the Project Site. Other known regionally active faults that could affect the Project Site include Cucamonga, Elsinore-Glen Ivy, Puente Hills Thrust, San Andreas, San Jose, and Whittier faults. Due to the proximity of the Project Site to the San Jacinto Fault and other faults, seismic shaking could impact the Project Site within the design life of the proposed development.

It should be noted that some of the parcels located within one-half mile east of the Project Site are located within a Riverside County Fault Zone. Additionally, based on knowledge of other projects near this Project Site, evidence of inactive faults was observed within the San Timoteo formation bedrock materials on other properties located one-half to one mile west of the Project Site. Although there is a mapped fault zone to the east of the Project Site, and some evidence of faulting west of the site, there are no mapped fault zoned within the Project Site, and therefore it is not anticipated that any active faults are present.

Construction of the Project, and associated building materials and landscape features, would be in accordance with applicable City and County general plan goals and policies; City municipal codes; and State/Federal regulations pertaining to earthquake-resistant structures. Nonetheless, during future subsurface exploration as part of the future geotechnical evaluation, trenches (including trenches perpendicular to known fault strike directions) should be dug to determine if unknown faults are present. Mitigation Measure (MM) GEO-1 includes a requirement that would include recommendations to determine if an existing unknown fault is present. Implementation of this measure would reduce this impact to less than significant and further mitigation for this geologic hazard would not be required.

OPERATIONS

As previously discussed, the Project is not located near any known active fault lines. All Project operations and Project components would adhere to all applicable City regulations and engineering standards and specifications. Further implementation of MM-GEO-1, would reduce impacts in this regard to less than significant because the Project design would follow-Project specific design recommendation based on soil conditions at the Warehouse Site.

Mitigation Measures

MM-GEO-1: The Project applicant shall prepare and submit a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for City of Beaumont Public Works review and approval. The report shall address and make recommendations on the following:

a) Potential presence of unknown faults and fault rupture to occur (including digging trenches perpendicular to known off-site fault strike directions);

b) Requirements for volumes and areas of needed over-excavation of unsuitable soils;

c) Requirements for mixing and re-compaction of soils to account for liquefaction and expansion potential;

d) Benching of sidewalls during fill placement to reduce the inclination of the native fill contact to 3:1 (horizontal: vertical) or flatter.

e) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)

Once approved by the City of Beaumont Public Works, two copies of the final report shall be provided to the City of Beaumont Public Works for its use. It is the responsibility of the Project applicant to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

Impact 3.6-2: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

ii. Strong seismic ground shaking?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Intensity of ground shaking at a given location depends primarily upon earthquake magnitude, site distance from the source, and site response (soil type) characteristics. The site-specific seismic coefficients based on the 2016 CBC are provided in ***Table 3.6-1: Site-Specific Seismic Coefficients*** below.

Table 3.6-1: Site-Specific Seismic Coefficients

CBC Categorization/Coefficient Heading	Value (g*)
Spectral Response Acceleration at 0.2s Period, S_S	1.649
Mapped Spectral Response Acceleration at 1s Period, S_1	0.717
Short Period Site Coefficient at 0.2s Period, F_a	1.0
Long Period Site Coefficient at 1s Period, F_V	1.5
Adjusted Spectral Response Acceleration at 0.2s Period, S_{MS}	1.649
Adjusted Spectral Response Acceleration at 1s Period, S_{M1}	0.932
Design Spectral Response Acceleration at 0.2s Period, S_{DS}	1.099
Design Spectral Response Acceleration at 1s Period, S_{D1}	0.622
Notes: * g - Gravity acceleration 1) Site Longitude (decimal degrees): - 117.01877672 2) Site Latitude (decimal degrees): 33.93101084 3) Site Class Definition: C	
Source: 2016 CBC Site-Specific Seismic Design Parameters. Using OSHPD Seismic Design Maps. Accessible at https://seismicmaps.org/.	

The Project is not located within an Alquist-Priolo Earthquake Fault Zone. The Project is in the southern California region, which is prone to strong seismic ground shaking, hence there is a possibility that the Project Site could experience shaking from seismic activity. All Project components would be constructed to current Uniform Building Code standards and would be designed in conformance with all applicable standards to resist the harmful effect of strong seismic ground shaking and to reduce the potential for damage resulting from seismic-related events include ground shaking, ground failure, and ground displacement. Strong levels of seismic ground shaking can cause damage, particularly to older and/or poorly constructed buildings. Construction of the Project would be required to conform to the seismic design parameters of the CBC that is current at the time of construction, as adopted by the City. As required by law, the City must review all Project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits relative to the *Geotechnical Feasibility Study* and Code requirements. Compliance with the requirements of the Uniform Building Code and existing laws and regulations would reduce potential impacts related to strong seismic ground shaking to a less than significant level. This would be accomplished by requiring that all new construction be reviewed to ensure that the most current seismic design parameters are incorporated into Project design and construction.

To reduce impacts, compliance with MM GEO-1 would require a qualified geologist and geotechnical engineer to implement the recommendations from the *Geotechnical Feasibility Study,* and to incorporate measures such as site stripping; over-excavation of unsuitable soils; compaction of soils; and benching of

sidewalls during fill placement to reduce the inclination of the native fill contact to 3:1 (horizontal: vertical) or flatter, as may be determined appropriate for the Project site. This mitigation measure would ensure the impacts for seismic ground shaking on Project operation would be reduced to less than significant.

Mitigation Measures

See MM-GEO-1.

Impact 3.6-3: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iii. Seismic-related ground failure, including liquefaction?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

The site is located within a mapped zone of low to moderate liquefaction susceptibility. Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean grain size in the range of 0.075 to 0.2 millimeter. Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.[12]

The site is generally underlain by older alluvium and dense to very dense bedrock materials. However, there are some areas revealed by boring locations in which younger surficial alluvial sediments are present and are underlain by medium-dense to very-dense older alluvium and dense to very-dense weathered bedrock. In their existing condition, some of the younger alluvial soils may be susceptible to liquefaction. Based on the recommended remedial grading recommendations and the requirements of MM-GEO-1 and MM-GEO-2, the loose, younger alluvial sediments that may be susceptible to liquefaction would be removed and replaced as compacted structural fill. This would reduce potential impacts from liquefaction to less than significant.

CONSTRUCTION

Loose granular soils 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. The Project Site contains surficial younger alluvial sediments underlain by medium-dense to very-dense older alluvium and dense to very-dense weathered bedrock. In their existing condition, some of the younger alluvial soils may be susceptible to liquefaction. In order to reduce the potential for excessive differential settlement and liquefaction due to the differing conditions provided by the native soils, notably the younger alluvium, soils would require overexcavation and recompaction of fill soils. These would underlie the building pads

[12] Southern California Geotechnical, Inc. (2018). *Geotechnical Feasibility Study, Proposed Industrial Development*. Page 13.

in accordance with the subsequent final geotechnical engineering report that will be prepared for the Project. The depth of overexcavation in the cut portions of the building pad area would be dependent upon the depths of the fill and the steepness of the cut/fill transition.

As part of the final geotechnical engineering report, and based on the evaluation of constituents of the overexcavated and exposed soils, the geotechnical engineer would verify the suitability to serve as the structural fill subgrade, suitability to support the foundation loads of the proposed new structure, and any importation, mixing, and compaction of soils that would be needed. The evaluation of the soils would follow standard methods to determine what specific grading procedures would need to be undertaken. Methods could include proof-rolling with a heavy rubber-tired vehicle and probing to identify any soft, loose, or otherwise unstable soils that must be removed, and measurements of exposed materials at the base of overexcavations to ensure a minimum relative compaction of 85 percent of the maximum dry density as determined by American Society for Testing and Materials (ASTM) D-1557 maximum dry density. If there are localized areas of loose, porous, or low-density soils encountered at the bottom of the overexcavation, deeper excavation may be required. The exposed subgrade soils should then be scarified to a depth of 12 inches, moisture conditioned to two to four percent above optimum moisture content, and recompacted, or as determined necessary by the geotechnical engineer.[13]

MM GEO-2 has been included to reduce these potential impacts to less than significant. MM GEO-2 requires that the younger alluvium would be removed in its entirety and replaced or mixed and recompacted as compacted structural fill prior to construction. This would reduce potential impacts associated with liquefaction of any younger alluvium which may present. Implementation of MM-GEO-2 would reduce impacts associated with liquefaction to less than significant.

OPERATIONS

Overall, Project development could result in potential impacts to persons and structures involving liquefaction. There is a possibility of strong seismic ground shaking in the Project area due to the nature of the geographic region of southern California and its seismic activity. The industrial structure would be susceptible to ground shaking and liquefaction effects. To further reduce potential impacts due to liquefaction, compliance with MM GEO-1 and MM GEO-2 would be required. Mitigation would include any necessary recommendations for soils remediation and/or foundation systems necessary to reduce seismic-related hazards, such as liquefaction, to a less than significant level. Compliance with the then current CBSC and MM GEO-2, would ensure that persons and structures associated with the Project would not be exposed to potential seismic-related liquefaction. Impacts would be less than significant with mitigation.

Mitigation Measures

MM GEO-2 The final geotechnical engineering report shall identify the younger alluvial soils within the development areas and prepare a plan for removal/excavation as needed and to the satisfaction of the City of Beaumont Public Works Department prior to issuance of the first grading permit**.** The material may be remixed and compacted or exported and fully replaced to reduce the potential for excessive settlement of the proposed improvements

[13] Southern California Geotechnical, Inc. (2018). *Geotechnical Feasibility Study, Proposed Industrial Development*. Pages 17-18.

based on the findings of the final geotechnical engineering report. All removals shall extend to a depth of firm, competent older alluvium deposits or weathered bedrock/formational soils. The younger alluvium soils should be removed in their entirety to expose suitable older alluvial soils or weathered bedrock/materials. The actual depth of removals shall be determined during grading by the geotechnical engineer to the satisfaction of the City of Beaumont Public Works Department.

Impact 3.6-4 Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss injury, or death involving:

iv. Landslides?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

CONSTRUCTION

The Project Site terrain is comprised of rolling hills, and no boulder outcrops or potential rockfall hazards are present within the Project Site. No evidence of on-site landslides/debris flow was documented on the California Geologic Survey Landslide inventory. The risk of land sliding and rockfall is considered low for the Project Site as the area is not suspect for having landslide hazards due to the moderate sloping conditions. While the Project Site does not contain any steep slopes, grading needed to create building pad elevations, however, could require relatively steep cut/fill contacts in the southwest-draining canyon. MM GEO-3 would require that areas with steep cut/fill contacts would require benching of the sidewalls during fill placement. The horizontal extent of the benching is anticipated to be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. While not anticipated to be needed outside the areas of the proposed building foundation influence zones, depending on the outcome of the geotechnical report, benching may be required outside these areas. With the implementation of MM GEO-3, impacts from natural landslides and confined movements of materials during earthmoving activities would be less than significant.

OPERATIONS

Due to the active seismicity of the region, the industrial development would conform to the then current CBSC standards as well as any applicable building code regulations from the City of Beaumont. Overall, Project developments could expose persons and structures to potential substantive adverse effects involving strong seismic ground shaking, seismic-related ground failure (liquefaction/lateral spreading), and seismically-induced landslides. Landslides due to unstable slopes are not anticipated on the Project Site, given the lack of steep slopes, the location of the construction improvements on the site, and the Project's location. In addition, all manufactured slopes would be no steeper than 2:1 and would be seismically engineered for stability and revegetated or covered with other erosion control measures, further reducing this potential.

Therefore, implementation of MM GEO-1, MM GEO-2, and MM GEO-3 would reduce potential impacts from landslides to less than significant.

Mitigation Measures

MM GEO-3: The final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer shall address the anticipated steep cut/fill contacts in the southwest-draining canyon. The report shall be verified by the City of Beaumont Public Works Department prior to issuance of any grading permit. As part of the report, measures that include benching of the sidewalls in areas with steep cut/fill contacts shall be used during fill placement. The horizontal extent of the benching shall be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. This measure shall be used in all areas of the proposed building foundation influence zones. Depending on the outcome of the geotechnical report, benching may be required outside these areas.

Impact 3.6-5: Would the Project result in substantial soil erosion or the loss of topsoil?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

CONSTRUCTION

Some of the near surface soils possess appreciable silt and clay content and may become unstable if exposed to significant moisture infiltration or disturbance by construction traffic. In addition, based on their granular contents, some of the on-site soils would also be susceptible to erosion. Construction activities such as excavation and grading may have the potential to cause soil erosion or the loss of these and other topsoil. In order to address unstable soils, MM GEO-4 would be implemented which would require remedial grading.

A southwest draining erosional canyon currently traverses the Project Site. Deeper fills, exceeding the 30 to 40 feet anticipated for the Project site, may be necessary in the drainage. The off-site drainage from the east is currently routed through an existing reinforced concrete pipe (RCP) that is present beneath the recently graded embankment fill along the east property line. Based on the conceptual storm drain plan, this public line would be extended around the southeasterly Project boundary to 4th Street, where it would be located within the 4th Street right-of-way. On-site drainage would flow into scattered catch basins located throughout the site and be conveyed to the on-site extended detention basins via private high-density polyethylene (HDPE) pipes of varying diameters. Overflow from the extended detention basins would be conveyed via private HDPE pipes to the public RCP beneath 4th Street.

The new drainage would be sized to accommodate maximum anticipated flows and would be designed to be a hydrologically separate system to prevent mixing with the on-site flows to avoid any potential water quality issues with the off-site flows.

Construction activities related to the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. Refer to ***Section 3.9: Hydrology and Water Quality*** for discussion of the Project's anticipated NPDES permitting process. The construction would be required to comply with the erosion control measures stipulated through the then current CBSC and the Beaumont MC Title 13, Chapter 13.16 - Water Quality Control, which requires compliance with NPDES permits and implementation measures. Further, all grading and building activities would comply with Beaumont MC Title 16, Chapter 16.28 - Improvements and Grading; the Grading Manual; other

applicable ordinances; Federal, State, and local permits; and other applicable requirements. Conformance to the NPDES permit includes preparation of a storm water pollution prevention plan (SWPPP) that defines best management practices (BMPs) such as use of silt fencing, hay bales, straw wattles, water bars, sediment basins, etc., would ensure that substantial erosion and loss of topsoil does not occur. As discussed in ***Section 3.9: Hydrology and Water Quality***, associated impacts with erosion after implementation of the erosion control plan would reduce impacts to less than significant.

OPERATIONS

While loss of topsoil and erosion from sites is typically most common during the construction phases when bare soils are exposed to water and wind driven erosion, some loss may occur post construction. The Project would incorporate designs to maximize water infiltration through the use of plantings, protection of slopes, and other storm water control measures to reduce the potential for substantial post construction runoff. Accordingly, all reasonable precautions would be taken to minimize deep soil moisture penetration within the slope soils. The volume of slope irrigation would be the minimum that is required to maintain plant growth, but still provide adequate ground cover to minimize post construction erosion. The Project's drainage management plan would be designed to ensure that all surface water runoff is diverted away from the top of any associated retaining walls. Gutters would be installed to divert runoff. In addition, the condition of the slopes would be continually maintained to reduce the potential for surficial failures leading to erosion. This would include maintenance of all drainage pathways, any diversion structures, maintenance of the vegetation, and repair of rodent damage.

To further minimize potential erosion that would occur, the Project would implement MM GEO-5, requiring that erosion protective measures are implemented to reduce potential impacts from excessive erosion and runoff both during and after construction. Although these are considered a long-term erosion protection measures, MM GEO-5 requires plantings be incorporated during the construction phase upon the completion of manufactured slopes.

The Project also would include a network of storm drains and gutters, and retention basins, naturally vegetated swales, and other areas to facilitate infiltration would be implemented and maintained throughout the life of the Project. These features, in addition to regularly landscaped areas and groundcovers, would prevent post construction soil erosion or loss of topsoil. With implementation of MM-GEO-5, Project operations would not result in substantial soil erosion that may cause significant property damage or result in the loss of topsoil/sedimentation into local drainage facilities and off-site water bodies.

Mitigation Measures

MM GEO-4 Remedial grading is warranted to remove the loose and potentially compressible and collapsible younger alluvium from the Project development area in its entirety. The younger alluvial soils shall be replaced as compact structural fill. With that, the on-site soils are geotechnically suitable for re-use as compacted fill during proposed grading, provided they are relatively free of organic matter, other deleterious material, or oversize rock fragments. Fill soils placed at depths greater than 20 feet below proposed pad grade

within the building pad shall be compacted to at least 95 percent of the ASTM D-1557 maximum dry density.

MM GEO-5 Prior to issuance of a grading permit, a landscape architect shall create a plan for post-construction slope stabilization and long-term maintenance, and submit the plan to the City for review and approval. The natural slopes and any manufactured slopes created on-site shall be planted immediately after construction is completed, to achieve well-established and deep-rooted vegetation. The slopes should be planted and irrigated if recommended by the landscape architect, with shrubs that will develop root systems to depths of five feet or more, such as ground acacia. Intervening areas may be planted with the same plants, or lightweight surface plantings with shallower root systems. The selected plantings shall be lightweight and drought tolerant. Due to its high weight, the use of iceplant shall not be permitted.

Impact 3.6-6: 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?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

CONSTRUCTION

The principle source of seismic activity is movement along the northwest-trending regional fault systems such as the San Andreas, San Jacinto, and Elsinore fault zones. The Project Site is not included within an Earthquake Fault Zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act. However, the Project Site is in a seismically active area. The site is located within a mapped zone of low to moderate liquefaction susceptibility. However, the Project Site is generally underlain by older alluvium and dense to very-dense bedrock materials. In order to mitigate the potential for liquefaction in the loose younger alluvial sediments that may be susceptible to liquefaction, MM GEO-2 recommends the removal and replacement of this alluvial layer as compacted structural fill. With implementation of this measure, impacts from liquefaction are considered less than significant. Implementation of MM GEO-1 and MM GEO-2 would be required, which contain specific designs and standards regarding re-compaction and soil stabilization. Furthermore, Project construction would be temporary and therefore would not be susceptible to on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant in this regard.

OPERATION

Project implementation could expose persons and structures to potential adverse impacts involving strong seismic ground shaking, seismic-related ground failure (liquefaction/lateral spreading), and seismically-induced landslides. Implementation of MM GEO-1 and MM GEO-2 would reduce impacts to a less than significant level by incorporating earthwork measures during construction phases, such as site preparation, soil removal, cut/fill transition lots, soil compaction, structural fills, and removal of boulders, to provide greater site stabilization. Further, Project designs would be subject to compliance with the then current CBSC. Implementation of the Project design feature discussed previously, as well as compliance

with the then current CBSC, MM GEO-1 and MM GEO-2, would address impacts related to unstable soils. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

MM GEO-1, MM GEO-2, and MM GEO-3 are applicable.

Impact 3.6-7: 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?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Soils that expand and contract in volume ("shrink-swell" pattern) are considered to be expansive and may cause damage to aboveground infrastructure as a result of density changes that shift overlying materials. Fine-grain clay sediments are most likely to exhibit shrink-swell patterns in response to changing moisture levels. According to the *Geotechnical Feasibility Study* prepared for the Project, soil and bedrock materials encountered within the Project area include younger alluvium, older alluvium, bedrock, and groundwater. While not encountered at sampling locations, some artificial fills were observed in the embankment areas for proposed streets along the east and south property lines.

CONSTRUCTION

According to the *Geotechnical Feasibility Study*, the near-surface on-site soils possess a very low to low expansion potentials (Expansion Index = 0 to 35 at sampled locations) and would require proper moisture conditioning to a subgrade soil moisture content of 2 to 4 percent above the Modified Proctor optimum during site grading. In addition, the site may have localized deposits of medium or higher expansive soils that may be encountered during grading of surficial soils. If encountered, these soils would be subject to various controls to reduce the exposure of people and structures to the effects of expansive soils. Accordingly, based on the presence of expansive soils and potential presence of medium or high expansion, adequate moisture conditioning of the subgrade soils and fill soils would be necessary during grading. Future construction would be required to maintain and appropriate moisture content (two to four percent above the Modified Proctor Optimum) of these soils. This would require the contractor to frequently monitor the moisture condition of these soils throughout the grading process. In addition, to ensure on-site soils are not overly expansive and properly watered and mixed, the Project would only use imported fill soils with very low expansive characteristics.

Based on the low expansion potential of some of the on-site soils, reinforcement consisting of No. 3 bars placed at 18 inches on center in both directions may be necessary. The actual need for reinforcement and the amount to reinforcing steel would be determined after the subsurface soils have been more thoroughly characterized through additional subsurface exploration.

In addition to any geotechnical design elements, the Project would be subject to compliance with requirements set forth in the then current CBSC. Further, despite the low expansion potential of soils on site and compliance with CBSC, the Project would include MM GEO-6, which would require Additional Expansion Index testing by the structural engineer. These tests would be required to be performed to develop needed soil mixing, watering, and compaction at the time of the design level investigation.

Therefore, compliance with MM GEO-1 and MM GEO-6 and conformance with the current CBSC would ensure that Project construction would result in a less than significant impact related to risks to life or property associated with expansive soils.

OPERATION

Due to the potential of the site to contain expansive soils, the Project would be designed and would be subject to compliance with requirements set forth in the CBSC current at the time of construction. This would limit the potential for surface water to penetrate the soils immediately adjacent to the proposed warehouse structure, by directing surface runoff into rain gutters and area drains, reducing the extent of landscaped areas around the structure, and sloping the ground surface away from the buildings. However, some potential for impacts relating to expansive soils could potentially still remain. Therefore, MM GEO-6 and MM GEO-7 have been identified. These measures address settlement considerations, foundation design, and earthwork considerations related to soil removal and compaction by identifying potentially expansive soils and addressing these areas through removal/excavation, remixing, and watering such that adequate moisture contents would be maintained, and expansion potential would be reduced. Therefore, Project operations would result in a less than significant impact related to risks to life or property associated with expansive soils.

Mitigation Measures:

MM GEO-6 The final geotechnical engineering report shall identify the presence of expansive soils. Adequate moisture conditioning of the subgrade soils and fill soils would be necessary during grading, and special care must be taken to maintain the moisture content of these soils at two to four percent above the Modified Proctor Optimum. Based on the findings of the final geotechnical engineering report, a plan to account for expansive soils and need for removal/excavation, remixing, and watering shall be developed to the satisfaction of the City of Beaumont Public Works Department. The plan shall be completed prior to issuance of a grading permit, but subject to adjustment if certain findings occur, such as the discovery of locations with expansive soils. As part of this process, the contractor shall frequently monitor moisture condition in on-site soils throughout the grading process, which shall be done to the satisfaction of the City of Beaumont Public Works Department throughout the construction process.

MM GEO-7 Due to the anticipated expansive potential of the soils at this site, provisions shall be made to the satisfaction of the City of Beaumont Public Works Department throughout the construction process. Provisions shall include measures that would limit the potential for surface water to penetrate the soils immediately adjacent to the structure. These provisions shall include directing surface runoff into rain gutters and area drains, reducing the extent of landscaped areas around the structure, and sloping the ground surface away from the buildings. Other provisions, as determined by the civil engineer, may also be appropriate.

Impact 3.6-8: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Level of Significance: No Impact

CONSTRUCTION AND OPERATIONS

The Project would connect to the existing City sewer system and would not use septic or alternative waste systems. Because the Project would connect to the City's existing sewer system and because no septic tanks or alternative wastewater disposal systems are proposed as part of the Project, the Project would result in no impacts related to septic tanks or alternative wastewater disposal systems, and no mitigation is required.

Mitigation Measures

No mitigation is necessary.

Impact 3.6-9: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

CONSTRUCTION

According to a communication from the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County (***Appendix E***), in the drainages along the northern margin and in the southern portion of the Project area, the surficial deposits consist of younger Quaternary Alluvium. These younger Quaternary deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, but they may be underlain by finer-grained older Quaternary deposits that do contain significant vertebrate fossil remains. Surface deposits in the slightly more elevated terrain in the remainder of the Project area consist of older Quaternary Alluvium, derived as alluvial fan deposits from the San Bernardino Mountains to the northeast. The closest vertebrate fossil locality from older Quaternary deposits is LACM 4540, situated southwest of the Project area on the northeast side of the San Jacinto Valley near the intersection of Jackrabbit Trail and Gilman Springs Road, that produced fossil specimens of horse, *Equidae*.

Shallow excavations in the younger Quaternary deposits exposed in the drainages of the Project area probably would not uncover significant fossil vertebrate remains. Deeper excavations in the drainages that may extend down into older and perhaps finer-grained Quaternary deposits, and any excavations in the older Quaternary deposits exposed elsewhere in the Project area, however, may encounter significant vertebrate fossils. Excavations within the Project area, shall be closely monitored by a certified paleontologist to quickly and professionally recover any potential vertebrate fossils without impeding development. MM GEO-8 requires preparation of and compliance with a Paleontological Construction Monitoring and Compliance Program and sets forth the required components of such a program and the measures that shall be implemented if paleontological resources are discovered. Also, sediment samples should be collected and processed to determine the small fossil potential in the Project area. A determination of the value of any fossils recovered during monitoring and the need for preservation shall

be determined. If required, the fossil shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

With implementation of MM GEO-8 (Paleontological Construction Monitoring and Compliance Program), construction of the Project components would not destroy a unique paleontological resource or site, or unique geologic feature, thereby reducing impacts to a less than significant level.

OPERATIONS

Project implementation and operation would not involve any activities that would impact paleontological resources. Therefore, Project operations would not impact a unique paleontological resource or unique geologic feature.

Mitigation Measures

MM GEO-8: **Paleontological Construction Monitoring and Compliance Program.** The following measures would be implemented to reduce potential impacts to paleontological resources to less than significant:

a) **Retain a Qualified Paleontologist.** Prior to initial ground disturbance, the Project Applicant shall retain a Project paleontologist who meets the Society of Vertebrate Paleontology's definition of a Qualified Professional Paleontologist (Principal Investigator or Project Paleontologist)]

b) **Paleontological Mitigation and Monitoring Program.** After Project design has been finalized to determine the precise extent and location of planned ground disturbances, and prior to construction activity, a qualified paleontologist would prepare a Paleontological Mitigation and Monitoring Program (PMMP) to be implemented during ground disturbance activity for the Project. The PMMP would outline the procedures for the construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. The PMMP would be prepared in accordance with the standards set forth by current Society of Vertebrate Paleontology guidelines (http://vertpaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx, 2010) and provided to the City.

c) **Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, the Project paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be presented at a preconstruction meeting that a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.

d) **Paleontological Monitoring.** Ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) in areas mapped as having high paleontological sensitivity should be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. Areas mapped as low to high paleontological sensitivity should be monitored when ground-disturbing activities exceed five feet in depth, because underlying sensitive sediments could be impacted. Areas considered to have an undetermined paleontological sensitivity should be inspected and further assessed if construction activities bring potentially sensitive geologic deposits to the surface. The PMMP shall be supervised by the Project paleontologist. Monitoring should be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring would be determined by the Project paleontologist. If the Project paleontologist determines that full-time monitoring is no longer warranted, he/she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not exceed five feet in depth would not require paleontological monitoring.

e) **Salvage of Fossils.** If fossils are discovered, the Project paleontologist or paleontological monitor should recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist would have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

f) **Preparation and Curation of Recovered Fossils.** Once salvaged, the City would ensure that significant fossils would be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Western Science Center), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Project paleontologist. Field collection and preparation of fossil specimens would be performed by the Project paleontologist with further preparation as needed by an accredited museum repository institution at the time of curation.

g) **Final Paleontological Mitigation Report.** Upon completion of ground-disturbing activity (and curation of fossils, if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

3.6.5 CUMULATIVE IMPACTS

Southern California is a seismically active region with a range of geologic and soil conditions. These conditions can vary widely within a limited geographical area due to factors such as differences in landforms and proximity to fault zones, among others. Therefore, while geotechnical impacts may be associated with the cumulative development, by the very nature of the impacts (i.e., landslides and expansive and compressible soils), the constraints are typically site-specific and there is typically little, if any, cumulative relationship between the development of a proposed Project and development within a larger cumulative area, such as citywide development. Additionally, while seismic conditions are regional in nature, seismic impacts on a given project site are site-specific. For example, development within the site or surrounding area would not alter geologic events or soil features/characteristics (such as ground-shaking, seismic intensity, or soil expansion); therefore, the Project would not affect the level of intensity at which a seismic event on an adjacent site is experienced. However, Project development and future development in the area may expose more persons to seismic hazards.

In accordance with the thresholds of significance, impacts associated with seismic events and hazards would be considered significant if the effects of an earthquake on a property could not be mitigated by an engineered solution. The significance criteria do not require elimination of the potential for structural damage from seismic hazards. Instead, the criteria require an evaluation of whether the seismic conditions on a site can be overcome through engineering design solutions that would reduce to less than significant the substantial risk of exposing people or structures to loss, injury, or death.

State and local regulatory code requirements and their specific mandatory performance standards are designed to ensure the integrity of structures during maximum ground shaking and seismic events. The Project would be constructed in compliance with all applicable then current codes and in accordance with the mitigation measures set forth in this EIR, which are designed to reduce the exposure of people or structures to substantial risk of loss, injury, or death related to geological conditions or seismic events. Therefore, Project impacts would be mitigated to a less than significant level. Current building codes and regulations would apply to all present and reasonably foreseeable future projects, which could also be subject to even more rigorous requirements. Therefore, the Project—in combination with past, present, and reasonably foreseeable future projects—would not result in a cumulatively significant impact by exposing people or structures to risks related to geologic hazards, soils, or seismic conditions.

The Project's compliance with the then current CBSC, City building code requirements, and General Plan policies would ensure that geology and soil impacts would be less than significant. As such, potential impacts would be reduced to a less than significant level with implementation of applicable standard engineering practices and construction requirements. The Project's incremental contribution to cumulative geotechnical and seismic impacts would be less than significant. None of the Project characteristics would affect or influence the geotechnical hazards for off-site development. Similarly, the cumulative projects, which would be required to comply with the CBSC, City building code requirements, and General Plan policies, are not expected to have an adverse impact on the Project. For these reasons, no significant cumulative geotechnical impacts would occur for the Project.

3.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The Project would not result in any significant unavoidable impacts. All impacts associated with geology and soils would either not occur, be considered less than significant, or be mitigated to less than significant levels.

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3.7 GREENHOUSE GAS EMISSIONS

This section evaluates the potential greenhouse gas (GHG) emission impacts that would be generated by construction and operation of the Potrero Logistics Center Warehouse Project (Project). The ambient GHG of the local and regional area is described, along with relevant Federal, State, and local air pollutant regulations. A site specific GHG assessment including emission modeling results for the Project are provided in ***Appendix G: Greenhouse Gas Emissions Assessment***.

3.7.1 ENVIRONMENTAL SETTING

GREENHOUSE GASES AND CLIMATE CHANGE

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the

atmosphere.[1] ***Table 3.7-1: Description of Greenhouse Gases***, describes the primary GHGs attributed to global climate change, including their physical properties.

Table 3.7-1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.

[1] Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis*, *Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. https://www.ipcc.ch/report/ar5/wg1/.

Greenhouse Gas	Description
Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.
Source: Compiled from U.S. EPA, *Overview of Greenhouse Gases*, (https://www.epa.gov/ghgemissions/overview-greenhouse-gases), accessed 2-5-2020; U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018; Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007; National Research Council, Advancing the Science of Climate Change, 2010; U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010.	

3.7.2 REGULATORY SETTING

FEDERAL

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (U.S. EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 mpg if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In 2018, the President and the U.S. EPA stated their intent to halt various federal regulatory activities to reduce GHG emission, including the phase two program. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives. On September 27, 2019, the U.S. EPA and the NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 [Sept. 27, 2019]). The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two sets CO_2 emissions standards and corporate average fuel economy (CAFE) standards for passenger

vehicles and light duty trucks, covering model years 2021-2026. The U.S. EPA is currently reconsidering the SAFE rule.

STATE

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2 equivalents (CO_2e) in the world and produced 459 million gross metric tons of CO_2e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 was codified in § 38500 of Division 25.5 in the Health and Safety Code and instructs CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

CARB Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").[2] The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.[3] Additional development of these measures and adoption

[2] CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

[3] The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gases with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.
- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next 15 years. The mobile Source Strategy includes increasing zero emission vehicle (ZEV) buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO_2e ($MMTCO_2e$) to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It

identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan.[4] The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and, support the Clean Power Plan and other Federal actions.

Health & Safety Code § 38566, SB 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

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 U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined-cycle natural gas power plant. The new law effectively prevents California's

[4] California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed May 9, 2018.

utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO_2 per megawatt-hour.

SB 1078 and SBX1-2 (Renewable Electricity Standards)

SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load-serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SBX1-2, which codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024 and 45 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb TACs and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05

Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

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

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07

Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08

Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. 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.

Executive Order S-14-08

Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly-owned electricity retailers.

Executive Order S-21-09

Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewables Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15

Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e ($MMTCO_2e$). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive 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. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18

Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations

The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, §§ 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased

energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2016 Building Energy Efficiency Standards approved on January 19, 2016 went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and took effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2017. Updates to the 2016 CALGreen Code took effect on January 1, 2020 (2019 CALGreen). The 2019 CALGreen standards continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

REGIONAL

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin (SCAB), various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions. With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a

recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2e$ per service population per year. Tier 5 would exclude projects that implement off-site mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds

When the tiered approach is applied to a proposed Project, and the Project is found not to comply with Tier 1 or Tier 2, the project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold formally adopted by SCAQMD is an "interim" screening threshold for stationary source industrial projects where the SCAQMD is the lead agency under CEQA. The threshold was termed "interim" because, at the time, SCAQMD anticipated that CARB would be adopting a statewide significance threshold that would inform and provide guidance to SCAQMD in its adoption of a final threshold. However, no statewide threshold was ever adopted and the interim threshold remains in effect.

For projects for which SCAQMD is not a lead agency, no screening thresholds have been formally adopted. However, the SCAQMD Working Group has recommended a threshold of 10,000 $MTCO_2e$/year for industrial projects and 3,000 $MTCO_2e$/year for residential and commercial projects. SCAQMD determined that these thresholds would "capture" 90 percent of GHG emissions from these sectors, "capture" meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant).[5]

Southern California Association of Governments

On September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted Connect SoCal (*2020 - 2045 Regional Transportation Plan/ Sustainable Communities Strategy* [RTP/SCS]). The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

LOCAL

City of Beaumont Climate Action Plan

The goal of the City of Beaumont Climate Action Plan (CAP) *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions* is to provide a more livable, equitable, economically vibrant community

[5] SCAQMD, "Staff Report: Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans," December 5, 2008, Attachment E: "Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold," October 2008, p. 3-2.

through the incorporation of energy efficiency features and reduction of GHG emissions. The CAP goals, measures, and actions applicable to the Project include the following:

Goal 4: Increase Energy Efficiency in New Commercial Development

Measure 4.1: Encourage or require energy efficiency standards exceeding state requirements

Actions:

- Educate City staff, developers, etc., on future Title 24 updates and the additional energy efficiency opportunities for new commercial development
- Promote Tier 1, Tier 2, Green Building Ratings such as LEED, Build It Green/Green Point Rating System, or Energy Star certified buildings
- By 2030 consider establishing online permitting to facilitate upgrades
- Create an Energy award program for net-zero-net energy homes

Goal 5: Increase Energy Efficiency Through Water Efficiency

Measure 5.1: Support water efficiency through enhanced implementation of SB X7-7

Actions:

- Require low-irrigation landscaping

Measure 5.2: Exceed water efficiency standards

Actions:

- Staff time dedicated to work with HOAs, businesses, and other groups for outreach
- Allow recycled or grey water uses for non-municipal uses
- Work with Water District to increase recycled water potential
- Promote rainwater harvesting rebates and demonstrations

Goal 7: Decrease GHG Emissions Through Reducing Vehicle Miles Traveled

Measure 7.4: Promote ride sharing programs within businesses

Actions:

- Promote ridesharing and facilitate air district incentives for ride sharing
- Require businesses of a certain size to have facilities (bike racks, showers, etc.)

Measure 7.5: Electrify the Fleet

Actions:

- Work with Community groups and business to install e-chargers
- Require or incentivize new commercial development to install e-chargers

3.7.3 STANDARDS OF SIGNIFICANCE

THRESHOLD AND SIGNIFICANCE CRITERIA

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine

thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.[6]

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning GHGs. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section:

a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

The City of Beaumont has not adopted project-specific GHG emissions significance thresholds, and instead relies on SCAQMD's recommended Tier 3 screening thresholds to determine the significance of a project's GHG emissions. Although this Project proposes an industrial warehouse, the considerable majority of GHG emissions generated in relation to the project would result from mobile truck emissions, and not stationary industrial sources. Therefore, to provide the most conservative analysis, the City will apply the 3,000 $MTCO_2e$/year screening threshold recommended by SCAQMD for residential and commercial projects, the emissions of which primarily are the result of mobile, and not stationary, sources.

METHODOLOGY

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO_2/year to nearly 49 $GtCO_2$/year.[7] As such, the geographic extent of climate change and GHG emissions' cumulative impact discussion is worldwide.

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod). Details of the modeling assumptions and emission factors are provided in ***Appendix G*** of this EIR. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The Project's operations-related GHG emissions would be generated by vehicular traffic, area sources (e.g., landscaping maintenance, consumer

[6] 14 California Code of Regulations, Section 15064.4a
[7] Intergovernmental Panel on Climate Change, Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, 2014.

products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste.

It should be noted that CalEEMod emission factors incorporate compliance with some, but not all, applicable rules and regulations regarding energy efficiency and vehicle fuel efficiency, and other GHG reduction policies, as described in the CalEEMod User's Guide (November 2017). For example, RPS is not accounted for in the current version of CalEEMod. Reductions from RPS are addressed by revising the electricity emission intensity factor in CalEEMod to account for the utility complying with the 33 percent renewable mandate by 2020. As of 2019, Southern California Edison's (SCE) power mix was at 35 percent renewable energy[8] and will be required to achieve the 60 percent renewable energy goal by 2030 established by SB 100. The CalEEMod carbon intensity factor was adjusted within the model to represent SCE's current emissions rate.

Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. The Water Conservation Act of 2009 mandates a 20 percent reduction in urban water use that is implemented with these regulations. Benefits of the water conservation regulations are applied in the CalEEMod mitigation component. Adjustments were also made for Project design features (PDF) that would reduce GHG emissions. The Project would also be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water-efficient irrigation systems.

The 2019 Building Energy Efficiency Standards (adopted on May 9, 2018) took effect on January 1, 2020. Under the 2019 standards, homes would use about 53 percent less energy and nonresidential buildings would use about 30 percent less energy than buildings under the 2016 standards. Adjustments were made for PDFs that would reduce GHG emissions.

The mitigated output from CalEEMod show reductions from existing regulatory requirements and PDFs that are termed "mitigation" within the model; however, those modeling components associated with locational measures and compliance with existing regulations are not considered mitigation under CEQA, but rather are treated as PDFs.

3.7.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?

Level of Significance: Significant and Unavoidable Impact

SHORT-TERM CONSTRUCTION GREENHOUSE GAS EMISSIONS

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in ***Table 3.7-2: Construction-Related Greenhouse Gas Emissions***.

[8] California Energy Commission, *2019 Power Content Label*, October 2020.

Table 3.7-2: Construction-Related Greenhouse Gas Emissions.

Category	$MTCO_2e$
Construction	1,428
30-Year Amortized Construction	47.60
Source: CalEEMod version 2016.3.2. Refer to ***Appendix G*** for model outputs.	

As shown, the Project would result in the generation of approximately 1,428 $MTCO_2e$ over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. Construction GHG emissions are typically summed and amortized over a 30-year period and then added to annual operational emissions.[9] The amortized Project construction emissions would be 47.6 $MTCO_2e$ per year.

LONG-TERM OPERATIONAL GREENHOUSE GAS EMISSIONS

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Several PDFs and standard conditions of approval applicable to the Project would help to reduce GHG emissions. Some of the PDFs included to reduce energy consumption also would reduce GHG emissions. PDFs that would directly result in a reduction of GHG emissions include the following:

- Buildings will be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design (LEED) features for potential certification and will employ energy and water conservation measures in accordance with such standards. This includes design considerations related to the building envelope; heating, ventilating, and air conditioning; lighting; and power systems;
- Surface parking lots will be well landscaped to reduce heat island effect. Parking lot landscaping will be planted with 15-gallon trees, at a rate of one per every four parking stalls. The trees may be clustered, but a minimum of one cluster will be provided for each 100 feet of parking row. Trees will be selected and placed to provide canopy and shade for the parking lots;
- Electrical outlets will be provided in loading dock areas to provide power for trucks.; and
- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be powered by electricity.

In addition, prior to issuance of a building permit, the City of Beaumont would review and verify that the Project plans demonstrate compliance with the current version of the Building and Energy Efficiency

[9] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

Standards. The Project would also be required to adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, and energy efficiency. Construction activities would be required to monitor air quality emissions using applicable regulatory guidance such as the SCAQMD Rules.

Total GHG emissions associated with the Project are summarized in ***Table 3.7-3: Project Greenhouse Gas Emissions***. Along with the emissions calculated by CALEEMOD the GHG emissions analysis in ***Appendix G,*** includes emissions from transport refrigeration units (TRU) and CO_2 sequestration associated with the planting of approximately 414 trees described in the landscape plan.

As described above, the significance of the Project's thresholds is determined by comparing the total annual GHG emissions (including both operational and amortized construction emissions) against the SCAQMD's recommended Tier 3 screening threshold of 3,000 $MTCO_2e$/year for residential and commercial projects.

As discussed in ***Appendix G*** and reflected in this section, the Project would generate approximately 13,638.93 $MTCO_2e$ annually, including both the amortized construction emissions and operational emissions of the Project. Thus, Project-related GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold.

Table 3.7-3: Project Greenhouse Gas Emissions

	$MTCO_2e$ per Year	
Emissions Source	**Unmitigated**	**Mitigated**
Construction Amortized Over 30 Years	47.60	47.60
Area Source	0.03	0.03
Energy	3,642.47	3,585.64 [1]
Mobile	8,631.96	8,427.66 [2]
Transport Refrigeration Units	68.79	68.79
Off-road	376.03	376.03
Waste	273.38	273.38
Water and Wastewater	608.30	490.28 [3]
CO_2 Sequestration from Trees	-9.63	-9.63
Total	**13,638.93**	**13,259.79**
Threshold of Significance	*3,000*	*3,000*
Exceeds Threshold?	**Yes**	**Yes**

1. 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards used by CalEEMod as default.
2. Mitigation Measure AQ-3 (refer to the Projects Air Quality Assessment) requires implementation of a TDM program.
3. Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. These are regulatory measures have been incorporated into the CalEEMod mitigation module.

Source: CalEEMod version 2016.3.2. Refer to ***Appendix G*** for model outputs.

As shown in ***Table 3.7-3***, the majority of the Project's GHG emissions (9,076.78 $MTCO_2e$ or 66 percent) are associated with non-construction related mobile sources (i.e., 8,631.96 $MTCO_2e$ from trucks, 68.79 $MTCO_2e$ from transport refrigeration units, and 376.03 $MTCO_2e$ from off-road equipment utilizing the warehouse).

Mitigation Measures (MM) AQ-1 through AQ-6 are identified in the Project's Air Quality Assessment to reduce mobile source emissions. MM AQ-1 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage transit. MM AQ-2 requires electrical hookups at all loading bays and MM AQ-3 prohibits idling when engines are not in use. Additionally, MM AQ-4 promotes the use of alternative fuels and clean fleets. MMs AQ-5 and AQ-6 require the use of model year 2010 trucks or newer and require electric vehicle charging stations and infrastructure be provided. These mitigation measures are incorporated in the GHG emissions shown in ***Table 3.7-3*** under the "Mitigated" column and would reduce GHG emissions by reducing the number of employee vehicles on-site, reducing the amount of time trucks spend idling, and replacing older trucks with newer models. While implementation of these mitigation measures would reduce mobile emissions to 8,427.66 $MTCO_2e$ per year (and total GHG emissions to 13,259.79 $MTCO_2e$ per year), the Project's emissions would still exceed the 3,000 $MTCO_2e$ per year threshold. Additional mitigation to further reduce these emissions is not feasible.

Additional mitigation to reduce the Project's mobile emissions is not feasible due to the limited ability of the City of Beaumont to address emissions resulting from trucks, cars, and/or emissions generated by these trucks outside of the City's limits. As with all land use projects, the Project's mobile and transportation-related GHG emissions are a function of two parameters: emissions control technology and vehicle miles traveled (VMT).

CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the state's Low Carbon Fuel Standard (Executive Order S-01-07) ("LCFS"), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions" which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score, and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period. In 2018, CARB approved amendments to the LCFS, which strengthened the carbon intensity benchmarks through 2030 to ensure they are in-line with California's 2030 GHG emission reduction target enacted through SB 32. This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The state is also implementing legislation and regulations to address the second parameter affecting transportation-related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark. However, the state

has determined that VMT regulations are not applicable to heavy trucks, such as those that would utilize the proposed Project and generate the majority of the Project's GHG emissions.

As such, the City of Beaumont has no regulatory control over emissions control technology and therefore limited ability to control or mitigate emissions associated with truck emissions associated with this Project.

Additional mitigation to further reduce the Project's non-mobile emissions is also not feasible. The Project's PDFs already address non-mobile emissions to the extent possible, by designing buildings to provide environmental design features, incorporate energy and water conservation measures, and provide electrical, heating, ventilation, lighting, and power systems that meet CALGreen Standards with LEED. Further, they require landscaping to reduce health island effect, tree planting, non-diesel fueled cargo handling equipment, etc.

The reliance on carbon offsets to reduce either the Project's mobile or non-mobile emissions is also not feasible, as no local programs are available that would meet CEQA's criteria for 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, the lead agency for the Project 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 genuine or verifiable. International offsets are even more difficult to verify, guarantee and enforce. Even 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.

Thus, despite the incorporation of all feasible mitigation measures, GHG emissions generated by the Project would be significant.

Standard Conditions and Requirements

SC GHG-1 Require construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, § 2449.

SC GHG-2 In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

SC GHG-3 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape Requirements (§ 17.06.030 of the City's Municipal Code).

SC GHG-4 Design buildings to be water-efficient. Install water-efficient fixtures in accordance with § 5.303 of the California Green Building Standards Code Part 11.

SC GHG-5 Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with § 5.408.1 of the California Green Building Standards Code Part 11.

SC GHG-6 Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with § 5.410.1 of the California Green Building Standards Code Part 11.

SC GHG-7 Provide designated parking for any combination of low-emitting, fuel efficient and carpool/van pool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance with § 5.106.5.2, Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.

SC GHG-8 Provide at least six percent of the total parking spaces to facilitate future installation of electric vehicle supply equipment in accordance with § 5.106.5.3.2, Multiple Charging Space Requirements, of the California Green Building Standards Code Part 11.

SC GHG-9 Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.

Mitigation Measures

Refer to MMs AQ-1 through AQ-6 in ***Section 3.2: Air Quality***.

Level of Significance: Significant and Unavoidable Impact. No additional feasible mitigation measures are available that can reduce impacts to less than significant. As explained above, the Project incorporates all feasible mitigation measures that could be implemented to further reduce the Project's GHG emissions below the 3,000 $MTCO_2e$ 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. Further, for the reasons discussed above, the purchase of offset credits is not feasible, as no local programs exist, and those offset registries that are available would not meet CEQA's definition of a verifiable, enforceable, and therefore, valid, mitigation measure. Impacts would remain significant and unavoidable.

Impact 3.7-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?

Level of Significance: Significant and Unavoidable Impact

SUSTAINABLE BEAUMONT: THE CITY'S ROADMAP TO GREENHOUSE GAS REDUCTIONS (CLIMATE ACTION PLAN)

The City approved Sustainable Beaumont (Climate Action Plan) in 2015, which serves as a long-term plan for achieving sustainability by utilizing resources effectively and reducing GHG emissions. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, the City can keep dollars in the local economy, create new green jobs, and improve community quality of life. The goals outlined in the Climate Action Plan are shown in ***Table 3.7-4: City of Beaumont, Sustainable Beaumont Plan (Climate Action Plan) Consistency***. As shown in ***Table 3.7-4***, the Project would not conflict with the goals in the Climate Action Plan.

Table 3.7-4: City of Beaumont, Sustainable Beaumont Plan (Climate Action Plan) Consistency

SBCOG Goals		Compliance	
GOAL 1:	Increase energy efficiency in existing residential units.	N/A:	This is not a residential project therefore this goal is not applicable.
GOAL 2:	Increase energy efficiency in new residential development.	N/A:	This is not a residential project therefore this goal is not applicable.
GOAL 3:	Increase energy efficiency in existing commercial units.	N/A:	The Project Site is undeveloped; therefore, this goal is not applicable.
GOAL 4:	Increase energy efficiency in new commercial development.	Consistent:	Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen) and would incorporate solar or other renewable energy sources.
GOAL 5:	Increase energy efficiency through water efficiency.	Consistent:	The Project would incorporate low flow appliances and water-efficient landscaping.
GOAL 6:	Decrease energy demand through reducing urban heat island effect.	Consistent:	The Project would incorporate light-colored materials to reduce heat absorption.
GOAL 7:	Decrease GHG emissions through reducing vehicle miles traveled.	Consistent:	The Project would incorporate a Transportation Design Management program.
GOAL 8:	Decrease GHG emissions through reducing solid waste generation.	Consistent:	The Project would comply with AB 939 and will divert at least 50 percent of solid waste from landfills.
GOAL 9:	Decrease GHG emissions through increasing clean energy use.	Consistent:	Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen) and would incorporate solar or other renewable energy sources.
GOAL 10:	Decrease GHG emissions from new development through performance standards	N/A:	The City has not implemented the GHG Screening Table.
Source: City of Beaumont, Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions, October 2015.			

SCAG RTP/SCS CONSISTENCY

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020 RTP/SCS). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost-effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and FCAA requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the RTP/SCS goals is analyzed in detail in ***Table 3.7-5: Regional Transportation Plan/Sustainable Communities Strategy Consistency***.

Table 3.7-5: Regional Transportation Plan/Sustainable Communities Strategy Consistency.

SCAG Goals		Compliance	
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Project is located on a vacant site and development of the site would contribute to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent:	Although this Project is not a transportation improvement project, the Project is located near existing transit routes on SR-60.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable. However, the Project includes a warehouse use that would support goods movement.

SCAG Goals		Compliance	
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	Consistent:	The Project is located within an urban area in proximity to existing truck routes and freeways. Location of the project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.
GOAL 6:	Support healthy and equitable communities	Consistent:	Although the Project exceeds regional thresholds for NO_X, the Project does not exceed localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's LSTs would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	The Project involves development of a warehouse and does not include housing.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A:	This Project is located on previously disturbed land and is not located on agricultural lands.

Source: Southern California Association of Governments, *Regional Transportation Plan/Sustainable Communities Strategy*, 2020.

The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in ***Table 3.7-5***, the Project would be consistent with the stated goals of the RTP/SCS and the CARB Scoping Plan. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Consistency with the CARB Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (CO_2, CH_4, NO_X, HFCs, PFCs, and SF_6) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan* (CCSP) in 2008, which outlines actions recommended to obtain that goal. The CCSP provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. As shown in ***Table 3.7-6: Project Consistency with Applicable CARB Scoping Plan Measures***, the Project is consistent with most of the strategies, while others are not applicable to the Project.

The 2017 CCSP Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the CCSP in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be

adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 3.7-6: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, 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 combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and	**Consistent**. This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
		the Tractor-Trailer GHG Regulation	Project would be required to comply with the requirements of this regulation.
	High-Speed Rail	Funded under SB 862	**Not applicable**. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent.** The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	**Consistent**. The Project would obtain electricity from the electric utility, Southern California Edison (SCE). In 2020 SCE obtained 42.6 percent of its power supply from renewable sources, including large hydroelectric projects. Therefore, the utility would provide power when needed on site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
	Million Solar Roofs Program	Tax Incentive Program	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The Project would also comply with the City's Water-Efficient Landscaping Regulations (Chapter 28, Article IV of the Fontana Municipal Code).
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State is to increase the use of green building practices. The Project would implement required green building strategies through existing regulation that requires the Project to comply with various CalGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Not applicable.** The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 $MTCO_2e$ of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, although total Project GHG emissions would exceed 10,000 $MTCO_2e$, the majority of these emissions are from mobile sources. Therefore, this regulation would not apply.

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards AB 341 Statewide 75 Percent Diversion Goal	**Consistent.** The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The Project is in an area designated for urban uses. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Consistent**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. The Project Site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the Project.

Source: California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017 and CARB, *Climate Change Scoping Plan*, December 2008.

As seen in ***Tables 3.7-5***,***3.7-6***, and ***3.7-7***, the Project would be consistent with all applicable plan goals. In addition, the Project would include several sustainable design features that would help reduce GHG emissions and are discussed below. As shown in ***Table 3.7-3***, with mitigation, and the PDFs, the Project is estimated to emit approximately 13,259.79 $MTCO_2e$ per year directly from on-site activities and indirectly from off-site motor vehicles.

As discussed above, the Project includes PDFs that would help to reduce GHG emissions. Some of the PDFs included to reduce energy consumption also would reduce GHG production. PDFs that would directly result in a reduction of GHG production include the following:

- Buildings would be designed to provide CALGreen Standards with LEED features for potential certification and would employ energy and water conservation measures in accordance with such standards. This includes design considerations related to the building envelope; heating, ventilating, and air conditioning; lighting; and power systems;
- Surface parking lots would be well landscaped to reduce heat island effect. Parking lot landscaping would be planted with 15-gallon trees, at a rate of one per every four parking stalls. The trees may be clustered, but a minimum of one cluster will be provided for each 100 feet of parking row. Trees would be selected and placed to provide canopy and shade for the parking lots;
- Electrical outlets would be provided in loading dock areas to provide power for trucks; and
- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be powered by electricity.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would benefit from the implementation of

current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The majority of the GHG reductions from the Scoping Plan would result from continuation of the Cap-and-Trade regulation. AB 398 (2017) extends the State's Cap-and-Trade program through 2030 and the Scoping Plan provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply 60 percent renewable electricity by 2030 and 100 percent renewable by 2045), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the Mobile Source Strategy and Sustainable Freight Action Plan.

Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the CARB's Advanced Clean Truck Regulation, Executive Order N-79-20, CARB's Mobile Source Strategy, CARB's Sustainable Freight Action Plan, and CARB's Emissions Reduction Plan for Ports and Goods Movement. CARB's Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. Therefore, the Project would also benefit from implementation of CARB's Advanced Clean Truck Regulation, which would reduce future GHG emissions from trucks.

Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new zero emission vehicles (ZEVs) "towards the target of 100 percent."

CARB's Mobile Source Strategy which includes increasing ZEV buses and trucks and their Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector. CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. As such, the Project would not interfere with their implementation.

The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. As discussed above, MMs AQ-1 through AQ-6 as identified in the Project's Air Quality Assessment would reduce mobile source emissions and would support the State's transition to ZEVs by requiring electrical hookups at all loading bays, promoting the use of alternative fuels and clean fleets,

requiring the use of 2010 model year trucks or newer, requiring electric vehicle charging stations and/or infrastructure to support the future installation of truck charging stations. The Project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks.

In conclusion, the Project does not conflict with the applicable plans that are discussed above and therefore with respect to this particular threshold, the Project does not have a significant impact. However, despite plan consistency, the Project's GHG emissions would exceed the significance threshold of 3,000 $MTCO_2e$ per year despite the implementation of MMs AQ-1 through AQ-6, and thus could impede California's statewide GHG reduction goals for 2030 and 2050. Thus, this impact would be significant.

Mitigation Measures

Refer to MMs AQ-1 through AQ-6 in the Air Quality Assessment.

Level of Significance: Significant and Unavoidable Impact. No additional feasible mitigation measuresare available that can reduce impacts to less than significant. As discussed in Impact 3.7-1, above, the Project includes all feasible mitigation that could be implemented to reduce emissions to below the 3,000 $MTCO_2e$ threshold. Impacts would remain significant and unavoidable.

3.7.5 SIGNIFICANT UNAVOIDABLE IMPACTS

With implementation of the Project, significant unavoidable impacts would occur in the following areas despite the implementation of the Mitigation Program:

- The Project would generate significant impacts from GHG emissions and would exceed SCAQMD's threshold of 3,000 $MTCO_2e$ per year despite the implementation of MMs AQ-1 to AQ-6; and
- The Project would conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions.

3.7.6 CUMULATIVE IMPACTS

CUMULATIVE SETTING

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

CUMULATIVE IMPACTS

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project-related GHG emissions would exceed the 3,000 $MTCO_2e$ threshold of significance, despite implementation of MMs AQ-1 through AQ-6 and could impede statewide 2030 and 2050 GHG

emission reduction targets. As such, the Project would result in a potentially significant cumulative GHG impact.

Mitigation Measures

Refer to MMs AQ-1 through AQ-6 in the Air Quality Assessment.

Level of Significance: Significant and Unavoidable Impact. No additional feasible mitigation measures are available that can reduce impacts to less than significant.

3.7.7 REFERENCES

California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* 2017.

City of Beaumont, *City of Beaumont General Plan*, 2007

City of Beaumont, *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, 2015

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Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007.

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National Research Council, *Advancing the Science of Climate Change*, 2010.

Southern California Association of Governments, *2016 - 2040 Regional Transportation Plan/Sustainable Communities Strategy*, 2016.

South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, 2009.

U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018.

U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, 2010.

U.S. EPA, *Overview of Greenhouse Gases*, 2018.

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3.8 HAZARDS AND HAZARDOUS MATERIALS

This section identifies associated regulatory requirements; describes the existing hazardous materials within the vicinity of the Project Site; evaluates potential impacts related to routine transport, use, or disposal of hazardous materials such as accidental release of hazardous materials into the environment; emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. This section also evaluates whether the Project Site is listed on a hazardous materials list indicating that the location could create a hazard to the public or the environment, is located within an airport land use plan, or would result in a safety hazard for people residing or working in the Project area. Lastly, this section evaluates whether the Project interferes with an adopted emergency response plan or emergency evacuation plan; and potential for wildland fires. The section identifies applicable mitigation measures related to implementation of the proposed development.

A Phase I Environmental Site Assessment (ESA) was completed by Partner Engineering and Science, Inc. (Partner) in August 2018 in accordance with the American Society for Testing and Materials (ASTM) Standard of Practice E 1527-05 (provided as ***Appendix H***). Partner conducted a physical inspection of the Project Site on August 28, 2018. The following discussion summarizes the findings of the ESA and physical site inspection completed by Partner. No changes to the site have occurred since the physical inspection was conducted.

3.8.1 ENVIRONMENTAL SETTING

SITE HISTORY

Aerial photographs of the Project Site were used to determine the historic land use of the Project Site and if there was any evidence of hazardous material that may affect the environmental quality or represent environmental conditions. The aerial photographs were reviewed for the following features: sumps, pits, ponds, lagoons, above ground tanks, landfills, collection of drums or containers, discoloration of soil, structures and general land use. The following ***Table 3.8-1: Aerial Photography Review Summary***, summarizes the results of the aerial review as outlined in the Partner Phase I ESA (2018). The aerials, obtained from Environmental Data Resources, Inc. (EDR), can be reviewed as part of the Phase I ESA included in ***Appendix H***.

No sumps, pits, lagoons, above ground tanks, landfills, collection of drums or containers, or discoloration of soil was visible during the aerial review. Man-made ponds appeared within the northwesterly portion of the Annexation Area and south of the future alignment of 4th Street and the Warehouse Site. The ponds appear to have been installed as part of construction activities on the adjacent site, but were removed in 2018, and are no longer a part of the existing conditions.

Table 3.8-1: Aerial Photograph Review Summary

Year	Land Use	Identifiable Features
1938	Undeveloped	Appears to be undeveloped. Areas of lower, or less steep elevations between hills appear to be terraced for dry farming
1949, 1953, 1961, 1966	Agricultural	The northwest portion appears to have small structure or structures developed. No other significant changes visible
1978	Agricultural	Additional structures appear developed on the southwest portion along with what appears to be a stand of orchards. South of the property appears to be developed with what appears to be a structure and manmade surface water bodies. No other significant changes visible.
1985	Agricultural	An additional structure appears developed on the eastern portion of the southwest corner. No other significant changes visible.
1989, 1996	Mostly Undeveloped	Only one structure appears developed on the northwest portion. The water bodies appear empty or filled in south of the property. No other significant changes visible
2002, 2006	Mostly Undeveloped	The far northwest corner appears developed with the cell tower facility. No other significant changes visible.
2009, 2012	Mostly Undeveloped	Additional structures, or trailers appear next to the structure on the southwest portion of site. Area to the north appears mass graded from tract housing development. No other significant changes visible.
2016	Mostly Undeveloped	Previous structures, with the exception of the cell tower facility, appear removed. No other significant changes visible.

Source: Partner Engineering and Science, Inc. (2018). *Phase 1 Environmental Site Assessment*. Pages 6 and 7. Torrance, CA: Jeremy Russell.

RECORDS REVIEW

Partner performed a computer database review (EDR) to review the existing Federal and State environmental databases per ASTM standards for environmental site assessments (E-1527-94). The database review included all sites within a one-mile radius around the Project Site. The full list of databases reviewed is included in ***Appendix H***. The Project Site does not appear on the database reports as having underground storage tanks (USTs), a recorded spill or hazardous materials release, or having been impacted by an off-site source of contamination. There is one site less than a mile away that falls under the State Equivalent National Priorities List (NPL) and Comprehensive Environmental Recovery, Compensation, and Liability Information System (CERCLIS) lists. Furthermore, a search on the Department of Oil and Gas maps did not locate any oil wells within 1,000 feet of the Project Site.

Based on the review, a single site was located within the one-mile radius. The property of concern listed in the regulatory review is approximately 0.45 mile south of the Project Site. This property is identified as a RESPONSE, ENVIROSTOR, HIST Cal-Sites, Cortese, and HISTCORTESE site in the regulatory database report. The property identified as Lockheed Propulsion – Beaumont No. 2 at Jack Rabbit Trail is situated hydrologically downgradient and is 0.45 mile away. Partner reviewed available information and documents on the State Water Resources Control Board (SWRCB) GeoTracker online database. Based on the findings, vapor migration from this site is not expected to represent a significant environmental concern at this time.

ON-SITE RECONNAISSANCE AND SITE INSPECTION

Partner conducted a physical inspection at the Project Site on August 28, 2018. A summary of the potential environmental concerns listed in the Phase I ESA are below. The visual site inspection did not reveal any

current or former USTs, significant surface staining, and vaulted electrical transfer boxes. There was no evidence of any subsurface abandoned foundations, seeps, or stressed vegetation. There was no indication of the storage or use of hazardous materials within the Project Site.

- No routine solid waste was observed generated at the subject property. Areas of trash, tires, and debris were observed to have been dumped on the southwestern and northwestern areas of the Project Site. No evidence of whether the waste was illegally dumped was observed during the Partner site reconnaissance.
- No sanitary discharges were observed on the subject property. No wastewater treatment facilities or septic systems were observed or reported on the Project Site. It is possible that the previous rural residential structures operated a septic system.
- No hazardous substances or petroleum products were observed on the Project Site during the site reconnaissance. No evidence of current or former aboveground storage tanks (ASTs) or USTs was observed during the site reconnaissance. No spills, stains, or other indications that a surficial release has occurred at the subject property were observed.
- No potential polychlorinated biphenyls (PCB)-containing equipment (transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc.) was observed on the Project Site during Partner's reconnaissance.

NEARBY AIRPORTS OR AIRSTRIPS

The nearest airstrip is the Banning Municipal Airport in Banning, located at 200 S. Hathaway Street, Banning, CA 92220, approximately nine miles east of the eastern Project Site boundary.

WILDLAND FIRE HAZARDS

According to the Riverside County Parcel Report, the Project Site is within a moderate to high fire hazard severity zone (FHSZ).

SCHOOLS

The nearest school to the Project Site is the Tournament Hills Elementary School at 36611 Champions Drive in Beaumont, approximately 1.5 miles to the north.

3.8.2 REGULATORY SETTING

Hazardous materials and wastes are identified and defined by federal and state regulations for the purpose of protecting public health and the environment. Hazardous materials contain certain chemical, physical, or infectious properties that cause them to be considered hazardous. Hazardous wastes are defined in the Code of Federal Regulations Title 40, Volume 25, Parts 260–265 and in the California Code of Regulations (CCR), Title 22 Div. 4.5, Chapter 11, Article 1, Section 66261. Over the years, the laws and regulations have evolved to deal with different aspects of the handling, treatment, storage, and disposal of hazardous substances.

FEDERAL

Federal Toxic Substances Control Act of 1976

The Federal Toxic Substances Control Act of 1976 tasked the U.S. Environmental Protection Agency (U.S. EPA) with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. The Federal Toxic Substances Control Act addresses the production, importation, use, and disposal of specific chemicals including PCBs, asbestos, radon, and lead-based paint.

Resource Conservation and Recovery Act of 1976

The objectives of the Resource Conservation and Recovery Act are to protect human health and the environment from the potential hazards of waste disposal, to conserve energy and natural resources, to reduce the amount of waste generated, and to ensure that wastes are managed in an environmentally sound manner. The Resource Conservation and Recovery Act of 1976, which amended the Solid Waste Disposal Act in 1984, addresses solid and hazardous waste management activities. The Resource Conservation and Recovery Act affirmed and extended the "cradle-to-grave" system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act. The Hazardous and Solid Waste Amendments of 1984 also added Subtitle I, which governs underground storage tanks.

Comprehensive Environmental Response, Compensation, and Liability Act of 1980

CERCLA, commonly known as "Superfund," was enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priorities List, which is a list of contaminated sites warranting further investigation by the U.S. EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

STATE

Primary state agencies with jurisdiction over public health hazards and hazardous chemical materials management are the Department of Toxic Substances Control (DTSC) and the Regional Water Quality Control Boards (RWQCB). Other state agencies involved in hazardous materials management are the Department of Industrial Relations (California OSHA [CalOSHA] implementation), Office of Emergency Services (Office of Emergency Services–California Accidental Release Prevention Implementation), California Department of Fish and Wildlife, California Air Resources Board (CARB), California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (Proposition 65 implementation), and the California Integrated Waste Management Board.

The enforcement agencies for hazardous materials transportation regulations are the California Highway Patrol and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations. South Coast Air Quality Management District (SCAQMD) Rules and Regulations pertain to asbestos abatement (including Rule 1403), Construction Safety Orders 1529 (pertaining to asbestos), and 1532.1 (pertaining to lead) from Title 8 of the CCR. Hazardous chemical and biohazardous materials management laws in California include the following statutes:

- Hazardous Materials Management Act – requires that businesses handling or storing certain amounts of hazardous materials prepare a hazardous materials business plan, which includes an inventory of hazardous materials stored on site (above specified quantities), an emergency response plan, and an employee training program.
- Hazardous Waste Control Act (California Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) – authorizes the DTSC and local certified unified program agencies to regulate facilities that generate or treat hazardous waste.
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65) – requires the governor to publish and update, at least annually, a list of chemicals known to the state to cause cancer, birth defects, or other reproductive harm, and to inform citizens about exposures to such chemicals.
- Hazardous Waste Management Planning and Facility Siting, also known as the Tanner Act (Assembly Bill [AB] 2948, 1986) – requires counties to prepare, for California DTSC approval, hazardous waste management plans, and prescribes specific public participation activities, which must be carried out during the local land use permit process for siting new or expanding off-site commercial treatment, storage, and disposal facilities.
- Hazardous Materials Storage and Emergency Response (AB 2185) – requires the immediate reporting to local fire departments and Offices of Emergency Services of any release or threatened release of a hazardous material, regardless of the amount handled by the business.
- California Medical Waste Management Act (California Health and Safety Code (HSC), §§ 117600–118360) – establishes procedures for the proper handling, storage, treatment, and transportation of medical waste.
- Land Disposal Restrictions (CCR, Chapter 18, Title 22) – set up by Congress in 1984 for the U.S. EPA, ensures that toxic constituents present in hazardous waste are properly treated before hazardous waste is land disposed.

State regulations and agencies pertaining to hazardous materials management and worker safety are described in the following subsections.

California Environmental Protection Agency

The boards, departments, and offices that make up the California Environmental Protection Agency (CalEPA) include CARB, the Department of Pesticide Regulation, the Department of Resources Recycling and Recovery, the DTSC, the Office of Environmental Health Hazard Assessment, and the SWRCB. These

boards, departments and offices were placed within the CalEPA "umbrella" to create a cabinet-level voice for the protection of human health and the environment (such as clean air, clean water, clean soil, safe pesticides, and waste recycling and reduction) to assure the coordinated deployment of state resources.

Department of Toxic Substances Control

The mission of the DTSC is to protect California's people and environment from harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products. As part of its mission, the DTSC maintains its Enforcement and Emergency Response Division (EERD) to administer the technical implementation of the State Unified Program. The Unified Program is a consolidation of six environmental programs at the local level. Those agencies at the local level with responsibility for the program are known as Certified Unified Program Agencies (CUPA). The DTSC also has the responsibility of overseeing and regulating hazardous materials, generators, transporters, and facilities that may use, generate, store, transport, or recycle, hazardous materials.

State Water Resources Control Board

Brownfields are underutilized properties where reuse is hindered by the actual or suspected presence of pollution or contamination. The SWRCB's Brownfield Program goals are to:

- Expedite and facilitate site cleanups and closures for brownfield sites to support reuse of those sites;
- Preserve open space and greenfields;
- Protect groundwater and surface water resources, safeguard public health, and promote environmental justice; and
- Streamline site assessment, clean up, monitoring, and closure requirements and procedures within the various SWRCB site cleanup programs.

Site clean-up responsibilities for brownfields primarily reside within four main SWRCB programs: the Underground Storage Tank Program; Site Cleanup Program; Department of Defense Program; and the Land Disposal Program. These SWRCB cleanup programs are charged with ensuring sites are remediated to protect California's surface and groundwater and return them to beneficial uses.

Government Code Section 65962.5

Pursuant to Government Code § 65962.5, environmental regulatory database lists were reviewed to identify and locate properties with known hazardous substance contamination within the proposed Project area (California Government Code, § 65960 et seq.). Four state agencies are required to provide lists of facilities that have contributed, harbor, or are responsible for environmental contamination within their jurisdiction. The four state agencies that are required to provide these lists to the Secretary for Environmental Protection include the DTSC, the State Department for Health Services, the SWRCB, and the California Integrated Waste Management Board. The Secretary for Environmental Protection then takes each of the four-respective agency lists and forms one list, referred to as the Hazardous Waste and

Substances Site List – Site Cleanup (Cortese List), which is made available to every city and/or county in California (DTSC 2007).

California Health and Safety Code Section 25501

California law defines a hazardous material as any material that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may pose a present or potential hazard to human health and safety or to the environment if released in the workplace or the environment (California HSC § 25501).

California Occupational Safety and Health Administration

CalOSHA is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. CalOSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR §§ 337–340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

California Hazardous Waste Control Law

The California Hazardous Waste Control Law (California HSC, Division 20, Chapter 6.5) is administered by the CalEPA to regulate the management of hazardous wastes. While the Hazardous Waste Control Law is generally more stringent than the Resource Conservation and Recovery Act, until the U.S. EPA approves the California hazardous waste control program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

California Accidental Release Prevention Program

Similar to the Federal Risk Management Program, the California Accidental Release Prevention Program includes additional state requirements as well as an additional list of regulated substances and thresholds. The regulations of the program are contained in CCR Title 19, Division 2, Chapter 4.5. The intent of California Accidental Release Prevention Program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws.

California Health and Safety Code

The handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95 of the California HSC. Under §§ 25500–25543.3, facilities handling hazardous materials are required to prepare a hazardous materials business plan (HMBP). HMBPs contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state. Chapter 6.95 of the HSC establishes minimum statewide standards for HMBPs.

In addition, in the event that a facility stores a quantity of specific acutely hazardous materials above the thresholds set forth by California code, facilities are also required to prepare a risk management plan and California Accidental Release Plan. The risk management plan and California Accidental Release Plan provide information on the potential impact zone of a worst-case release and require plans and programs designed to minimize the probability of a release and mitigate potential impacts (California HSC, Chapter 6.95).

LOCAL

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The City Beaumont is a participating jurisdiction in the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (HMP). The HMP identifies the county's hazards, reviews and assesses past disaster occurrences, estimates the probability of future occurrences, and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards for the County and Operational Area member jurisdictions, including the City Beaumont.[1]

City of Beaumont Emergency Operations Plan

The City of Beaumont has an adopted Emergency Operations Plan (EOP) 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. Further, it is an extension of the State Emergency Plan. 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.[2]

City of Beaumont General Plan

Safety Element

The Safety Element establishes goals and policies to maintain and improve the safety of the City's residents. This Element complies with the State requirements for a Safety Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3: Beaumont General Plan Consistency Analysis*** of this EIR. The following goals and policies are applicable to hazards and hazardous materials:

Goal 9.11 **A City with minimized risk associated with hazardous materials.**

Policy 9.11.1 Require all users, generators, and transporters of hazardous materials and wastes to provide and maintain an updated inventory of hazardous waste and materials, associated handling procedures, and clean up response plans.

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

[1] City of Beaumont. 2020. Beaumont General Plan Draft PEIR SCH No. 2018031022. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720 (accessed November 2021).
[2] Ibid.

plan, as a condition of a project, subject to review by the County Environmental Health Department.

Policy 9.11-5 Prohibit placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal of hazardous 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.

3.8.3 STANDARDS OF SIGNIFICANCE

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning hazards and hazardous materials. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

a) Create a significant hazard to the public or the environmental 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 within an adopted emergency response plan or emergency evacuation plan?

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

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the thresholds of significance, as the basis for determining the level of impacts related to hazards and hazardous materials. This analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. Where significant impacts remain, feasible mitigation measures are recommended, where warranted, to avoid or lessen the Project's significant adverse impacts.

3.8.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Level of Significance: Less than Significant Impact

CONSTRUCTION

During Project construction, potentially hazardous materials would be handled on-site. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain machinery. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase. Although some of these materials would be stored on-site, storage would be required to comply with the guidelines established by the manufacturer's recommendations and the requirements of State and Federal law. Consistent with Federal, State, and local requirements, transport, removal, and disposal of hazardous materials from the Project Site would be conducted by a permitted and licensed service provider. Any handling, transport, use, storage, or disposal would comply with all applicable Federal, State, and local agencies and regulations, including the U.S. EPA, the California DTSC, the CalOSHA, Caltrans, RCRA, and the Riverside County Department of Environmental Health Hazardous Materials Branch (the CUPA for Riverside County).

OPERATIONS

Operations of the Project are not anticipated to represent a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Properly removing and disposing of on-site hazardous materials in accordance with State and Federal regulations, such as RCRA or California DTSC regulations would reduce potential impacts associated with accidental release or contact with these substances to less than significant. Additionally, any potentially hazardous material handled on the Warehouse Site would be limited in both quantity and concentrations based on manufacturers specifications, and needs for Project operations. All products would be stored, handled, transported, and used consistent with other similar industrial uses located in the City and in accordance with all safe handling regulations. Additionally, any handling, transport, use, and disposal would comply with applicable Federal, State, and local agencies and regulations. Further, as mandated by the OSHA, all hazardous materials stored on the Warehouse Site, such as cleaners, fuels, solvents, or pesticides would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release. In addition, and if applicable future operations would include a HMBP in accordance with HSC §§ 25500–25543.3. The HMBPs would contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of at off-site locations. Compliance with existing regulations would be sufficient to reduce potential impacts to a less than significant. No additional, Project-specific mitigation measures would be required.

The Project also would require some outdoor landscape maintenance activities. These demands would include the storage of, and periodic application of pesticides, herbicides, and fertilizers. If equipment needed for landscaping are used and housed on-site, the Project may require the storage and of fuels and solvents on-site. Use of this type of equipment and listed materials are common to such facilities and

compliance with existing regulations regarding their use would be sufficient to reduce potential impacts to a less than significant. No additional Project-specific mitigation measures would be required in this regard.

Mitigation Measures

No mitigation measures are required.

Impact 3.8-2: 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?

Level of Significance: Less than Significant Impact

CONSTRUCTION

The construction of new developments could result in hazards to the public or the environment through the accidental upset or release of hazardous materials caused by accidental spillage of hazardous materials used during the construction phases of the Project, or as a result of the exposure of contaminated soil during grading activities. As discussed in **Impact 3.8-1** above, the handling of hazardous materials and waste during the construction phase would occur and would generally be limited to common construction materials including fuels, greases, lubricants, solvents, etc., none of which are typically acutely hazardous. Handling of potentially hazardous materials would be done according to Federal and State guidelines. For example, fuel stored in ASTs would have a secondary impermeable barrier and reservoir to contain any leaks or spills. All such materials used and stored for use during this period would be temporary in nature, lasting only as long as needed and coinciding with the short-term construction phase. In addition, the Phase I ESA for the Project Site evaluated the potential for hazardous materials to be present on site. This evaluation was based upon readily discernible and/or documented present and historic uses of the Project property, and adjoining properties and uses of those sites. The Phase I also considered the general characteristics of the site and the expected nature of hazardous materials that may be present as a result of such uses and is discussed in additional detail immediately following.

The Project Site is not listed on an NPL or Superfund site, and is not listed on any other regulatory database report documenting known hazardous materials sites, sites with past releases or site that has handled, used or disposed of materials, or site with known hazardous materials incidents. No significant environmental concerns were noted on the historical aerial photographs. Database searches did not reveal any USTs. According to the Division of Oil and Gas and Geothermal Resources (DOGGR) website, there are no oil, gas, or geothermal wells identified on or adjacent to the subject property. Accordingly, there have been no citations or issued notices of violations by any environmental regulatory agency for improper use or disposal of hazardous materials associated with the Project Site. Thus, impacts in this regard would be less than significant.

OPERATIONS

Project operations would involve the routine transport, use, and storage of materials/chemicals typical of industrial facilities such as fuels, solvents, cleaners, lubricants, etc. While these materials are not typically

considered acutely hazardous, use of these materials could create a risk to the public or the environment if substantial quantities of these materials were accidentally released to the environment. However, as discussed in **Impact 3.8-1** above, the routine transport, use, and disposal of these materials during Project operations must adhere to Federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. The Project would also be subject to compliance with the regulatory framework, including the HMBP, which would require immediate clean-up of spills and notification of appropriate public safety department, such as the City Fire Department, if the magnitude of the spill warrants an emergency response. The potential for this eventuality; however, is considered low. Conformance to these measures and standards would ensure that Project operations would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts in this regard would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impact 3.8-3: 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?

Level of Significance: Less than Significant Impact

CONSTRUCTION AND OPERATIONS

The nearest school to the Project Site is the Tournament Hill Elementary School at 36611 Champions Drive, Beaumont, CA 92223, approximately 1.5 miles to the north, and no schools are proposed closer to the Project Site at present. Therefore, the Project would not affect any nearby schools as there are no schools located within one-quarter mile of the Project Site. As discussed above, some hazardous substances and materials would be stored, used, and generated on the Project Site during construction and operation. These substances include fuels for construction equipment and vehicles, motor oil, cleaning solvents, paints, and storage containers and applicators containing suck materials. However, use of these materials would be limited to the Warehouse Site, are not considered acutely hazardous, and do not have the potential to impact any schools. The Project would be required to adhere to all applicable regulations as noted in Impact 3.8-1. A less than significant impact would occur.

Mitigation Measures

No mitigation is necessary.

Impact 3.8-4: 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?

Level of Significance: No Impact

CONSTRUCTION AND OPERATIONS

Consistent with ASTM International E1527-13, environmental databases and records were reviewed during preparation of the Phase I ESA to determine whether the Project Site or surrounding properties are included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 ("Cortese" list). This records search concluded that the Project Site is not included on the Cortese list. No Recognized Environmental Conditions, Controlled Recognized Environmental Conditions, or Historical Recognized Environmental Conditions are identified to exist on the Project Site. Therefore, no impacts associated with hazardous materials would occur.

Mitigation Measures

No mitigation is necessary.

Impact 3.8-5: 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?

Level of Significance: No Impact

CONSTRUCTION AND OPERATION

The Project Site is not within two miles of a public airport or public use airport; therefore, the Project would not result in a safety hazard for the people residing or working in the area. The nearest airstrip is the Banning Municipal Airport in Banning located approximately nine miles east of Project Site. Furthermore, the Project does not include any towers or tall structures that would result in a safety hazard. Refer to ***Section 3.11: Noise***, for impacts related to excessive noise. No impact would occur.

Mitigation Measures

No mitigation is necessary.

Impact 3.8-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Level of Significance: Less than Significant Impact

CONSTRUCTION AND OPERATIONS

The Project shall comply with the City's adopted Multi-Hazard Functional Plan. The developer is required to design, construct, and maintain structures, roadways, and facilities to comply with the applicable Federal, State, and local requirements related to emergency access and evacuation plans. The proposed plan would be reviewed and approved by the fire marshal during the plan review.

Mitigation Measures

No mitigation is necessary.

Impact 3.8-7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Level of Significance: Less than Significant Impact

The Project Site is located in an area with coastal sage scrub and other native habitat. The majority of surrounding areas have been previously disturbed with residential or industrial developments or other areas that are highly disturbed from off-road activity. The area to the north of the Project Site has been previously cleared and graded with improvements associated with the construction of the Potrero Boulevard overcrossing of State Route 60 (SR-60). Other large developments in the surrounding area that have removed native vegetation include the Heartland development on the north side of SR-60 and the Hidden Canyon Industrial park to the southwest. Although these areas and the Project Site are surrounded by developed areas and undeveloped areas, they are designated as a moderate, high, and very high FHSZs.[3]

While the Project Site is located in an area with vegetation that can be prone to fire, due to the presence of surrounding development, non-contiguous nature of the existing undeveloped areas, presence of area roadways, lack of steep slopes, and concrete construction of the proposed warehouse it is not likely to be affected by a wildfire during construction or operations. In addition, the undeveloped area to the south of the warehouse structure would be separated from the warehouse structure by proposed 4th Street, parking, the drive aisle, and landscaping. This buffer would be approximately 185 feet in width at its narrowest point. Lastly, the warehouse structure would be predominantly concrete which is not typically susceptible to fire. It is anticipated that these design elements would reduce exposure of the Warehouse Site and structure to wildfire. Therefore, although the surrounding areas could experience a fire, because of the above-listed factors, impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

3.8.5 SIGNIFICANT AND UNAVOIDABLE IMPACTS

No significant unavoidable hazardous material impacts have been identified.

3.8.6 CUMULATIVE IMPACTS

For purposes of hazardous materials impact analysis, cumulative impacts are considered for cumulative development in the general Project vicinity, a one-mile radius. Refer also to ***Section 3.0: Environmental Impact Analysis***, for discussion concerning the basis for the cumulative impact analysis and a list of related cumulative projects located in the Project vicinity.

Impacts associated with hazardous materials are often site-specific and localized. The EIR evaluates environmental hazards in connection with the Project Site and surrounding area. Regarding the off-site environmental hazards, the database search documents the findings of various governmental database searches regarding properties with known or suspected releases of hazardous materials within a search

[3] CAL FIRE. ND. FRAP FHSZ Viewer. https://egis.fire.ca.gov/FHSZ/ (accessed November 2021).

radius of up to one mile from the Project Site and serves as the basis for defining the cumulative impacts study area.

The Project Site is currently vacant. Database record searches reveal that the site does not contain any USTs or hazardous cleanup sites. Historical aerial photo review shows the Project Site has been mostly undeveloped, with only a few small structures or trailers on the site.

Cumulative impacts related to hazards and hazardous materials would result from projects that combine to increase exposure to hazards and hazardous materials. The potential for cumulative impacts to occur is limited since the impacts from hazardous materials use on site are site-specific. Although some of the cumulative projects and other future projects associated with buildout of the surrounding communities (***Table 3-1***) also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site specific. It is expected that future development within the area must comply with all Federal, State, and local statutes and regulations applicable to hazardous materials.

Each project is required to address any issues related to hazardous materials or wastes on a project-specific basis. With adherence to applicable Federal, State, and local regulations governing hazardous materials, the potential risks associated with hazardous materials would be less than significant. The incremental effects of the Project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. The potential impacts of the Project would be addressed by Project design and compliance with existing laws and regulations. Therefore, the Project's contribution to cumulative impacts would not be "cumulatively considerable."

3.8.7 REFERENCES

CAL FIRE. ND. *FRAP FHSZ Viewer*. https://egis.fire.ca.gov/FHSZ/.

City of Beaumont. 2020. Beaumont General Plan Draft PEIR SCH No. 2018031022. https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720.

Partner Engineering and Science, Inc. 2018. *Phase I Environmental Site Assessment*.

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3.9 HYDROLOGY AND WATER QUALITY

This section evaluates the potential impacts to hydrology and water quality that could result from construction and operation of the Potrero Logistics Center Warehouse Project (Project). The setting, context, and impact analysis in this section is based on the Project Specific Preliminary Water Quality Management Plan (Project-WQMP) as revised April 21, 2021 and Preliminary Hydrology Calculations revised October 13, 2021, completed by Thienes Engineering. These reports are included as ***Appendix M*** to this EIR. More specifically, this section uses this information to describe the existing hydrological conditions and considers relevant goals, policies, and regulations of local, regional, State, and Federal agencies to evaluate and address potential hydrology and water quality impacts that may result from Project implementation. Based on potential environmental impacts, this section discusses and recommends water quality protection measures, to reduce or avoid adverse impacts anticipated from implementation of the Project.

3.9.1 ENVIRONMENTAL SETTING

REGIONAL SETTING

The Project is located in the Santa Ana River Watershed (SARWS). According to the Water Education Foundation (WEF), the SARWS encompasses much of southern California and is the largest watershed drainage from the southern Sierra Nevada range. The watershed is located in a highly urbanized setting and flows for approximately 100 miles. There are more than 50 tributaries through the approximate 2,840 square miles area. The watershed has area in three counties including San Bernardino, Riverside, and Orange. The watershed is divided into the upper and lower areas, with the area east of Prado Dam considered the upper watershed and areas below the dam to the west are parts of the lower watershed (WEF, 2020).

PROJECT SETTING

The Project Site is currently undeveloped with low lying rolling hills and relatively gentle topography. In general, runoff is via sheet flow to the west and to the south but there are two natural drainages courses that conveys some flows westerly through the site. Within the site the peak 100-year peak flow rate was measured at three locations. The drainage that conveys flows through the southwesterly portion of the site and which receives flows from the majority of the site has a 100-year peak flow rate of approximate 41.5 cubic feet per second (cfs). The northwesterly drainage currently drains a smaller portion of the site has a 100-year peak flow rate of approximately 5.7 cfs. At the boundary of the Project Site flows continue southerly drainage away from the site at approximately 6.9 cfs for the 100-year peak flood flow (Thienes Engineering, 2020)

SURROUNDING ENVIRONMENT

Surface water currently flows from off-site upstream areas to and through the Project Site. This includes an existing natural drainage course north of the proposed 4th Street alignment. The drainage is currently routed through an existing box culvert that is present beneath the recently graded embankment fill along the east property line near Potrero Boulevard. As part of Project construction, the path of the drainage

would be rerouted and undergrounded from the culvert and around the proposed building area to the proposed outflow on the westerly side of the Warehouse Site. It should be noted that this drainage flows onto the Project Site from an existing culvert under the future alignment of Potrero Boulevard. Based on Caltrans plans and project that was completed separately, the drainage is culverted by a 60-inch pipe that outfalls near the easterly Project Site boundary.

Because it is not feasible to maintain the same drainage path as currently exists through the Warehouse Site, the flows from the drainage are proposed to be conveyed using an underground conveyance system. The conveyance would be installed underground and around the perimeter of the Warehouse structure. The underground conveyance has been designed to accommodate 230 cfs flows. This system would be sized to conduct the flows that are currently entering the undeveloped Project Site from under Potrero Boulevard. The conveyance would conduct the water under the site before release to downstream receiving waters at the outflow west of the western Warehouse Site boundary.

FLOOD HAZARDS

Federal Emergency Management Agency (FEMA) Flood Insurance Rated Map (FIRM) shows the Project Site is covered by panel [06065C0795H (effective 8/18/2014)]. Based on a review of this panel, the Project Site is not located in floodplain or floodway.

GROUNDWATER

Beaumont Basin

The Beaumont Basin is located in the San Gorgonio Pass, which is a low-relief highland that is bordered on the north by the San Bernardino Mountains, on the southeast by the San Jacinto Mountains, and on the west by the San Timoteo Badlands. The Beaumont Basin covers approximately 19.5 square miles and is bounded on the north by the Banning and Cherry Valley faults, on the south and east by the San Timoteo Canyon Fault, and the west by the Banning and Central Banning faults. According to mapping prepared by the City of Beaumont Water Master, the Project is located approximately 0.5 mile south of the adjudicated boundary of Beaumont Water Basin but is mapped as a part of the larger area encompassed by the Beaumont Basin. Within the larger context of groundwater basins, the Beaumont Basin is within the Beaumont Hydrologic Subarea of the San Timoteo Hydrologic Area, which is within the northern portion of the much larger Santa Ana River Hydrologic Unit.

Groundwater levels within the Beaumont Basin are generally lower than groundwater levels in the surrounding areas. Along the Banning Fault, groundwater levels on the north side of the fault and outside the basin are as much as 400 feet higher than groundwater levels on the south side of the fault and inside the Beaumont basin. The same condition has been observed along the southern Beaumont Basin boundary. The overall groundwater levels; however, remained relatively stable during the calendar year of 2017 and rose as much as 15 feet in the northerly areas. This, however, was accompanied by a reduction of approximately 10 feet in the southerly areas. The rise in the northerly portion is partially attributed to the use of the groundwater recharge spreading grounds in the northern portion of the basin.

WATER QUALITY

The amount of pollutants in surface runoff is determined by the quantity of a material in the environment, that materials' characteristics, and how much of that material(s) gets washed away. In an urban environment, the quantity of certain pollutants in the stormwater systems is generally associated with the intensity and type of land use. Waters flow from the Project Site would drain to downstream receiving waters including San Timoteo Creek, the Santa Ana River, the Prado Basin Management Zone, and ultimately the Pacific Ocean. San Timoteo Creek is noted on the approved U.S. Environmental Protection Agency (U.S. EPA) 303(d) list for indicator bacteria, and portions of the Santa Ana River are listed for indicator bacteria, nitrates, pathogens, copper, and lead. Much further downstream, approximately 60 miles away, flows from these upstream waters would enter the tidal prism of the Santa Ana River and Newport Slough which are listed for Enerococcus, fecal coliform, and total coliform.

To help reduce potential effects to water quality from the Project, a Water Quality Management Plan (WQMP) was developed for the Project to comply with the required permitting process. This process includes conformance to the National Pollution Discharge Elimination System (NPDES), and development of a Stormwater Pollution Prevention Plan (SWPPP) and associated best management practices (BMPs). In addition, the Project is required to comply with the City of Beaumont and associated Regional Municipal Separate Stormwater Sewer System (MS4) Permit adopted by the Santa Ana Regional Water Quality Control Board (RWQCB). These elements of the Project are discussed in additional detail further below.

3.9.2 REGULATORY SETTING

FEDERAL

Federal Clean Water Act

Because construction of the Project would impact the drainage feature, the Project would be subject to federal permit requirements under the Federal Clean Water Act (CWA). The primary goals of the CWA are to maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the NPDES, effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The U.S. EPA has delegated the administrative responsibility for portions of the CWA to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the RWQCBs to preserve, protect, enhance, and restore water quality.

Under the NPDES permit program, the U.S. EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. Section 402 of the CWA prohibits the discharge of pollutants to "Waters of the United States" from any point source unless the discharge is in compliance with an NPDES Permit.

The Anti-degradation Policy under U.S. EPA's Water Quality Standards Regulations (48 F.R. 51400, 40 Code of Federal Regulations [CFR] 131.12, November 8, 1983), requires states and tribes to establish a three-tiered anti-degradation program to prevent a decrease in water quality standards.

- Tier 1—Maintains and protects existing uses and water quality conditions that support such uses. Tier 1 is applicable to all surface waters.
- Tier 2—Maintains and protects "high quality" waters where existing conditions are better than necessary to support "fishable/swimmable" waters. Water quality can be lowered in such waters but not to the point at which it would interfere with existing or designed uses.
- Tier 3—Maintains and protects water quality in outstanding national resource waters (ONRWs). Water quality cannot be lowered in such waters except for certain temporary changes.

Anti-degradation was explicitly incorporated into the Federal CWA through 1987 amendments, codified in § 303(d)(4)(B), requiring satisfaction of anti-degradation requirements before making certain changes in NPDES permits.

Section 303(d) of the CWA requires the SWRCB to list impaired water bodies that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop Total Maximum Daily Loads (TMDL) for these waters.

The San Timoteo Creek Reach 3 extends from Yucaipa Creek approximately 2.3 miles to the east westerly to the headwaters located at Live Oak Canyon Road approximately 15 miles to the west. This reach of stream is on the TMDL for indicator bacteria. The listing was based on a sufficient number of exceedances of the E. coli Geomean. No other pollutants present in the water warranted a 303d listing (SWRCB, 2016).

Section 404 of the CWA is administered and enforced by the U.S. Army Corps of Engineers (USACE). Section 404 establishes a program to regulate the discharge of dredged and fill material into waters of the United States, including wetlands and coastal areas below the mean high tide. The USACE administers the day-to-day program, and reviews and considers individual permit decisions and jurisdictional determinations. The USACE also develops policy and guidance and enforces Section 404 provisions.

STATE

California Porter-Cologne Water Quality Control Act (Porter-Cologne Act)

The Porter-Cologne Act (California Water Code § 13000 et seq) is the principal law governing water quality regulation in California. It established 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 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.

The Porter-Cologne Act established nine RWQCB's (based on hydrogeologic barriers) and the SWRCB, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The SWRCB provides program guidance and oversight, allocates funds, and reviews RWQCB decisions. In addition, the SWRCB allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrology regions. The SWRCB and RWQCBs have numerous nonpoint source pollution (NPS)-related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The RWQCBs 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 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.

The Porter-Cologne Act also implements many provisions of the CWA, such as the NPDES permitting program. Section 401 of the CWA gives the SWRCB the authority to review any proposed federally permitted or federally licensed activity that may impact water quality and to certify, condition, or deny the activity if it does not comply with State water quality standards. If the SWRCB imposes a condition on its certification, those conditions must be included in the federal permit or license. Except for dredge and fill activities, injection wells, and solid waste disposal sites, waste discharge requirements may not "specify the design, location, type of construction, or particular manner in which compliance may be had…." (Porter Cologne Act § 13360). Thus, waste discharge requirements ordinarily specify the allowable discharge concentration or load or the resulting condition of the receiving water, rather than the manner by which those results are to be achieved. However, the RWQCBs may impose discharge prohibitions and other limitations on the volume, characteristics, area, or timing of discharges and can set discharge limits such that the only practical way to comply is to use management practices. RWQCBs can also waive waste discharge requirements for a specific discharge or category of discharges on the condition that management measures identified in a water quality management plan approved by the SWRCB or RWQCBs are followed.

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 SWRCB. In addition, regional water quality control plans (basin plans) have been adopted by each of the RWQCBs and are 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 U.S. EPA. When approved they become water quality standards under the CWA.

State Water Resources Control Board

National Pollution Discharge Elimination System

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. The City of Beaumont and unincorporated Project area is within the jurisdiction of the Santa Ana RWQCB.

The NPDES permit is divided into two Phases: Phase I and Phase II. Phase I requires medium and large cities, or certain counties with populations of 100,000 or more to obtain NPDES permit coverage for their stormwater discharges. Phase II requires regulated small MS4s in urbanized areas, as well as small MS4s outside the urbanized areas that are designated by the permitting authority, to obtain NPDES permit coverage for their stormwater discharges. Concerning the Project, the NPDES permit is divided into two parts: construction and post-construction. The construction permitting is administered by the SWRCB, while the post-construction permitting is administered by the RWQCB. Development projects typically result in the disturbance of soil that requires compliance with the NPDES General Permit, Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction Activities (Order No. 2012-0006-DWQ, NPDES Number CAS000002) (General Construction Permit). This Statewide General Construction Permit regulates discharges from construction sites that disturb one or more acres of soil.

The SWRCB has issued and periodically renews a statewide General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (GCASP) and a statewide General Industrial Activities Stormwater Permit (GIASP) for projects that do not require an individual permit for these activities. The GCASP was adopted in 2009 and further revised in 2012 (Order No. 2012-0006-DWQ). The most recent GIASP (Order No. 2014-0057-DWQ) was adopted in April 2014 and requires dischargers to develop and implement a SWPPP to reduce or prevent industrial pollutants in stormwater discharges, eliminate unauthorized non-storm discharges, and conduct visual and analytical stormwater discharge monitoring to verify the effectiveness of the SWPPP and submit an annual report.

By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre of total land area must comply with the provisions of this NPDES Permit and develop and implement an effective SWPPP. The SWPPP is required to contain a site map(s), which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the Warehouse Site. The SWPPP is required to list BMPs the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and, a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Construction General Permit Section A describes the elements that must be contained in an SWPPP. A project applicant must submit a Notice of Intent (NOI) to the SWRCB to be covered by the NPDES General Permit and prepare the SWPPP

before beginning construction. SWPPP implementation starts with the commencement of construction and continues through project completion. Upon project completion, the applicant must submit a Notice of Termination (NOT) to the SWRCB to indicate that construction is completed.

For industrial uses, the NPDES program requires certain industrial land uses to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program unless an exemption has been granted. This SWPPP requirement for industrial uses began on April 1, 2014 when the SWRCB adopted an updated new NPDES permit for storm water discharge associated with industrial activities (referred to as the "Industrial General Permit") (SWRCB, 2014b). The new Industrial General Permit, which is more stringent than the former Industrial General Permit, became effective on July 1, 2015. Under the NPDES Industrial General Permit currently in effect, industrial uses including but not limited to manufacturing, transportation facilities, and other uses with typically heavy industrial uses would require permitting. These facilities are subject to stormwater effluent limitations. While warehousing uses are not specifically included if a covered use is implemented, the Project could require NPDES coverage under this order (2014-0057-DWQ).

Municipal Stormwater Permitting Program

The Municipal Stormwater Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Stormwater Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in CWA § 402(p). The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

For construction activities that would result in the disturbance of one acre or more, permittees must develop, implement, and enforce a program to reduce pollutant runoff in stormwater. This includes: (1) a program to prevent illicit stormwater discharges; (2) structural and non-structural BMPs to reduce pollutants in runoff from construction sites; and (3) preventing discharges from causing or contributing to violations of water quality standards. Permittees are required to review construction site plans to determine potential water quality impacts and ensure proposed controls are adequate. These include preparation and submission of an Erosion and Sediment Control Plan (ESCP) with elements of an SWPPP, prior to issuance of building or grading permits. The 2012 MS4 permit requires that the ESCP be developed by a Qualified SWPPP Developer. Permittees are required to develop a list of BMPs for a range of construction activities.

LOCAL

Riverside County

The Project is located within the larger Santa Ana Watershed which encompasses much of northern Riverside County and drains to the Santa Ana River. On January 29, 2010, the Santa Ana RWQCB issued a fourth-term area wide NPDES MS4 Permit to the Riverside County Flood Control and Water Conservation

District (RCFCWCD) the County of Riverside and the cities of Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Menifee, Norco, Perris, Riverside, San Jacinto and Wildomar (Permittees). Watersheds are based on geography and do not follow jurisdictional boundaries and as a result these agencies are working together to improve water quality through implementation of water quality protection measures (RCFCD, 2020).

Accordingly, these efforts led to development of a Water Quality Management Plan (County WQMP) that was approved in October of 2012. The County WQMP was intended to be a guidance document to assist RCFCWCD which is considered the Principal Permittee, and co-permittees including the City of Beaumont to design water quality protection projects and measures in compliance with Santa Ana RWQCB for Priority Development Projects. These requirements are specified in the NPDES MS4 permit, discussed above and issued to the RCFCWCD, and other cities within the Santa Ana River watershed in the 2010 MS4 Permit.

The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed located within Riverside County (Order No. R8-2010-0033, NPDES Permit No. CAS618033). The Permittees' stormwater programs are designed to ensure compliance with this permit. In addition, the County WQMP is intended to protect, preserve, enhance, and restore water quality of receiving water bodies, which would be accomplished through an adaptive planning and management process. The process identifies high priority water quality conditions within the watershed and implements strategies to address them. The County WQMP also includes typical measures and design and design recommendation that are required for all projects. Accordingly, the co-permittees, including the City of Beaumont work cooperatively to implement the requirements of the permitting process.

City of Beaumont

The City of Beaumont recognizes that storm water pollution prevention is critical to maintaining good water quality and recognizes its responsibility to maintain compliance with local, state, and federal laws and regulations. The City enforces storm water regulations to reduce and/or eliminate pollutants from urban runoff before entering the storm drainage systems and being discharged to downstream receiving waters. To effectively address this issue, the City adopted the U.S. EPA's NPDES regulations to reduce pollutants in urban runoff and in storm water. As part of the NPDES regulations, the City of Beaumont was issued a MS4 Permit. This State Permit places pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential communities.

City of Beaumont General Plan

Conservation and Open Space Element

The Conservation and Open Space Element establishes goals and policies to protect, maintain, and enhance natural resources in the City. This Element complies with the State requirements for a Conservation Element and an Open Space Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3: Beaumont General Plan Consistency Analysis*** of this EIR. The following goals and policies are applicable to hydrology and water quality:

Goal 8.7 **A City where open space is preserved and used for resource conservation and/or recreation.**

Policy 8.7.5 Preserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes.

Goal 8.8 **Goal 8.8: A City where the natural and visual character of the community is preserved.**

Policy 8.8.1 Promote the maintenance of open space through the implementation of the General Plan.

Policy 8.8.2 Protect and preserve open space and natural habitat wherever possible.

City of Beaumont Municipal Code

The City of Beaumont Municipal Code consists of all the regulatory and penal ordinances of the City. Among other things, the Municipal Code sets forth requirements for development and operation of City services and conditions placed on the operation of businesses and requirements thereof. The Municipal Code establishes certain requirements related to environmental protections including those pertaining to hydrology and water quality. These are summarized below.

Chapter 13.24.040 Regulatory Consistency

This chapter shall be construed to assure consistency with the requirements of the CWA, the Porter-Cologne Water Quality Control Act and acts amending or supplementary thereto, applicable implementing regulations and any existing or future municipal NPDES permits and any amendments or revisions thereto or reissuance thereof.

Chapter 13.24.050 Reduction of Pollutants in stormwater

This chapter relates to reducing pollutants including chemicals and other materials such as trash and debris from entering and drain, inlet, or catch basin. This includes potential pollutants originating from construction sites, new development or redevelopment, or existing development by incorporating BMPs as approved by the City Engineer.

Chapter 13.24.080 – Discharges in Violation of permit

This chapter relates to municipal and industrial/commercial and construction activity NPDES permit violations and requires that all permitting conditions shall be complied with and implemented as part of a project as prescribed by the permit.

3.9.3 STANDARDS OF SIGNIFICANCE

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning hydrology and water quality. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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 run-off?

   iv. Impede or redirect flood flows?

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

e) Conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan?

METHODOLOGY AND ASSUMPTIONS

The Project and associated Project Design Features (PDFs) are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning hydrology and water quality. The analysis considers Project design and conformance to the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) required to avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

A Project Specific Preliminary Water Quality Management Plan based on Preliminary Hydrology Calculations was prepared by Thienes Engineering, as revised August 2020.

3.9.4 PROJECT IMPACTS AND MITIGATION

Impact 3.9-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Level of Significance: Less than Significant Impact

CONSTRUCTION

Grading activities during construction of would occur after the Project is approved and all required permitting has been obtained. Construction activities associated with clearing and grading would result in the baring and exposure of soils making them more susceptible to erosion than under the current

conditions. Construction activities and operation of heavy equipment would require the storage of fuels, lubricants, and solid and liquid wastes within the Warehouse Site. If the construction areas are not properly managed to contain both bare and loose soils as well as liquid and solid contaminants, temporary water quality impacts could occur if runoff from the Warehouse Site contains any of these materials.

Pursuant to the requirements of the Santa Ana RWQCB and Beaumont Municipal Code, the applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit) on the Warehouse Site. 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 acre of total land area. In addition, the applicant 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. The SWPPP would specify BMPs that all construction contractors would be required to implement during construction activities. BMPs may include but not be limited to, sandbag barriers, silt fences, soil stabilizers, reseeding, straw mats, and other ground covers. This would ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. This is consistent with Chapter 13.24.050 of the City Municipal Code, which requires the reduction of pollutants in stormwater runoff both generally and in conjunction with construction sites, and new development and redevelopment. Conformance with these requirements and measures would ensure that erosion during construction is reduced to less than significant.

OPERATIONS

Operation of the Project has the potential to result in the contribution of pollutants to include but not limited to bacterial indicators, metals, nutrients, pesticides, and sediments (particularly for non-native landscaped areas), toxic organic compounds (petroleum hydrocarbons and solvents), and trash and debris and oil and grease. These, and other substances, could be washed from the Warehouse Site to the storm drainage system if not properly controlled. To reduce the potential effects of these pollutants, the Project would implement water quality protection measures consistent with the City MS4 requirements. The MS4 would detail post-construction water quality measures to minimize the volume of pollutants, including pollutants of concern, from entering downstream receiving waters. This would be done in part using long term LIDs and BMPs implemented as part of the Project and these structural as well as source control BMPs would be sufficient to reduce impacts. These controls would consist of measures including bioretention areas, installation of water-efficient landscape irrigation systems, storm drain system stenciling and signage, and use of dedicated and marked trash and waste storage areas. These measures would minimize and/or prevent polluted stormwater runoff flows from being discharged into the City's storm drain system and are discussed in additional detail below.

Project BMPs

The Project would include both permanent and operational source control BMPs. The BMPs for the Project were selected based on the sources of pollutants and based on the proposed uses and the flows from the areas where they would be generated. The listed BMPs would be implemented as part of the Project as a

condition of approval for development of the site. The Project would implement the following BMPs summarized from the WQMP to minimize the introduction of pollutants to the storm drainage system.

On-site Storm Drain inlets – The drain inlets would be marked with text such as, "Only Rain Down the Storm Drain," and that would be maintained regularly. Owners and lessees would be provided with stormwater pollution prevention information and the lease agreement would states, "Tenant shall not allow anyone to discharge anything to storm drain or to store or deposit materials so as to create a potential discharge to storm drains."

Interior Flood Drains and Sumps- All floor drains and elevator shaft sumps would be plumbed to the sanitary sewer and inspected regularly to prevent blockages or overflow.

Landscaping and Pesticide Use – Drought tolerant plants and those conditioned for the local climate would be used and landscaping will be designed to minimize runoff and maximize infiltration. Landscaping requiring minimal pesticides, and those consistent with Riverside guidelines and integrated pest management strategies (IPM) would be used.

Refuse Areas – Refuse areas would be emptied on a minimum weekly basis, and adequate refuse bins would be provided indoors and outdoors to accommodate waste disposal. Bins would be required to be inspected for leaks, to remain covered, and marked with, "No hazardous materials." All spills would be required to be cleaned immediately.

Industrial Processes – All processes would be conducted indoors and will not drain to the stormwater system.

Loading Docks – Any spills at the loading docks will be cleaned immediately and all products will be off-loaded or loaded to covered areas immediately.

Plazas, sidewalks and parking lots – These areas will be swept monthly to prevent accumulation of litter and debris and collected debris will be prevented from entering the storm drain system. All washwater containing any cleaning agent or degreaser and will be collected and discharged to the sanitary sewer.

Extended Detention Basins and LIDs

The Project WQMP identified principal constraints that could limit the use of low impact development (LID) BMPs including., impermeable soils, pollution, steep slopes, etc. The WQMP considers the existing conditions of the Project Site and provides a selection of LIDs and BMPs to be implemented during operation of the Project. The LIDs and BMPs would reduce impervious surfaces and incorporate landscape and other design measures to enhance water infiltration and treatment prior to release to downstream receiving waters. Conformance with all applicable permitting and incorporation of these measures would reduce impacts from construction to water quality to less than significant. No mitigation is required.

In addition to the LID BMPs, the Project includes two proposed extended detention basins (EBDs) located on the northerly and southerly portion of the Warehouse Site to help manage drainage flows as well as treat runoff. Based on nearby data, a layer of clayey soils is expected to extend 45 feet below ground

surface. Therefore, BMPS that focus on infiltration are not proposed, although some infiltration would still occur. The EDBs would be designed to detain the anticipated volume of stormwater and while maximizing opportunities for volume reduction through infiltration, the basins would use evaporation, evapotranspiration, and surface wetting to minimize off-site flows and reduce volumes of polluted runoff. Additional pollutant removal would be provided through settlement of sediment which allows pollutants to attach to sediment accumulated in the basin which can be later removed and kept from entering downstream areas.

Stormwater would enter the EDB through a forebay where trash, debris, and sediment would accumulate for later removal. Flows from the forebay would enter the vegetated portion of the basin(s). Vegetation would consist of native grasses that enhance infiltration and evapotranspiration. Other areas would be interspersed with gravel-filled trenches that help maximize infiltration potential. Water that does not infiltrate or that is transpired by plants would be conveyed to the bottom stage of the basin. This runoff would be treated using a sand filter and collected in a subdrain structure. Some water entering the basin would be detailed for an extended period by using a more restrictive outlet structure. This would extend the drawdown time within the basin maximizing the time for particles and associated pollutants to settle out. This would reduce the volume of pollutants from exiting the basin, while maximizing opportunities for additional incidental volume losses.

Functionality of the EDBs and LIDs would be maintained through routine upkeep. The EDBs would also undergo yearly maintenance and a five-year maintenance routine. The five-year maintenance of the EDB would include removal of the top three inches of sand from media filter and replacement to the original level. More routine maintenance for the water quality measures would include vegetation control with limited pesticides and herbicide use and application chemical controls focused on low flow areas and outside of the rainy season. Chemical application in the EDBs would only be applied to areas such that they would not affect the media filter(s). Maintenance also would include removal of trash and debris, inspection and repairs of inlets and outlets, checks for erosion, inspection of EDB media and the filtration drains, and removal of clogging and sediment, and repair to damage to the LIDs and BMPs throughout the Warehouse Site.

Industrial NPDES requirements

Specifically related to industrial uses, the NPDES program requires certain industrial land uses to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. On April 1, 2014, the SWRCB adopted an updated new NPDES permit for storm water discharge associated with industrial activities (referred to as the "Industrial General Permit") (SWRCB, 2014b). The new Industrial General Permit, which is more stringent than the former Industrial General Permit, became effective on July 1, 2015. Under this currently effective NPDES Industrial General Permit, the industrial uses such as but not limited to manufacturing, facilities subject to stormwater effluent limitations, transportation facilities, and other uses with typically heavy industrial uses would require permitting. Warehousing uses are not specifically included. Based on the future uses, if a covered use is implemented, the Warehouse Site could require NPDES coverage under this order (2014-0057-DWQ). This would require preparation of a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. This permit is

dependent upon a detailed accounting of all operational activities and procedures. Prior to final Project approval a detailed account of the proposed uses within the Warehouse facility would be provided to the City to determine if permitting would be required. If such permitting is required, the mandatory compliance with all applicable water quality regulations would reduce potential water quality impacts during long-term operation.

Conformance with all permitting requirements (NPDES, MS4) and implementation of a SWPPP to include BMPs for both construction and operation, and post construction LIDs through implementation of the Project WQMP would reduce impacts in this regard to less than significant. Therefore, even while Timoteo Creek is listed as an impaired body on the 303d list for indicator bacteria, the Project would not exacerbate this condition. Incorporation of the listed recommendations for construction and post construction controls would ensure impacts associated with violation of a water quality standard or waste discharge leading to substantial degradation or further degradation of surface or groundwater would be less than significant. Thus, additional mitigation beyond the requirements set forth by the federal, State, and local permitting agencies are not required.

Mitigation Measures

No mitigation is required.

Impact 3.9-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?

Level of Significance: Less than Significant Impact

CONSTRUCTION AND OPERATIONS

Water supply to the Project would be provided by the BCVWD. BCVWD service area includes the City of Beaumont and the majority of unincorporated Cherry Valley. The Project would connect to this municipal water system and would not use on-site wells nor would any other groundwater extractive activities occur. The Project would not directly draw water from the Beaumont basin or any other groundwater basin and it would not substantially deplete or decrease groundwater supplies. The Project would not have any direct impact from withdrawal of groundwater supplies in this regard. These impacts would be less than significant.

The City of Beaumont meets potable water demands with imported water supplies purchased through the San Gorgonio Pass Water Agency (SGPWA), Edgar Canyon groundwater, and groundwater stored in the Beaumont Basin. BCVWD's potable water system is supplied by 24 wells in Edgar Canyon and the Beaumont Groundwater Basin and is managed by the Beaumont Basin Watermaster. Groundwater supply is augmented with imported water from the State Water Project (SWP). Imported water is typically used for groundwater recharge at BCVWD's recharge facility at the intersection of Brookside Avenue. and Beaumont Avenue. While the Project would use some water from the groundwater source, the Project was planned for in BCVWD's 2015 UWMP which demonstrated adequate water supplies up to the year 2040.

The Project would be constructed on an existing site that is undeveloped and consists of bare and disturbed soils, a drainage, native habitat as well as upland and ruderal vegetation. While construction of the Project would introduce new impermeable surfaces to the site, the WQMP includes elements to help facilitate infiltration and reduce the effects of the new impervious areas. The WQMP include design measures such as LID and the two extended drainage basins and other stormwater drainage controls. These features would undergo final engineering to ensure runoff is captured and controlled, and allowed to infiltrate or be used by vegetation in the drainage features with a smaller volume requiring release downstream. Although the soil contains higher clay content, the timed-release would allow runoff more time to infiltrate the ground and facilitates recharge. In addition, water that does runoff from the Warehouse Site could enter San Timoteo Creek, which would flow downstream enabling groundwater recharge of downstream basins. Therefore, while the Project would change the groundwater recharge characteristics, with the required measures in place, the loss of the permeable area would not be substantial. Considering these facts, including the substantial efforts undertaken by BCVWD focused on groundwater recharge, the Project would not substantially deplete groundwater supplies and impacts would be less than significant

Mitigation Measures

No mitigation is required.

Impact 3.9-3: 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. Sustainably 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 of planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**
- iv. **Impede or redirect flood flows?**

Level of Significance: Less Than Significant Impact

DISCUSSION

Implementation of the Project would alter the existing ground contours of the Warehouse Site. The Warehouse Site is undeveloped, and construction of the warehouse would result in the placement of impervious surfaces where none currently exist. Although a similar overall drainage pattern would be replicated by the Project, the Project would remove the existing drainage course that runs through the Warehouse Site and result in changes to the site's existing internal drainage patterns.

The existing drainage course would be converted to a new underground storm drain that would convey off-site flows under the proposed development and release the water off-site in the existing natural

drainage where the water currently flows. Storm drain improvements also would be installed to collect and treat on-site stormwater flows from the Warehouse Site. On-site runoff would flow into two on-site extended detention basins and once the water has been treated it would be released into the storm drain to convey flows off-site near the southwestern corner of the site. The two drainage systems would prevent "comingling" the on-site and off-site flows and prevent downstream water quality degradation.

Construction of the site also would include the installation of on-site systems that would be integrated to the overall drainage plan. The on-site system would consist of drainage features designed to capture and control stormwater within the Warehouse Site. These measures may include, but would not be limited to, underground storm drainpipes, catch basins, underground infiltration basins, LIDs, and other structural BMPs. These drainage elements would temporarily capture and hold stormwater before conveying the stormwater that did not infiltrate, evaporate, or that was transpired by vegetation to the large drainage system before being conveyed off-site.

The Project would include four drainage management areas (DMAs) to ensure runoff from the various Project elements is properly controlled, given opportunity infiltrate, be used by plants, and settle pollutants prior to being conveyed for release to the downstream receiving waters. The DMAs were development based on the existing site characteristics, existing and proposed surfaces, soil types, and final Project design. ***Table 3.9-1: Drainage Management Area Classifications***, provides information about the DMAs, including the proposed surface type and the area of each DMA in both square feet and acres. Water from the DMAs would flow to LIDs and BMPs that have been specifically designed to provide for adequate treatment and to ensure an adequate Design Capture Volume (DCV) is provided.

Therefore, while the drainage pattern through the site would be altered, the overall drainage patterns and release points and flow regime from the Project site would not be substantially changed such that any of the significance criteria on the following pages would be exceeded.

Table 3.9-1 – Drainage Management Area Classification

Drainage Management Area	Surface Type	Area (sf)	Area (acres)
1A	Roof/Concrete/Asphalt	705,772	Type D
1B	Ornamental Landscaping	67,518	1.55
2A	Roof/Concrete/Asphalt	583,704	13.4
2B	Ornamental Landscaping	63,162	1.45
3	Ornamental Landscaping	28,314	0.65
4	Ornamental Landscaping	26,136	0.6

Source: WQMP, 2020
Note: DMA's 3 and 4 are self-treating areas.
DMA's 1A, 1B, 2A, and 2B flow to one of the extended LID BMP, detention basins

i. Result in substantial erosion or siltation on- or off-site?

CONSTRUCTION AND OPERATION

Construction of the Project would alter the existing drainage pattern of the site considering the existing site is generally undeveloped with no impervious surfaces. The Project would be required to conform with

the Sana Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance involves the preparation and approval of a SWPPP prior to initiation of any site disturbance. BMPS would be implemented in accordance with the SWPPP. These measures would reduce, minimize, or eliminate waterborne pollution, erosion, and siltation. BMPs may include but not be limited to, sandbag barriers, silt fences, soil stabilizers, reseeding, straw mats, and other ground covers. Conformance with these requirements and measures would ensure that erosion during construction is reduced to less than significant.

Operationally, the proposed drainage patterns have been designed to mimic the pre-development conditions. The use of impervious surfaces has been minimized to the extent feasible, meet City standards, and would maximize treatment and infiltration through the use of landscaping and the EDBs. Although, it was considered, it was not possible to use landscaping instead of pavement for vehicle movements due to the large truck fleet. However, to the extent practicable, the Project designs incorporate landscaping and other pervious areas. Storm drain improvements would consist of collecting and treating on-site flows prior to conveying them off-site to an existing storm drain system in 4th Street or directly into Coopers Creek.

Rooftop runoff would be conducted to the proposed BMPs and EDBs for treatment and two extended detention basins. Runoff from the southerly portion of the building, the southerly truck yard, and a portion of the easterly vehicle parking lot would drain to the southerly detention basin. The 100-year peak flow rate from these areas is approximately 44.3 cfs. Runoff from the northerly portion of the site and a portion of the easterly vehicle parking would drain northwesterly to the northerly extended detention basin. The 100-year peak flow rate from the site is approximately 36.9 cfs. After capture and release, the flows that do not infiltrate, evaporate, or that are transpired by plants flow westerly off-site into downstream water basins.

As discussed above, the existing drainage course that runs through the Warehouse Site would be converted to a new underground storm drain that would convey off-site flows under the proposed development and release the water off-site in the existing natural drainage where the water currently flows. This would be a closed system and no sedimentation or erosion would occur within the conveyance.

Storm drain improvements for collecting and treating on-site stormwater flows from the Warehouse Site would initially be captured by a series of integrated on-site drainage features designed to capture and control stormwater. These measures may include, but would not be limited to, underground storm drainpipes, catch basins, underground infiltration basins, LIDs, and other structural BMPs. Flows from these facilities would flow to one of two on-site extended detention basins. Once the water has been treated in the extended detention basins, it would be released into the storm drain prior to being released into the existing natural drainage course near the southwestern corner of the site. This design would result in the separation of the existing drainage and proposed stormwater control systems. This system would prevent "comingling" the on-site and off-site flows and prevent downstream water quality degradation.

Thus, while the Project would result in a modification to the on-site drainage and hydrology, the drainage plan has been designed with adequate capacity and treatment measures to ensure there is not a

substantial increase in siltation or erosion, and potential increases to flooding are minimized. Impacts in this regard would be less than significant and mitigation is not required.

Mitigation Measures

No mitigation is required

ii. Sustainably increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

CONSTRUCTION AND OPERATION

As discussed above, both construction and operation of the Project would result in a potential for increased runoff due to the baring of soils and introduction of impervious surfaces. The Project has been designed to control runoff both during and post construction. Grading and construction on the Warehouse Site would generally mimic the waterflow paths and facilitate infiltration, evapotranspiration, or evaporation as compared to the existing site condition. Stormwater flows from the Warehouse Site would continue to trend to the south and west to downstream areas and would not substantially alter the inflow or outflow of the natural flow regime.

The rate and amount of surface runoff versus infiltration on a given site is determined by multiple factors. This includes the volume and intensity of precipitation; amount of other imported water that enters a watershed; surface and subsurface soil layers vegetative cover, existing soils moisture content, slope, etc. While the Project would result in changes from the creation of impervious surfaces, the overall volume and time of concentration of storm water would not be substantially different from the pre-development condition for a two-year return frequency storm. The difference would be less than five percent.

The existing drainage course that runs through the Warehouse Site would maintain the same inflow point from the Caltrans culvert under Potrero Boulevard. and would have a similar outfall flow point near the western boundary of the Warehouse Site. Although the drainage would be altered and flow through an underground system, the flows would not substantially change and would not result in an increased potential for flooding on or off-site.

Similarly, although the on-site flows would be changed, the storm drain improvements for collecting and retaining water would ensure on-site and off-site flooding does not occur. The Project includes a series of integrated on-site drainage features designed to capture and control stormwater. These measures may include, but would not be limited to, underground storm drainpipes, catch basins, underground infiltration basins, LIDs, and other structural BMPs. In addition, the Project includes two on-site extended detention basins that would hold and treat stormwater prior to release downstream. This design separates the existing drainage and proposed stormwater control systems resulting in a system that prevents “comingling” and would ensure flows are maintained through adequate storage and timed release such that flooding does not occur.

Sizing of the extended detention basins was determined based a comparison of the post development conditions to the existing conditions. For the Project, two separate hydrographs were calculated for both the northerly and southerly detention basins. To meet hydrologic conditions of concern (HCOC) and

associated requirements, the required runoff volumes was achieved by using LIDs and hydromodification BMPs. Hydrographs were developed for the northerly and southerly portions of the site based on the 5-year 24-hour, 100-year 1-hour, 3-hour, 6-hour, and 24-hour events and runoff volumes were calculated to determine basin size. The water volume for the Project is approximately 205,926 cu-ft. The EDBs were designed to accommodate this flow and as a result, HCOCs would be addressed by the proposed EDBs. In sum the EDBs would provide the necessary 6.5 ac-feet of water storage.

Therefore, the Project would facilitate an adequate time of concentration on-site and reduce the potential for peak flows to impact off-site areas. Although impervious surfaces would be introduced, the post construction hydrologic conditions would be similar to pre-development conditions as discussed above, water release would be timed to ensure safe release of water. As such, the Project would not contribute to potential flooding on-site or to downstream receiving waters. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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

CONSTRUCTION AND OPERATION

As discussed in impacts HYD 3.9-3 i, ii, and below, the Project would comply with the requirements of the NPDES permits, which helps control water pollution by regulating point and non-point sources that discharge pollutants into receiving waters through the development of a SWPPP and implementation of BMPs.

The General Construction Permit requires implementation of a SWPPP, which would include previously discussed BMPs designed to minimize effects on storm water runoff. Preparation, implementation, and participation with both the NPDES General Permit and the General Construction Permit, including the SWPPP and BMPs, would reduce the potential for storm water flows to convey pollutants or other sediments off-site during construction of the Project. Conformance with these requirements would be verified prior to any Project approval and included as conditions of approval to any future project. Impacts would be less than significant.

As mandated by the RWQCB and through implementation of the SWQMP, the Project would include new storm water drainage system facilities that would be engineered, designed, and installed to satisfy the all water quality requirements. These measures would operate post construction and would include minimization of impervious surfaces, as feasible, and use of LIDs and BMPs, and the EDBs. All measures would be properly sized and integrated into the Project design to ensure post-development flows are accommodated and do not result in substantial sources of polluted runoff. As discussed above, the existing and proposed stormwater drainage systems would be separated to avoid comingling of flows and to avoid any on-site or downstream water quality impacts. Accordingly, the proposed on-site storm drainage would be addressed through the placement of two extended detention basin that would be fed by an on-site system with LIDs BMPS, and other localized improvements. Storm drain improvements

would consist of collecting and treating on-site flows prior to conveying them off-site and downstream receiving waters.

To ensure that the new storm water drainage improvements are planned and designed to satisfy these requirements as well as all other applicable standards and requirements, they would be verified by the City Engineer and incorporated as conditions of approval to all projects prior to the issuance of any construction permit. Compliance with these requirements would ensure impacts are less than significant and mitigation would not be required.

Mitigation Measures

No mitigation is required

iv. Impede or redirect flood flows?

CONSTRUCTION AND OPERATION

FEMA Flood Insurance Rated Map (FIRM) shows the Project Site is covered by panel 06065C0759H (effective 8/18/2014).

Based on a review of this panel, this is an area of minimal flood hazard. More specifically, the Project Site is located within "Zone X," which corresponds to areas with minimal flood hazard outside of the 500-year floodplain (also referred to as the 0.2% annual chance floodplain). Therefore, no portions of the Project Sites are located a 100-year flood hazard area and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 3.9-4: Is the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Level of Significance: No Impact

CONSTRUCTION AND OPERATION

The Project is inland and is not at risk for inundation due to a tsunami. The Project Site is not within a flood hazard are or seiche zone. Therefore, the Project is not at risk for release of pollutants due to Project inundation.

Mitigation Measures

No mitigation is required

Impact 4.10-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Level of Significance: No Impact

CONSTRUCTION AND OPERATION

As discussed in the Impacts discussions above, the Project Site is located within the Santa Ana River Basin and all construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan. This would require preparation and implementation of a SWPPP and applicable BMPs. The Project would be required to show conformance prior to any approval. With the existing proposed design elements and further conformance with NPDES requirements, the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan. In addition, the Project would not include drawing water from a well or any other ground water sources. The Project would receive potable water from the BCVWD. Therefore, the Project would not obstruct or prevent implementation of the management plan or sustainable groundwater management plan for any basin and potential impacts are less than significant.

Mitigation Measures

No mitigation is required.

3.9.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable hydrology or water quality impacts have been identified.

3.9.6 CUMULATIVE IMPACTS

Cumulative impacts to hydrology and water quality could occur as new development, redevelopment, and existing uses are ongoing within the watershed. This includes the Project, and other past, present, and future projects. Because parts of the watershed are already urbanized with suburban uses, growth is anticipated to consist of a mix of redevelopment as well as new development and consistent with past and present growth trends and planned development is anticipated to consist of a mix of uses (residential, commercials, industrial, etc.). New development would result in increases in impervious surfaces, and thus could generate increased runoff from the affected Project Sites. Depending on the characteristics of the other project sites, they would be required to prepare and implement SWPPPs with BMPs to control erosions and stormwater runoff in accordance with all required water quality permits and the Water Quality Control Plan. This would include conformance with the Santa Ana RWQCB's Santa Ana River Basin WQMP. As needed, projects would implement BMPs, including LID BMPs, to minimize runoff, erosion, and storm water pollution. As part of these requirements, projects would be required to implement and maintain source controls, and treatment measures to minimize polluted discharge and prevent increases in runoff flows that could substantially decrease water quality. Conformance to these measures would minimize runoff from those sites and reduce contamination of runoff with pollutants. Therefore, related projects are not expected to cause substantial increases in storm water pollution. With compliance with State and local mandates and implementation on a site by site basis, the impacts from the related projects should be mitigated to less than significant, and as the Project has no significant hydrology or water quality impacts, the cumulative impacts of the Project together with the related projects would not be cumulatively significant.

3.9.7 REFERENCES

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3.10 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (EIR) examines the Potrero Logistics Center Warehouse Project (Project) and its consistency or conflicts with the applicable land use plans, policies, and regulations from Federal, State, and local agencies. The section also evaluates the potential impacts that the Project may have regarding its own land uses, but also the potential impacts to nearby land uses and developments. Information for this section was obtained from the City of Beaumont General Plan and the Riverside County General Plan's The Pass Area Plan.

3.10.1 ENVIRONMENTAL SETTING

The Project Site is currently located within two jurisdictions: the City of Beaumont (City) and unincorporated Riverside County (County). As previously discussed, Assessor Parcel Number (APN) 424-010-020 (21.32 acres) is in the City and currently has a General Plan land use designation of Industrial (I) and a zoning designation of Manufacturing (M). APNs 424-010-009 and 424-010-010 (referred to as the Annexation Area) are currently located in the County but would be annexed to the City as part of the Project. The current land use designation for both parcels is Rural Residential (RR) and the current zoning designation for both parcels is Controlled Development Area (W-2-20). The proposed warehouse development would occur on the 21.32-acre City parcel (APN 424-010-020) and the 9.94 acre County parcel (APN 424-010-009) (collectively referred to in the EIR as the Warehouse Site). Implementation of the proposed warehouse development would require land use and zone changes to the existing designations to County parcels, and annexation of the parcels in the County to the City.

The proposed General Plan Use Amendment designation for all Project parcels would be Industrial (I) and the proposed prezoning (for County parcels) designation would be Manufacturing (M) to follow the City's land use and zoning designations. As noted above, the Warehouse Site on which the proposed warehouse facility would be constructed encompasses two of the Project parcels. The third parcel, APN 424-010-010, would remain vacant and undeveloped, but land use and zoning changes would be adopted for this parcel. In addition, a Residential Overlay Zone would be adopted for APN 424-010-010. Overlay Zones refer to specific areas of the City where special development standards are applicable. Within these zones, additional development standards for defined areas (i.e., overlay zones) would be authorized, in addition to standards provided in the base zones. At this time, no development is proposed as part of this Project, there is no development application pending, and is, therefore, not considered in any additional detail other than as part of the annexation action.

A Residential Overlay Zone for APN 424-010-010 is proposed to comply with the requirements of Senate Bill (SB) 330, also known as the Housing Crisis Act of 2019, which was signed into law on October 9, 2019. Government Code § 66300(b)(1)(A) was enacted and provides that agencies shall not "chang[e] the general plan land use designation, specific plan land use designation, or zoning…to a less intensive use… below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018." For purposes of Government Code § 66300(b)(1)(A), a "less intensive use" includes, any changes that would lessen the intensity of potential housing development. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided at the time of project approval. The proposed

General Plan Amendment on the 9.94-acre APN 424-010-009 (which is part of the Warehouse Site) would change the land use from Rural Residential (RR) to Industrial (I). Consequently, this land use amendment would remove the potential for developing seven residences on these 9.94 acres of the Warehouse Site.

In order to address the loss of potential housing units, the Project also includes the adoption of a Residential Overlay Zone that would allow residential development on the 28.41-acre APN 424-010-010 Annexation Area of the Project Site. The Project proposes the adoption of a Single Family Residential (R-SF) Overlay Zone that would allow for, but does not propose, development on the 28.41 acres at a density that would permit seven single family residential units to replace the seven single-family units currently allowed under the Rural Residential (RR) land use designation. The overlay zone preserves the ability for future development of these 28.41 acres within the Project Site at a residential density that ensures the residential capacity of the 38.35 acres being annexed to the City as part of the Project is maintained. The Project does not remove any existing residential units and does not propose to construct any residential units.

GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The overlay zone standards are intended to ensure that proposed uses and development result in a desirable character consistent with the General Plan.

The proposed General Plan Use Amendment designation for all Project parcels would be too Industrial (I) and the proposed prezoning (for County parcels) designation would be Manufacturing (M) to follow the City's land use and zoning designations. A Residential Overlay Zone in compliance with SB 330 would be adopted for APN 424-010-010 (28.41 acres). Upon approval of the land use and zoning changes for the Project parcels, the City would request approval of annexation through the Local Agency Formation Commission (LAFCO) for the County parcels to be incorporated into the City. Refer to ***Table 3.10-1: General Plan Land Use and Zoning Designations,*** below for current and proposed land use and zoning designations:

Table 3.10-1: General Plan Land Use and Zoning Designations, describes the existing conditions of the Project Site and surrounding land uses.

Table 3.10-1: General Plan Land Use and Zoning Designations

Location/APN		Size Acres	Existing General Plan Land Use Designation	Existing Zoning Designation	Proposed General Plan Land Use Designation	Proposed Zoning Designation
Project Site	424-010-020 (City)	21.32	Industrial (I)	Manufacturing (M)	Industrial (I)	Manufacturing (M)
	424-010-009 (County of Riverside)	9.94	Rural Residential (RR)	Controlled Development Area (W-2-20)	Industrial (I)	Manufacturing (M)
	424-010-010 (County of Riverside)	28.41	Rural Residential (RR)	Controlled Development Area (W-2-20)	Industrial (I)	Manufacturing (M) with Residential

Location/APN	Size Acres	Existing General Plan Land Use Designation	Existing Zoning Designation	Proposed General Plan Land Use Designation	Proposed Zoning Designation
					Single Family (RSF) Overlay Zone
Total	59.67				
North		(SFR) Single-Family Residential (UV) Urban Village (OS) Open Space	(SPA) Specific Plan Area	*No Change*	*No Change*
South		Rural Residential (RR)	County of Riverside	*No Change*	*No Change*
East		Rural Mountainous (RM)	County of Riverside	*No Change*	*No Change*
West		County of Riverside	County of Riverside	*No Change*	*No Change*

Sources: City of Beaumont. 2020. Land Use Map Final. http://www.beaumontca.gov/DocumentCenter/View/36839/Beaumont-Land-Use-Map-Final (accessed August 2021); City of Beaumont. 2020. Zoning Map Final. http://www.beaumontca.gov/DocumentCenter/View/36840/Beaumont-Zoning-Map-Final (accessed August 2021); County of Riverside. 2017. The Pass Area Plan, Figure 3: The Pass Area Plan Land Use Plan. https://planning.rctlma.org/Portals/14/genplan/2019/ap/PAP_102417.pdf (accessed August 2021); and County of Riverside. ND. May My County. https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public (accessed August 2021).

The existing General Plan Land Use designations for the Project parcels are based on the adopted City's Elevate Beaumont 2040 - General Plan Update, Land Use Map Final and the County's The Pass Area Plan.

3.10.2 REGULATORY SETTING

FEDERAL

There are no federal land use regulations that are applicable to the Project.

STATE

California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law, §§ 65000 to 66499.58. Under State planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

Housing Crisis Act of 2019 - Senate Bill 330 (SB 330)

Pursuant to SB 330, also known as the Housing Crisis Act of 2019, which was signed into law on October 9, 2019, Government Code § 66300(b)(1)(A) was enacted and provides that agencies shall not "chang[e] the general plan land use designation, specific plan land use designation, or zoning…to a less intensive use…below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018." For purposes of Government Code § 66300(b)(1)(A), a "less intensive use" includes any changes that would lessen the intensity of potential housing development. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided at the time of project approval. Thus, because the proposed General Plan Amendment on the Warehouse Site would remove the potential for developing seven residences on the Warehouse Site, the Project includes the adoption of a residential overlay zone that would allow residential development over the 28.41-acre APN 424-010-010 portion of the Annexation Area.

REGIONAL

Southern California Association of Governments (SCAG)

SCAG is the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 19 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the Federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the State level. SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as the development of integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the Air Quality Management Plan (AQMP).

2016 Regional Transportation Plan/Sustainable Communities Strategy

The passage of California SB 375 in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light-duty trucks (Government Code § 65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS closely integrates land use and transportation so that the region can grow smartly and sustainably. SCAG works closely with local jurisdictions to develop the 2020-2045 RTP/SCS, which incorporates local growth forecasts, projects and programs, and includes complimentary regional policies and initiatives. The 2020-2045 RTP/SCS considers new patterns of development as the

regional economy continues to recover and grow, the composition of population changes, the housing market responds to evolving needs, and demands and mobility innovations emerge. The 2020-2045 RTP/SCS also includes a long-term strategic vision for the region that will help guide decisions for transportation and how land is used, as well as the public investments in both, through 2045.

LOCAL

City of Beaumont General Plan

The Land Use and Community Design Element

The Land Use and Community Design Element establishes goals and policies to accommodate City growth and development over time. This Element complies with the State requirements for a Land Use Element and a Community Design Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3, Beaumont General Plan Consistency Analysis*** at the conclusion of this section. The following goals and policies are applicable to visual resources:

Goal 3.1: ***A City that maintains and expands its commercial, industrial and other employment-generating land uses.***

Policy 3.4.1: Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City's location near the I-10 and the SR-60 Freeways.

Policy 3.4.6 Continue to promote the maintenance and preservation of industrial activities and businesses that contribute to the City's economic and employment base.

Policy 3.4.7 Encourage the continued expansion of the City's industrial districts to accommodate economic development and growth.

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.

City of Beaumont Municipal Code

Title 17 - Zoning

This Title (Title 17) shall be known as the Zoning Ordinance of the City of Beaumont and may also be referred to hereinafter as the Zoning Ordinance. This Zoning Ordinance was adopted pursuant to Article XI, Section 7 of the Constitution of the State of California and was prepared in compliance with the requirements of Title 7 of the Government Code. This Zoning Ordinance is enacted pursuant to the authority vested in the City of Beaumont by the State of California Constitution, the State of California Planning, Zoning, and Development Laws (Government Code §§ 65000 et. seq.), the State of California Subdivision Map Act (Government Code §§ 66510 et. seq.), and the State of California Health and Safety Code. The City of Beaumont Zoning Ordinance consists of the following:

A. Zoning Ordinance. The Zoning Ordinance establishes zoning districts (also referred to as zones) 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.

B. Zoning Map. The zoning map delineates the boundaries of the zoning districts that are applicable to specific properties within the City.

3.10.3 STANDARDS OF SIGNIFICANCE

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning Land Use and Planning. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

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?

METHODOLOGY AND ASSUMPTIONS

The Project, its associated design, and land annexation, is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning land use. This analysis considers the Project's design and proposed uses for consistency with existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. In accordance with CEQA requirements, if significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures would be recommended to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on land use and planning components examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts; and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment. This includes consideration that if the Project is approved and parcels are annexed, all Project parcels would be located entirely with the limits of the City of Beaumont. The evaluation of impacts on land use also includes an evaluation of potential conflicts that would arise from construction of infrastructure including improvements to the Potrero Boulevard and 4th Street that are ongoing as separate projects, improved access, and changes to the character of the site that may result in a substantial conflict with the thresholds.

The baseline conditions and impact analyses are based on: review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on land use and planning standards considers the available policies and

regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

3.10.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: Would the Project physically divide an established community?

Level of Significance: Less than Significant Impact

CONSTRUCTION AND OPERATIONS

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area(s). The Project would result in the development on approximately 32 acres in the northerly portion of the site, leaving approximately 28 acres undeveloped in the southerly portion of the site.

The Project Site is in a primarily undeveloped portion of the City and its Sphere of Influence. The parcels contained small structures in the past that have since been removed, but remnant concrete pads and debris are still present. The Project Site has also been subject to disturbances from vehicles and other human activities.[1] There are no established residences or an existing community within the Project Site. There are no established communities immediately adjacent to the Project Site; however, there is a large subdivision being constructed on the northerly side of State Route 60 (SR-60). The Project Site does not contain any established roadways that are used as linkages between communities or other residential areas. Surrounding parcels are primarily vacant or open space. As noted above, the nearest residential development would be located north of the SR-60, approximately 1,000 feet away from the site.

Given the primarily undeveloped and vacant nature of the site vicinity, the Project Site is not used as a connection between any established communities. Connectivity in the surrounding area is facilitated via SR-60 at the 6th Street off ramp and local access is provided via 4th Street. The Project would not result in changes to these roadways such that their use would be substantially altered or effectively divide an established community or existing infrastructure. The Project would increase future local access through the construction of the Potrero Boulevard extension. Therefore, the physical improvements associated with the Project would not divide established communities or impede movement adjacent to or through the surrounding areas. Impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 3.10-2: 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?

Level of Significance: Less Than Significant Impact

[1] Partner Engineering and Science, Inc. (2018). *Phase 1 Environmental Site Assessment*. Pages 6 and 7. Torrance, CA: Jeremy Russell.

For the reasons set forth below and in the General Plan consistency analysis set forth in ***Table 3.10-3***, the Project does not conflict with any current or draft plans, policies, or regulations that have been adopted for the purpose of avoiding or mitigating environmental impacts. Therefore, the Project would have a less than a significant impact.

CONSTRUCTION AND OPERATIONS

SCAG 2020-2045 RTP/SCS Strategies

The Project, as designed would be compatible with the strategies proposed by SCAG in its 2020-2045 RTP/SCS. These strategies were a collaborative effort between SCAG and local agencies with the intention of not only managing regional growth, but also maximizing ecological health. ***Table 3.10-2: Project Compatibility with SCAG 2020-2045 RTP/SCS Goals*** below describes the Project's compatibility with the goals proposed in SCAG's 2020-2045 RTP/SCS, Connect SoCal. Due to the Project's consistency with SCAG's 2020-2045 RTP/SCS goals, no significant impact is expected in this regard.

Table 3.10-2: Project Compatibility with SCAG 2020-2045 RTP/SCS Goals

RTP/SCS Strategies [1]	Project Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	**Consistent**: The Project includes development of a warehouse facility. The Project would add to economic development of the region by adding a new logistics and merchandise distribution facility. This would provide both temporary and permanent employment opportunities and add to the tax base and generate revenue for the City.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent**: The Project consists of a warehouse logistics facility and as such, is limited in its capacity to maximize mobility or contribute to local or regional accessibility. At the local level, the Project includes street improvements adjacent to the Project Site which would provide increased connectivity to regional circulation elements including State Route 60 (SR-60) and the Interstate 10- (I-10) freeway. The Project also provides adequate ingress and egress to ensure circulation on Potrero Boulevard and 4th Street functions efficiently. In addition, the Project is located in an area that is planned to enhance the overall efficiency and regional capacity to distribute goods and products.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent**: The Project would result in construction of a logistics distribution warehouse and does not include any regional transportation improvements that would result in broad improvements to safety. As discussed above, the Project includes a design that would ensure adequate interior circulation and access and egress to the Project Site. The Project design would ensure adequate visibility and other emergency access is provided and reduce conflicts between trucks and other vehicles on the adjacent roadways. The Project would improve the local and regional reliability related to the transportation and delivery of goods and services.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Consistent**: The Project is a local development project and does not include any elements that would directly enhance a sustainable regional transportation system. As discussed in responses to Goals 1, 2, and 3, the Project makes indirect contributions through ensuring safety, local

Table 3.10-2: Project Compatibility with SCAG 2020-2045 RTP/SCS Goals

RTP/SCS Strategies [1]	Project Consistency
	transportation improvements, and improving regional distribution of goods and products. See also, responses to Goals 1, 2, and 3, above.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent:** As a part of the City's Climate Action Plan, an adoption of GHG reduction strategy, the City adopted GHG reduction measures to reduce emissions and conserve energy. Development of the Project site would be consistent with current building codes, state and Federal requirements including Green Building Standards. This includes energy-efficient buildings and use of construction and grading equipment that complies with current AQ standards, etc.
Goal 6: Support healthy and equitable communities.	**Consistent:** The Project would be consistent with the Industrial (I) designation and the development standards. The Project would be constructed to current building codes, state and Federal requirements including Green Building Standards.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent:** The Project would construct roadway improvements, infrastructure, and a building to support uses consistent with the 2020-2045 RTP/SCS and consistent with current building codes, State and Federal requirements including Green Building Standards. This includes energy-efficient buildings and use of construction and grading equipment that complies with current AQ standards, etc. See ***Section 3.2, Air Quality, Section 2.7, Greenhouse Gas Emissions,*** and ***Section 3.13, Transportation***.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Not Applicable**: The Project site would have a General Plan and Zoning designation Industrial (I) and Manufacturing (M), respectively. No residential development is proposed.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Not Applicable:** The Project site is located within an urbanizing area designated for Industrial (I) development. There are no designated agricultural lands or farmlands in the area or habitat restoration areas. As a result, industrial development is permitted for this property.

[1] Source: SCAG. 2020. *Connect SoCal*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176 (accessed August 2021).

General Plan Analysis

The Project is located on three parcels, one of which lies within City boundaries and two of which are currently located within the jurisdiction of the County of Riverside, but both of which would be annexed to the City as part of the Project. The Project includes a SOI boundary adjustment and proposed annexation of the County parcels into the City. The proposed annexation would require the approval of the Riverside County LAFCO, a responsible agency for this EIR. Upon approval of the SOI amendment and annexation, the Project and its development would be under the purview of the City, its General Plan and associated goals and policies. This section focuses on Project consistency with the City General Plan and is shown in ***Table 3.10-3: City of Beaumont General Plan Consistency Analysis Table*** at the close of this section. This table provides a brief analysis of the Projects consistency with the applicable City General Plan goals and policies.

City of Beaumont Municipal Code and Zoning Ordinance

The Project includes three parcels: one parcel (APN 424-010-020) is located within the City of Beaumont, and two others are located within the County but proposed to be annexed into the City (APN 424-010-009 and APN 424-010-010). The proposed warehouse facility would be built on APN 424-010-020 and APN 424-010-009. The southernmost parcel that is currently in the County but part of the annexation action (APN 424-010-010) would not be developed. The Project includes adopting Manufacturing (M) zoning for all three parcels. The two parcels within the County would be prezoned Manufacturing(M) which would go into effect upon completion of annexation into the City.

In addition to the proposed base zoning change to Manufacturing (M), a Residential Single Family (R-SF) overlay zone is proposed over the southernmost parcel (APN 424-010-010) to comply with the requirements of SB 330.

The Residential Zoning overlay would allow for future development of single-family homes within the 28.41 acre parcel to accommodate the seven unit development potential that would be lost as a result of the zone change and warehouse development on APN 424-010-009 (the County parcel currently designated for Rural Residential [RR} use). The Project would not remove any existing residential units, nor does it propose to construct any residential units as part of the Project. The purpose of SB 330 and the adoption of the proposed Residential Overlay is to address the loss of housing potential that would result from the warehouse development. Thus, the proposed residential overlay zone preserves the ability for future development with the 28.41 acres included in the Annexation Area at a Rural Residential (RR) density that is currently allowed under the County of Riverside's General Plan and Zoning Ordinance. No conflicts with the City's existing zoning code have been identified.

Chapter 17.03 of the City's Municipal Code, and subsection 100 – Manufacturing Zone (M Zone) lists allowable uses within the zones. The warehouse also would include two office spaces that would be needed to facilitate operation of the facility. Permitted uses includes retail sales of goods manufactured or stored on-site and bulk postal service facilities. The Project is consistent both these allowable uses as it would result in the construction and operation of warehousing and logistics facility for shipping of goods and products. Accordingly, one of the Project objectives is to facilitate the movement of goods, which the Project, based on its location in close proximity to SR-60 and I-10 freeways and other planned uses in the vicinity, would do.

Final design of the Project would be designed to conform to all lot area and structure dimension requirements unless variances or modifications are approved. This would be verified during the planning and review process conducted by the City. The Project Site would be designated Industrial (I) under the City's General Plan. In order to ensure consistency with this General Plan land use designation, Manufacturing (M) zoning has been adopted which allows for development of warehouse uses. Therefore, the Project would contain uses that are allowed for by the General Plan Industrial (I) land use designation and the Municipal Code's Manufacturing (M) zone.

Western Riverside Multiple Species Habitat Conservation Plan (MSHCP)

The Project is consistent with the MSHCP policies found Section 6 which include Riparian/Riverine Areas, Vernal Pools; Narrow Endemic Plant Species; Urban/Wildlands Interface; and Surveys for Special Status Species (burrowing owls). Additional information regarding the MSHCP is provided in ***Section 3.3: Biological Resources***. While the Project is not mapped within any MSHCP Criteria Cell or subunit, based on its location within a "Rough Step Area," which warrants consideration in relation to development approvals based on weather patterns, geography, soils, geology, and the potential for the presence of 37 plant communities. The Project Site is located in an area designated as Rough Step 2. As such, the Project would require additional surveys for Los Angeles pocket mouse (*Perognathus longi membris brevinasus*; discussed in ***Section 3.3: Biological Resources***), consideration given to riparian/riverine areas that are occupied by least Bell's vireo (*Vireo bellii pusillus*) and that have records of southwestern willow flycatcher (*Empidonax traillii extimus*). To account for loss of riparian and riverine habitat the Project would require a Determination of Biologically Equivalent or Superior Preservation (DBESP) document to address the lost functions and values and how the losses would be replaced in an "equal to or greater than" fashion. The DBESP is reviewed and approved by the Western Riverside County Regional Conservation Authority, and is separate from any regulatory review/permitting by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, or California Department of Fish and Wildlife.

In addition, consistent with the MSHCP, the site is located within a burrowing owl (BUOW; *Athene cunicularia*) survey area, and while an initial BUOW habitat assessment was conducted and no suitable habitat was found, mitigation measures for pre-construction nesting bird surveys, discussed in ***Section 3.3: Biological Resources***, would further ensure impacts to BUOW would not occur. Lastly, according to the MSHCP, the site is located within a Narrow Endemic Plant Species survey area for Marvin's onion (*Allium marvinii*) and multi-stemmed dudleya (*Dudleya multicaulis*). Due to site conditions, and elevations, and the lack of the species during the site assessment, no additional survey or analysis for these species was warranted. Therefore, applicable portions of the MSHCP have been accounted for in relation to the Project and impacts would be less than significant.

Project Consistency Determination

The Project is consistent with all applicable land use planning documents, and where applicable would receive variances or modifications as allowed by the codes and regulations, and upon review and approval of the applicable regulatory board. In addition, all associated environmental impacts from the design of the Project are evaluated and appropriately disclosed in the respective sections of the EIR. Upon City approval of the General Plan Amendment and prezone, the Project would be consistent with applicable planning documents, policies and Zoning Code requirements. The Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

Mitigation Measures

No mitigation is necessary.

3.10.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable land use or planning impacts have been identified.

3.10.6 CUMULATIVE IMPACTS

The geographic scope for cumulative impacts related to land use includes closely related past, present, and reasonably foreseeable future projects located in the surrounding area. Regarding conflicts with any land use plan, policies, or regulations, approval of the Project and implementation of the mitigation measures identified in this EIR would ensure that the Project complies with applicable goals, policies, and regulations implemented by the County and City or other regulatory agencies with authority over on-site resources, or other land use planning authority. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. This is true with regard to land use compatibility impacts, which are generally a function of the relationship between the interactive effects of a specific development site and those of its immediate environment. Existing as well as future cumulative development within the surrounding area is anticipated to occur in accordance with the City's General Plan and Municipal Code and be evaluated as such the same as the Project. Therefore, the Project, in conjunction with these other projects, is not anticipated to introduce incompatible uses and substantially conflict with the operation of surrounding land uses.

The Project would not physically divide an established community because it does not block access to any existing neighborhoods or existing uses in the vicinity of the Project Site. The Project would provide increased connectivity within the area with improvements to Potrero Boulevard and 4th Street that would connect to regional freeways, including SR-60 and I-10. Therefore, the Project would not make a cumulative contribution to impacts associated with conflicts with land use planning documents or related policies and regulations. These impacts are less than cumulatively considerable and less than significant.

3.10.7 REFERENCES

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Table 3.10-3: Beaumont General Plan Consistency Analysis

General Plan Policy [1]	Project Consistency Determination
THE LAND USE AND COMMUNITY DESIGN ELEMENT	
Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.	
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.	**Consistent:** The Project would be developed on vacant parcels on the southwestern portion of the City. Also, the City does not contain any designated scenic vistas. Therefore, the Project would not conflict with provisions regarding scenic vistas or harsh terrain.
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.	**Consistent**: A geotechnical and engineering report was prepared for the Project. The report contains recommendations and measures needed to reduce the potential impacts from seismic and other geological hazards. Final Project design would be consistent with the recommendation and all other building code standards.
MOBILITY ELEMENT	
Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.	
Policy 4.1.1: Reduce vehicular congestion on auto-priority streets to the greatest extent possible.	**Consistent**. The Project would make needed roadway improvements or make a fair share contribution to the City for improvements needed to maintain an adequate level of service on roadways that would experience an increase in vehicle traffic due to Project implementation.
Policy 4.1.2: Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.	**Consistent.** The Project would include development of Potrero Boulevard and 4th Street. Both streets would include improvements consistent with City standards and have been designed to anticipate future traffic demands of the Project and also considers future development in the area.
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.	
Policy 4.6.1: Prioritize goods movement along specific routes in the city, consistent with the adopted layered network, to foster efficient freight logistics.	**Consistent**. The Project has been designed to efficiently and safely conduct truck traffic via the Potrero Boulevard and 4th Street improvements made as part of the Project to the regional freeways SR-60 and I-10. Anticipated truck traffic was used to determine the needed roadway capacity.
Policy 4.6.2: Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.	**Consistent:** See discussion of Policy 4.6.1 above. Note that the nearest sensitive receptor is approximately than 550 feet from the Project site.

General Plan Policy [1]	Project Consistency Determination
COMMUNITY FACILITIES AND INFRASTRUCTURE ELEMENT	
Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.	
Policy 7.2.6: Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.	**Consistent**: The Project would be served by planned infrastructure improvements that would be installed within existing right-of-way and easements. Services would tie into existing lines as needed and be extended into the Project site as part of the proposed development. The availability of water and wastewater would be adequate to serve the Project.
Policy 7.2.7: Continue to optimize groundwater recharge from new and redevelopment projects by infiltrating stormwater in accordance with State, regional, and local requirements	**Consistent**: The Project would conform to all National Pollution Discharge Elimination System (NPDES) permits and implement and Storm Water Pollution Prevention Plan (SWPPP), that would include measures such as use of hay bales, silt fences, revegetation, etc., to reduce sediment in runoff. The Project also includes detention basins, which would promote settlement of sediments in post construction storm water runoff keeping it from entering downstream waters.
Policy 7.2.10: Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.	**Consistent**: The Project would be served by existing utilities and services. Existing service lines are present in proximity to the Project area and would be extended within planned roadway and easement improvements and extended into the Project site as needed as part of the proposed development.
Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.	
Policy 7.3-7: Update and improve water conservation and landscaping requirements for new development.	**Consistent**. The Project would include the use of low water use landscaping vegetation and include an irrigation system that would minimize water use. All interior plumbing and areas using water would use low flow and water conserving appliances.
Goal 7.4: Incorporate sustainable and improved stormwater management practices.	
Policy 7.4.1: Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.	**Consistent:** See discussion of Policy 7.2.7 above.
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.	**Consistent:** See discussion of Policy 7.2.6 and 7.2.10 above.
Goal 7.5: Manage and effectively treat storm water to minimize risk to downstream resources.	

General Plan Policy [1]	Project Consistency Determination
Policy 7.5.1: Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.	**Consistent**: The Project would comply with all NPDES permits, which would minimize soil loss during construction. Mitigation has also been included to minimize erosion soils loss or movement through creation of ponding areas and immediate revegetation of slopes.
Policy 7.5.3: Minimize pollutant discharges into storm drainage systems, 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.	**Consistent:** See discussion of Policy 7.2.7 and 7.5.1 above.
Policy 7.5.4: Require new development to fund fair-share costs associated with the provision of stormwater drainage systems, including master drainage facilities.	**Consistent:** The Project would pay all applicable development impact fees, which would be used by the City to offset some of the cost for infrastructure and facility improvements.
Policy 7.5.5: Require hydrologic/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.	**Consistent:** See discussion of Policy 7.2.7 and 7.5.1 above.
Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.	
Policy 7.6.5: Ensure construction demolition achieves the State's 65 percent target for material salvage and recycling of non-hazardous construction materials.	**Consistent:** The Project would comply with any applicable Federal, State, and local regulations. This includes the integrated waste management regulations.
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.	**Consistent:** See discussion of Policy 7.2.6.
Policy 7.8.3: When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.	**Consistent:** The Project would comply with any applicable Federal, State, and local regulations. This includes policies related to undergrounding utilities.
CONSERVATION AND OPEN SPACE ELEMENT	
Goal 8.4: A City that improves awareness and mitigation of negative air quality impacts.	
Policy 8.4.2: Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on	**Consistent**: The proposed Project would comply with the South Coast Air Quality Management District (SCAQMD) rules and regulations minimizing impacts from air emissions. Measures such as watering and seeding of bare ground, minimizing idling of

General Plan Policy [1]	Project Consistency Determination
sensitive population groups, and ensure that City concerns are resolved early in the process.	equipment and trucks, covering of loads, implementation of a Transportation Demand Management (TDM) plan, etc., would help improve air quality.
Policy 8.4.3 Avoid the siting of new projects 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 centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.	**Consistent:** As shown in EIR Section 3.2.1, the nearest sensitive receptor to the Project is approximately 550 feet from the Project site. Therefore, the Project would not conflict with this policy.
Goal 8.5 A City that preserves and enhances its natural resources.	
Policy 8.5.1: Minimize the loss of sensitive species and critical habitat areas in areas planned for future development**.**	**Consistent**: The Project would be consistent with the requirements of the MSHCP and includes mitigation as required to account for impacts to special status species and habitats. The Project also includes the annexation of approximately 28 acres that would remain undeveloped.
Policy 8.5.2: Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer, minimize new impervious surface, minimize light pollution, and emphasize native landscaping.	**Consistent**: The Project is consistent with the requirements of the MSHCP and includes mitigation as required to account for impacts to special status species and habitats. The southerly 28 acres the annexed parcel would remain undeveloped. Conformance with the MSHCP would and leaving the area undeveloped would mitigate Project impacts to less than significant.
Policy 8.5.3: Encourage new development to support a diversity of native species and manage invasive species.	**Consistent:** See discussion for Policies 8.5.1 and 8.5.2.
Policy 8.5.7: Discourage the use of plant species on the California Invasive Plant Inventory	**Consistent:** See discussion for Policies 8.5.1 and 8.5.2.
Goal 8.6: A City that protects and enhances its scenic vistas and views.	
Policy 8.6.4: When grading is necessary, encourage grading for new development that complements the surrounding natural features.	**Consistent:** See discussion for Policy 3.2.12 above.
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.	**Consistent**: The Project would occur on the southwesterly side of the intersection of SR-60 and Potrero Boulevard, in an area that is not designated as a hillside or mountain development. Despite the undeveloped state of the Project site, it is not designated as open space.
Goal 8.7: A City where open space is preserved and used for resource conservation and/or recreation.	

General Plan Policy [1]	Project Consistency Determination
Policy 8.7.5: Preserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes.	**Consistent**. The Project is located in a Federal Emergency Management Agency (FEMA) zone X, which indicates areas of minimal flood hazards. The Project would modify the existing drainage but with the implementation of design features such as bio swales and retention basins, the Project would not increase any flood hazard.
Goal 8.8: A City where the natural and visual character of the community is preserved.	
Policy 8.8.1: Promote the maintenance of open space through the implementation of the General Plan.	**Consistent**. The Project would occur on a total of approximately 60 acres with 32 acres would be developed with the warehouse logistics facility and approximately 28 acres would remain undeveloped and open within the southerly portion of the Project site. The Project is consistent with open space elements defined in the general plan.
Policy 8.8.2: Protect and preserve open space and natural habitat wherever possible.	**Consistent:** See discussion for Policies 8.5.2
Goal 8.10: A City that promotes the protection of biological resources through MSHCP implementation.	
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.	**Consistent:** See discussion for Policies 8.5.1 and 8.5.2.
Policy 8.10.5: Require project proponents to hire a CDFW-qualified biologist to 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.	**Consistent:** Mitigation Measure (MM) BIO-1 involves the acquisition of a biological monitor who would oversee the surveying of the site for sensitive species and nesting sites.
Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.	
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.	**Consistent**: The Project does not contain any structures or known cultural or archaeological resources. Any resources that are located will be document and removed or preserved in place.
Policy 8.11.2: Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.	**Consistent:** On July 24, 2020, correspondence in accordance with AB 52 was completed. This correspondence also fulfills the requirements of SB 18 which was required because the Project includes a General Plan Amendment. The letters were sent to individuals and organizations that had previously requested notification of projects and was based on City and NAHC records.

General Plan Policy [1]	Project Consistency Determination
Policy 8.11.4: Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act, California Public Resources Code Amended Statutes 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.	**Consistent**: The Project site does not include any areas with known cultural or historic resources. The Project includes a worker education protocol and measures that account for inadvertent discovery of buried resources. Any located resources will be document and recovered or preserved in place if possible.
SAFETY ELEMENT	
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.	**Consistent**: The Project includes design measures to increase site safety including creation of open areas around the building. The Project also includes a security system that would be available to law enforcement for investigative purposes.
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	**Consistent**. The Project has been designed with appropriate lighting and environmental design elements with visible areas, and strategically placed vegetation to make the site less attractive to crime. In addition, the police department would review the Project for conformance with applicable safety and security guidelines.

General Plan Policy [1]	Project Consistency Determination
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.	**Consistent**: The Project would not make direct contributions to enhancing emergency services, but the Project includes appropriately designed emergency access points, fire access lanes, and 360-degree building access.
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.	**Consistent:** See discussion for Policy 9.5.1 above.
Policy 9.5.3: Provide an adequate level of paramedic service for emergency medical aid for patients.	**Consistent:** See discussion for Policy 9.5.1 above.
Policy 9.5.6: Provide fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.	**Consistent:** The Project would comply with any applicable Federal, State, and local regulations. This includes policies related to fire safety and fire suppression.
Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.	
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 Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.	**Consistent**. The Project would be designed with landscaped and parking areas between the proposed structure and undeveloped lands that may be subject to fire.
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.	**Consistent:** See discussion for Policy 9.6.3 above.
Policy 9.6.6: Require property owners to clear brush and high fuel vegetation and maintain firesafe zones (a minimum distance of 30 feet from the structure or to the property line, whichever is closer) to reduce the risk of fires. For structures located within a Very High	**Consistent**. See discussion for Policy 9.6.3 above.

General Plan Policy [1]	Project Consistency Determination
Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.	
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 fire-retardant vegetation) to reduce the threat of wildfires. Fuel modification areas shall be located within the project site and shall be clearly delineated on grading plans.	**Consistent:** See discussion for Policy 9.6.3 above.
Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.	
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.	**Consistent:** See discussion of Policy 3.12.3.
Goal 9.11: A City with minimized risk associated with hazardous materials.	
Policy 9.11.1: Require all users, generators, and transporters of hazardous materials and wastes to provide and maintain an updated inventory of hazardous waste and materials, associated handling procedures, and clean up response plans.	**Consistent**: The Project is consistent with all City efforts to reduce the risks associated with hazardous materials. The Project is a warehousing and logistics facility and is not anticipated to handle acutely hazardous materials, waste, infections waste, or radioactive waste. All appropriate protocols for handling of all materials will be followed in accordance with existing State law.
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 plan, as a condition of a project, subject to review by the County Environmental Health Department.	**Consistent**: The Project is a warehousing and logistics facility. Construction and operation would involve the use of potentially hazardous materials but are not anticipated to involve acutely hazardous materials. The Project would include a Hazardous Materials Business Plan (HMBP) and follow all applicable requirements related to the safe use, handling, and disposal of all materials.
Policy 9.11-5: Prohibit placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal of hazardous 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.	**Consistent:** As previously stated, the Project would not involve the use, storage, or transport of acutely hazardous materials. Furthermore, there are no nearby sensitive receptors.

General Plan Policy [1]	Project Consistency Determination
NOISE ELEMENT	
Goal 10.1: A City where noise exposure is minimized for those living and working in the community.	
Policy 10.1.1: Protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.	**Consistent**: The Project is a warehousing and logistics facility, and most noise generating operations would be within the interior of the structure. The Project is located in proximity to the SR-60 and I-10 freeways and there are no sensitive receptors in proximity. Some truck noise would be audible from the site and the site may experience ambient noise from the freeways. These exposures would be either temporary or constitute low background noise. No adverse effects would occur.
Policy 10.1.3: Protect noise-sensitive uses, such as residences, schools, health care facilities, hotels, libraries, parks and places of worship, from excessive noise levels through land use adjacency, building design, and noise ordinance enforcement.	**Consistent:** The Project is located 550 feet from the nearest sensitive receptor. Therefore, the Project would be beyond the acceptable range for minimal noise impacts.
Policy 10.1.5: Require projects 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 and construction, rather than site design features, such as excessive setbacks, berms, and sound walls, to maintain compatibility with adjacent and surrounding uses.	**Consistent:** The design of the Project accounts for the surrounding uses and planned uses in the vicinity. The Project is consistent with existing uses and the planned uses for additional commercial or industrial 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.	**Consistent:** See discussion for Policy 10.1.3 above.
Goal 10.2: A City with minimal mobile source-generated noise levels.	
Policy 10.2.3: Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.	**Consistent:** See discussion for Policy 10.1.3 above.
Policy 10.2.4: Reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range.	**Consistent:** See discussion for Policy 10.1.3 above.
Source: City of Beaumont. 2020. *The Beaumont General Plan*. https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.	

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3.11 NOISE

This section includes a summary of applicable regulations related to noise and vibration, a description of ambient-noise conditions, and an analysis of potential short-term construction and long-term operational source noise impacts associated with the Project. Mitigation measures are recommended as necessary to reduce significant noise impacts. Additional data are provided in ***Appendix I: Acoustical Assessment***, dated November 2020, prepared by Kimley-Horn.

3.11.1 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

Existing Noise Sources

The City of Beaumont (City) is impacted by various noise sources. Mobile sources of noise, especially cars, trucks, and trains are the most common and significant sources of noise. Other noise in the City is generated from stationary sources from land uses (i.e., residential, commercial, institutional, and recreational and parks activities).

Mobile Sources

The Project Site is not currently accessible by public roads. Potrero Boulevard is being extended along the eastern edge of the Project Site while 4th Street is being extended to the south. Both roads however are closed while under construction. The existing mobile noise sources in the Project area are generated by motor vehicles traveling along State Route 60 (SR-60), located approximately 200 feet north of the Project boundary.

Stationary Sources

The nearest source of stationary noise in the Project vicinity would come from existing industrial buildings located approximately 3,000 feet to the east of the Project Site. The noise associated with these sources may represent a single-event noise occurrence or short-term noise. Other noises include roadway construction along Potrero Boulevard and 4th Street.

Noise Measurements

The Project Site is currently vacant and unoccupied. To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted three short-term noise measurements on February 19, 2020; see Appendix A, of ***Appendix I*** of the EIR. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project Site. The 10-minute measurements were taken between 10:57 a.m. and 11:58 a.m. Short-term L_{eq} measurements are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in ***Table 3.11-1: Existing Noise Measurements*** and shown on ***Exhibit 3.11-1: Noise Measurement Locations***.

Table 3.11-1: Existing Noise Measurements

Site #	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	Potrero Boulevard, Beaumont	54.3	37.9	71.6	11:07 a.m.
2	Prosperity Way, Beaumont	72.4	36.8	58.0	11:42 a.m.
3	West 4th Street, Beaumont	52.9	34.2	71.7	11:58 a.m.

Source: Noise measurements taken by Kimley-Horn, February 19, 2020. See Appendix A of EIR ***Appendix I*** for noise measurement results.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. Vibration sensitive receivers are generally similar to noise sensitive receivers but may also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. There are currently no sensitive receptors near the Project Site. The immediately surrounding area consists of open space and industrial development. Directly to the south of the Project Site is an extension of 4th Street that is being constructed from east to west. Directly to the north of the Project is SR-60, and north of SR-60 is a residential community currently under construction. Although the residential community to the north is not occupied, this is the location of the nearest sensitive receptors in the near term. The nearest future residential property located within this community would be approximately 550 feet north of the Project boundary.

ACOUSTIC FUNDAMENTALS

Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a wide range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (µPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is used to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness. ***Table 3.11-2: Typical Noise Levels*** provides typical noise levels.

Exhibit 3.11-1: Noise Measurement Locations

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Table 3.11-2: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	– 110 –	Rock Band
Jet fly-over at 1,000 feet		
	– 100 –	
Gas lawnmower at 3 feet		
	– 90 –	
Diesel truck at 50 feet at 50 miles per hour		Food blender at 3 feet
	– 80 –	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	**– 70 –**	Vacuum cleaner at 10 feet
Commercial area		Normal Speech at 3 feet
Heavy traffic at 300 feet	**– 60 –**	
		Large business office
Quiet urban daytime	**– 50 –**	Dishwasher in next room
Quiet urban nighttime	**– 40 –**	Theater, large conference room (background)
Quiet suburban nighttime		
	– 30 –	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	– 20 –	
		Broadcast/recording studio
	– 10 –	
Lowest threshold of human hearing	**– 0 –**	Lowest threshold of human hearing

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf (accessed November 2021).

NOISE DESCRIPTIONS

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (L_{eq}) is the average noise level averaged over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. Each is applicable to this analysis and defined in ***Table 3.11-3: Definitions of Acoustical Terms***.

The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

Table 3.11-3: Definitions of Acoustical Terms

Term	Definitions
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in µPa (or 20 micronewtons per square meter), where 1 pascals is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 µPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01}, L_{10}, L_{50}, L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5 dBA weighting during the hours of 7:00 a.m. to 10:00 a.m. and a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions. Under the dB scale, three sources of equal loudness together would produce an increase of 5 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier

urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted:

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.[1]

GROUNDBORNE VIBRATION

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as

[1] Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992. https://fican1.files.wordpress.com/2015/10/reports_noise_analysis.pdf (accessed November 2021).

the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 3.11-4: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations**,** displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Table 3.11-4: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Peak Particle Velocity (in/sec)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006-0.019	64-74	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	87	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings
0.2	94	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.4-0.6	98-104	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2013.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

3.11.2 REGULATORY SETTING

FEDERAL

To limit population exposure to physically or psychologically damaging as well as intrusive noise levels, the Federal government, the State of California (State), various county governments, and most municipalities in the state have established standards and ordinances to control noise.

Federal Transit Administration Noise and Vibration Guidance

The Federal Transit Administration (FTA) has published the Transit Noise and Vibration Impact Assessment report to provide guidance on procedures for assessing impacts at different stages of transit project development. The report covers both construction and operational noise impacts and describes a range of measures for controlling excessive noise and vibration. The specified noise criteria are an earlier version of the criteria provided by the Federal Railroad Administration's High-Speed Ground Transportation Noise and Vibration Impact Assessment. In general, the primary concern regarding vibration relates to potential damage from construction. The guidance document establishes criteria for evaluating the potential for damage for various structural categories from vibration.

STATE

California Government Code

California Government Code § 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State's noise insulation standards are codified in the California Code of Regulations (CCR), Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

LOCAL

City of Beaumont General Plan

Noise Element

The Noise Element establishes goals and policies to minimize residents' exposure to excessive noise. This Element complies with the State requirements for a Noise Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3: Beaumont General Plan Consistency Analysis*** of this EIR. The following goals and policies are applicable to noise:

Goal 10.1: A City where noise exposure is minimized for those living and working in the community.

Policy 10.1.1: Protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.

Policy 10.1.3: Protect noise-sensitive uses, such as residences, schools, health care facilities, hotels, libraries, parks and places of worship, from excessive noise levels through land use adjacency, building design, and noise ordinance enforcement.

Policy 10.1.5: Require projects 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 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.

Goal 10.2 A City with minimal mobile source-generated noise levels.

Policy 10.2.3 Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

Policy 10.2.4 Reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range.

City of Beaumont Municipal Code

The Beaumont Municipal Code establishes the following provisions for noise relative to the Project:

Section 9.02.050 – Special Provisions

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

Table 3.11-6*:* Base Ambient Noise Level

Decibels	Time	Zone Use
45 dBA	10:00 p.m. – 7:00 a.m.	Residential
55 dBA	7:00 a.m. – 10: p.m.	Residential
50 dBA	10:00 p.m. – 7:00 a.m.	Industrial and Commercial
75 dBA	7:00 a.m. – 10: p.m.	Industrial and Commercial
Source: City of Beaumont, City of Beaumont Municipal Code, 2019		

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

Section 9.02.110 – Special Provisions

F. Construction, Landscape. Maintenance or Repair

1. It shall be unlawful for any person to engage in or permit the generation of noise related to landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement, at such sound levels, as measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under this Chapter, at other times than between the hours of 7:00 a.m. and 6:00 p.m. The person engaged in such activity is hereby permitted to exceed sound levels otherwise set forth in this Chapter for the duration of the activity during the above described hours for purposes of construction. However, nothing contained herein shall permit any person to cause sound levels to at any time exceed 55 dB(A) for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school.
2. Whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

County of Riverside General Plan

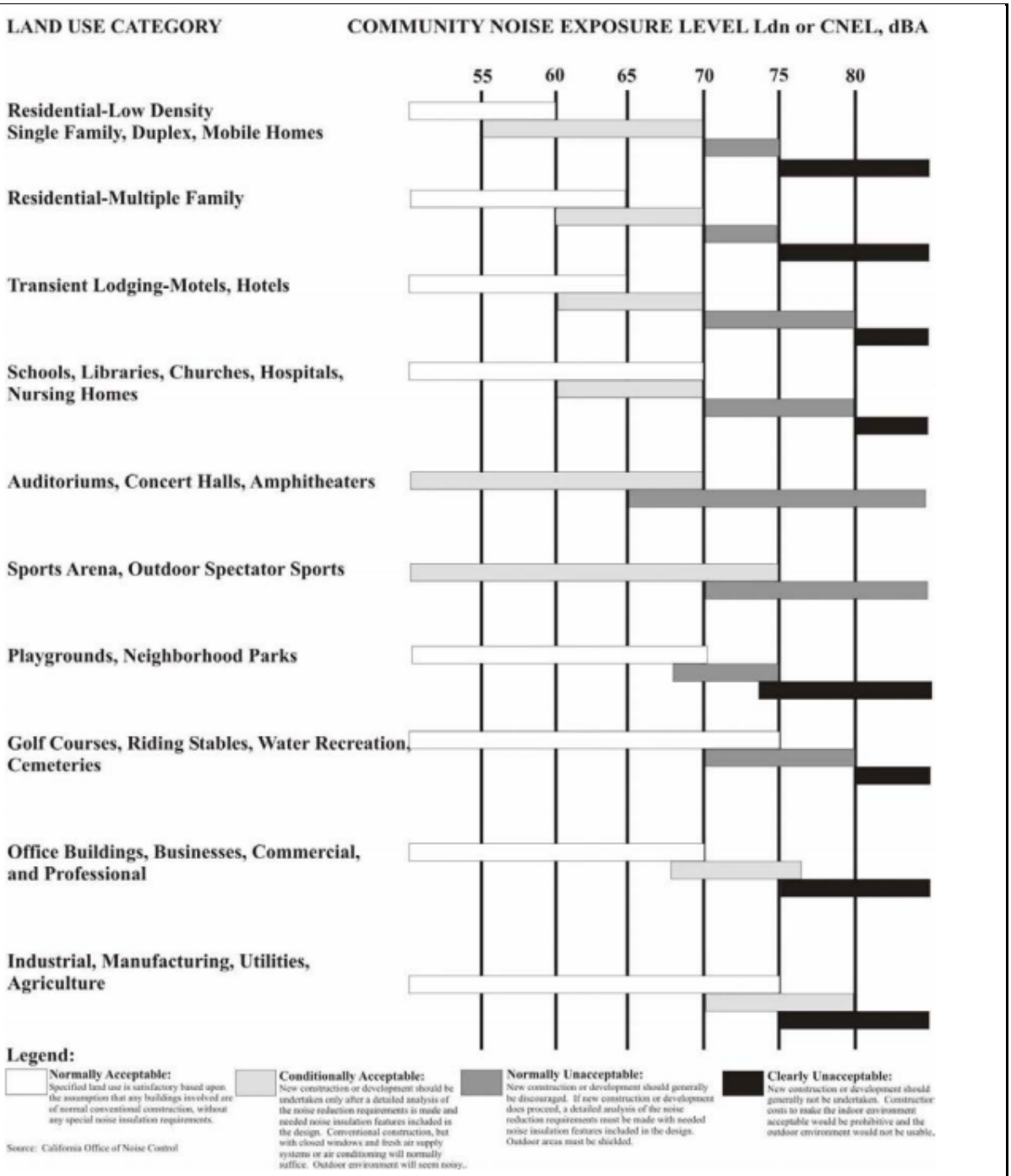
The County of Riverside General Plan contains the following policies addressing noise as part of the Noise Element:

Policy N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or blockwalls shall be used.

Policy N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

Policy N 1.6 Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.

Table 3.11-7*:* Land Use Compatibility for Community Noise Exposure



Source: County of Riverside, County of Riverside General Plan, 2015. https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch07_Noise_120815.pdf?ver=2017-10-11-102104-080 (accessed November 2021).

County of Riverside Code of Ordinances

The Riverside County Code of Ordinances establishes noise provisions that are relevant to the Project and are discussed below:

Section 9.52.040 – General Sound Level Standards

No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth in ***Table 3.11-8: Sound Level Standards***.

Table 3.11-8: Sound Level Standards

General Plan Foundation Component	General Plan Land Use Designation	General Plan Land Use Designation Name	Density	Maximum Decibel Level	
				7 am—10 pm	10 pm—7 am
Community Development	EDR	Estate Density Residential	2 AC	55	45
	VLDR	Very Low Density Residential	1 AC	55	45
	LDR	Low Density Residential	1/2 AC	55	45
	MDR	Medium Density Residential	2—5	55	45
	MHDR	Medium High Density Residential	5—8	55	45
	HDR	High Density Residential	8—14	55	45
	HDR	Very High Density Residential	14—20	55	45
	H'TDR	Highest Density Residential	20+	55	45
	CR	Retail Commercial		65	55
	CO	Office Commercial		65	55
	CT	Tourist Commercial		65	55
	CC	Community Center		65	55
	LI	Light Industrial		75	55
	HI	Heavy Industrial		75	75
	BP	Business Park		65	45
	PF	Public Facility		65	45

Source: County of Riverside, Code of Ordinances, 2019.

3.11.3 STANDARDS OF SIGNIFICANCE

CEQA THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains analysis guidelines related to noise impacts. These guidelines have been used by the City to develop thresholds of significance for this analysis. A project would create a significant environmental impact if it would:

a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) Generate excessive groundborne vibration or groundborne noise levels; and

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, expose people residing or working in the project area to excessive noise levels.

Methodology

This analysis of the existing and with noise environments is based on noise prediction modeling and empirical observations. Construction noise levels were based on typical noise levels generated by construction equipment published by the FTA. Reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise.

Operational noise is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the Project operational noise impacts. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected with the Project's stationary sources. Operational noise is evaluated based on the standards within the City's Noise Ordinance and General Plan. Operational noise from traffic noise levels in the Project vicinity were calculated using the Federal Highway Administration (FHWA) Highway Noise Prediction Model (FHWA-RD-77-108).

Groundborne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential groundborne vibration impacts related to structural damage and human annoyance were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria for structural damage and human annoyance.

3.11.4 PROJECT IMPACTS AND MITIGATION

Impact 3.11-1: ***Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Level of Significance: Less than Significant Impact

CONSTRUCTION

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. However, it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at a single point near sensitive receptors.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Typical noise levels associated with individual construction equipment are listed in ***Table 3.11-9: Typical Construction Noise Levels***.

Table 3.11-9 Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 550 feet from Source[1]
Air Compressor	80	59.2
Backhoe	80	59.2
Compactor	82	61.2
Concrete Mixer	85	64.2
Concrete Pump	82	61.2
Concrete vibrator	76	55.2
Crane, Derrick	88	67.2
Crane, Mobile	83	62.2
Dozer	85	64.2
Generator	82	61.2
Grader	85	64.2
Impact Wrench	85	64.2
Jack Hammer	88	67.2
Loader	80	59.2
Paver	85	64.2
Pile-driver (Impact)	101	80.2
Pile-driver (sonic)	95	74.2
Pneumatic Tool	85	64.2
Pump	77	56.2
Roller	85	64.2
Saw	76	55.2
Scraper	85	64.2
Shovel	82	61.2
Truck	84	63.2

1 Calculated using the inverse square law formula for sound attenuation: $dBA_2=dBA_1+20Log(d_1/d_2)$; Where: dbA_2 = estimated noise level at receptor, dbA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance.
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed November 2021).

As shown in ***Table 3.11-9***, based strictly on distance attenuation, exterior noise levels could affect the nearest existing sensitive receptors in the vicinity. Sensitive uses in the Project Site vicinity include residential properties to the north which are currently under construction Using FTA's General Assessment methodology, the two noisiest pieces of construction equipment for each phase would

generate 85 dBA at 50 feet. Therefore, when measured at the nearest sensitive receptor, each piece of equipment would generate 64 dBA of noise. When the two noise levels are added together, they combine to 67 dBA because noise levels are measured on a logarithmic scale. The combined noise level of the construction equipment, 67 dBA, is below FTA's exterior construction noise threshold of 90 dBA (1-hour Leq) during daytime hours and 80 dbA (1-hour Leq) during nighttime hours for residential uses.

The City's Municipal Code states that at no time is any person to cause sound levels to 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. Although the homes north of the Warehouse Site and north of freeway are currently under construction, these residential units are identified as the nearest sensitive receptors. When measuring noise from the interior of a building, the U.S. Environmental Protection Agency (U.S. EPA) states that buildings built for warm climates would reduce exterior noise by 12 dB with windows open and 24 dB with windows closed. Therefore, exterior construction noise levels of 67 dBA would be reduced to at least 55 dBA and would not exceed the City's 55 dBA threshold. However, due to the proximity of the houses to SR-60, the properties nearest the freeway are surrounded by a masonry wall which would further reduce noise levels by 5 to 8 dBA.

Therefore, after taking into account the masonry wall, exterior construction noise levels of 67 dBA would be reduced to at least 50 dBA when measured in the interior of the nearest residence. In addition, construction equipment would operate throughout the Warehouse Site and the associated noise levels would not occur at a fixed location for extended periods of time. Although sensitive uses may be exposed to noise levels above ambient conditions during Project construction, construction noise would be acoustically dispersed throughout the Warehouse Site and not concentrated in one area near surrounding sensitive uses. As construction noise levels would not exceed City or FTA standards, impacts would be less than significant.

OPERATIONS

Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project would include stationary noise equipment (i.e., trash compactors, air conditioners, etc.); truck and loading dock (i.e., slow moving truck on the site, maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise.

Mechanical Equipment

The Project Site is surrounded by vacant land and industrial uses. The nearest sensitive receptors to the Project Site would be the future residences 550 feet north of the Project Site on the opposite site of SR-60. Potential stationary noise sources related to long-term operation of the Warehouse Site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 50 to 60 dBA at 50 feet. As noise levels would be below the City's 65 dBA acceptable noise performance standard, noise impacts associated with HVAC equipment would be less than significant. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the Project

would result in a less than significant impact related to stationary noise levels. Further, the warehouse would be required to comply with the General Plan and Municipal Code noise standards.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading/unloading activities would occur on the north and south sides of the Warehouse Site. Driveways and access to the site would occur along Potrero Boulevard and 4th Street.

The Project includes dock-high doors for truck loading/unloading and manufacturing/light industrial operations. The dock-high doors are set back a minimum of 130 feet from the northern retaining wall and 185 feet from the southern concrete wall. Loading dock noise is typically 68 dB at 50 feet. At the property line, noise levels would attenuate to approximately 59.7 dBA at the property line. Therefore, noise levels associated with truck maneuvering/parking and loading/unloading would not exceed the City's 75 dBA exterior Industrial and Commercial noise standard during the day and 50 dB during the night. Additionally, based on distance attenuation, noise levels due to loading/unloading would be reduced to 47.2 dBA at the closest residences located 550 feet to the north of the loading areas. These noise levels would also be further attenuated by intervening structures. Furthermore, loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. As described above, noise levels associated with trucks and loading/unloading activities would not exceed the City's standards and impacts would be less than significant.

Parking Noise

The Project provides 314 automobile parking stalls and 106 trailer parking stalls. Parking is located on the western portion of the Warehouse Site, along Potrero Boulevard. Nominal parking noise would occur within the on-site parking facilities. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car passbys range from 60 to 63 dBA however there are no adjacent noise-sensitive receptors. Therefore, noise impacts associated with parking would be less than significant.

Off-Site Traffic Noise

Implementation of the Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise near existing and proposed land uses. Based on the Traffic Impact Analysis, the Project would result in approximately 1,685 daily trips. The Opening Year "2021 Without Project" and "2021 Plus Project" scenarios are compared in ***Table 3.11-10: Opening Year Traffic Noise Levels***.

Table 3.11-10- Opening Year Traffic Noise Levels

Roadway Segment	2021 Without Project		2021 With Project		Change	Significant Impacts
	ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline		
Oak Valley Parkway, west of Potrero Blvd.	7,469	66.2	7,782	66.4	0.2	No
Oak Valley Parkway, between Potrero Boulevard and Desert Dawn Drive	10, 356	67.7	10,982	67.9	0.2	No
Potrero Boulevard, south of Oak Valley Parkway	5,656	64.9	6,282	65.3	0.4	No
4th Street, west of Viele Avenue	9,854	67.4	10,198	67.5	0.1	No
4th Street, east of Viele Avenue	4,884	63.3	5,203	63.6	0.3	No
Viele Avenue, between Luis Estrada Road and 4th Street	7,568	65.7	7,592	65.7	00.0	No
Viele Avenue, south of 4th Street	4,398	63.3	4,398	63.3	0.0	No
California Avenue, between Luis Estrada Road and 4th Street	13,990	68.8	14,210	68.8	0.0	No
California Avenue, south of 4th Street	11,586	68.0	11,685	68.0	0.0	No
ADT= average daily traffic; dBA = A weighted decibels; CNEL = Community noise equivalent level.						
Source: Based on traffic data within the Traffic Impact Study, prepared by Kimley-Horn, 2020. Refer to ***Appendix I*** for traffic noise modeling assumptions and results.						

As shown in ***Table 3.11-10***, roadway noise levels, both with and without the Project, would range from 63.3 dBA to 68.8 dBA and Project-generated traffic would result in a maximum increase of 0.4 dBA. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. As the noise level increase is below 3.0 dBA, a less than significant impact would occur in this regard. No mitigation is required.

Potential Effects on Wildlife

The Project Site is adjacent to undeveloped areas with native habitat. Various studies address the potential noise effects to wildlife. According to the study, *How and Why Environmental Noise Impacts Animals: An Integrative, Mechanistic Review* (Knight and Swaddle, Ecology Letters, 2011), the health and behavioral effects of noise on animals were found to start occurring at 80 to 90 dB or more. Additionally, according to the Caltrans document, *Technical Guidance for Assessment and Mitigation of the Effects of Traffic and Road Construction Noise on Birds* (2016), continuous noise levels above 110 dBA lasting over 12-24 hours or a single impulsive noise over 140 dBA (125 dB for multiple blasts) can cause hearing loss in birds. Additionally, continuous noise above 93 dBA is the threshold thought to potentially mask important communication signals, and possibly lead to other behavioral and/or physiological effects. The study also notes that birds adapt to short-term loud noises by increasing the level of their vocal output by as much as 10 dB.

Table 3.11-9, above, shows that construction equipment generates noise levels ranging from 76 dBA and 88 dBA. As discussed above, construction noise would be acoustically dispersed throughout the Warehouse Site and not concentrated in one area near surrounding sensitive uses. Additionally, the habitat areas would be 200 feet or more from the Warehouse Site. At this distance, the highest construction equipment noise levels would attenuate to 76 dBA, which is below the levels identified above where effects on wildlife are expected to occur. Additionally, as discussed above, operational noise levels from mechanical equipment, truck and loading dock noise, and parking lot noise would not exceed the City's 75 dBA noise standards. As such, operational noise also would be below the levels where effects on wildlife are expected to occur. Therefore, noise impacts to habitat areas and wildlife would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impact 4.12-2: Generation of excessive groundborne vibration or groundborne noise levels?

Level of Significance: Less than Significant Impact

Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. The FTA has published standard vibration velocities for construction equipment operations in their 2018 *Transit Noise and Vibration Impact Assessment Manual*. The types of construction vibration impacts include human annoyance and building damage.

Human annoyance is evaluated in vibration decibels (VdB) (the vibration velocity level in decibel scale) and occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. The FTA *Transit Noise and Vibration Impact Assessment Manual* identifies 75 VdB as the approximate threshold for annoyance. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any vibration damage.

Table 3.11-11: Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet and 100 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in ***Table 3.11-11*** based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity, which is below the FTA's 0.20 PPV threshold. The nearest sensitive receptors are the residential uses located approximately 550 feet to the northeast of the active construction zone.

Table 3.11-11: Typical Construction Equipment Vibration levels

Equipment	Peak Particle Velocity at 25 feet (in/sec)	Peak Particle Velocity at 100 feet (in/sec)[1]	Approximate VdB at 25 Feet	Appropriate VdB at 100 feet[2]
Large Bulldozer	0.089	0.011	87	69
Caisson Drilling	0.089	0.011	87	69
Loaded Trucks	0.076	0.011	86	68
Jackhammer	0.035	0.004	79	61
Small Bulldozers/Tractors	0.003	0.000	58	41

1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPVref = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018; D = the distance from the equipment to the receiver.

2. Calculated using the following formula: Lv(D) = Lv(25 feet) - (30 x log10(D/25 feet)) per the FTA Transit Noise and Vibration Impact Assessment Manual (2018).

As shown in ***Table 3.11-11***, construction VdB levels would not exceed 69 VdB at 100 feet (i.e., below the 75 VdB annoyance threshold). It can reasonably be assumed that at 550 feet, the vibration levels would attenuate further. It is also acknowledged that construction activities would occur throughout the Warehouse Site and would not be concentrated at the point closest to the nearest residential structure. Therefore, vibration impacts associated with the Project construction would be less than significant.

Once operational, the Project would not be a significant source of groundborne vibration. Groundborne vibration surrounding the Project currently result from heavy-duty vehicular travel (e.g., refuse trucks, heavy duty trucks, delivery trucks, and transit buses) on the nearby local roadways. Operations of the Project would include truck deliveries. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. According to the FTA's Transit Noise and Vibration Impact Assessment, trucks rarely create vibration levels that exceed 70 VdB (equivalent to 0.012 inches per second PPV) when they are on roadways. Therefore, trucks operating at the Warehouse Site or along surrounding roadways would not exceed FTA thresholds for building damage or annoyance. Impacts would be less than significant in this regard.

Mitigation Measures

No mitigation measures are required.

Impact 4.12-3: ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 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?***

Level of Significance: Less than Significant Impact

The closest airport to the Project Site is the Banning Municipal Airport located approximately nine miles to the east. The Project is not within two miles of a public airport or within an airport land use plan.

Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

3.11.5 SIGNIFICANT UNAVOIDABLE IMPACTS

The Project would not result in any significant impacts, or impacts that require mitigation. The Project is sufficiently distanced from sensitive receptors and airports such that Project generated noise, as well as noise received at the Project Site would not be significant.

3.11.6 CUMULATIVE IMPACTS

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. The City permits construction activities between the hours of 7:00 a.m. and 6:00 p.m. and would generate periodic, temporary, noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant following compliance with the General Plan and the Municipal Code. The nearest sensitive receptors would be located approximately 550 feet north of the Project and are separated from the Project by SR-60. Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Warehouse Site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant.

3.11.7 REFERENCES

Kimley-Horn Associates. 2020. *Acoustical Assessment*, *Potrero Logistics Center*. November 2020.

3.12 PUBLIC SERVICES

This section evaluates potential impacts from the Project on public services by identifying anticipated increased demand and evaluating its relationship to existing and planned public services facilities and availability. For purposes of this EIR, public services consist of fire and police protection, schools, parks, and library services. Information provided in this section was primarily obtained from the City of Beaumont General Plan (Beaumont GP) and the City of Beaumont Municipal Code (Beaumont MC).

This section describes the environmental and regulatory setting for recreation, as it pertains to implementation of the Project. Information given in this section is based on resource information obtained from available public resources including, but not limited to, the Beaumont GP. The analyses for each Project component are considered with respect to the applicable plan, policy, or regulation of the agency with jurisdiction over that Project component.

The environmental setting discussion, below is based largely on the Riverside County Local Agency Formation Commission (LAFCO) Plan of Services (POS) for the Potrero Logistics Center Warehouse Project, July 2020 (included as ***Appendix J*** to this EIR), and review of relevant documents and information related to service providers, and review of aerial photographs and maps of the Project Site in relation to the location of existing public services. Other information in this section, such as regulatory framework, is derived from the various planning documents including the County of Riverside GP, Beaumont GP, Beaumont MC, and pertinent State of California Building Codes.

3.12.1 ENVIRONMENTAL SETTING

CITY OF BEAUMONT PUBLIC SERVICES

Fire Protection

The City of Beaumont (City) has contracted with the Riverside County Fire Department (RCFD), in conjunction with the California Department of Forestry and Fire Protection (CAL FIRE), for fire protection and emergency services since 1978. The RCFD is responsible for providing fire suppression and emergency medical services to the residents of Beaumont. The contract also provides for dispatch, emergency medical response, fire prevention and fire safety education programs. The RCFD oversees approximately 95 fire stations located throughout the County of Riverside (County) to provide service to residents and visitors of the County, partner cities, local cooperator fire agencies, and the State and currently provides fire protection services for the subject property. Upon annexation of the Annexation Area, the City of Beaumont would provide fire protection services to the entirety of the Project Site through its contract with the RCFD and the RCFD would continue to provide services to the Project should it be approved.

The Project Site is within the service boundaries of RCFD Battalion 3 and would be accessible to responding units of the fire department via State Route 60 (SR-60). Emergency responses would likely come from one of the two nearest fire stations including Station No. 66, located at 628 Maple Avenue and Station No. 20, located at 1550 6th Street. Additional services may also come from Station 22 in Cherry Valley and Station 21 in Calimesa. In 2016, Fire Station No. 20 had an average response time of 3.8 minutes in the City and

Fire Station 66 had an average response time of 10.2 minutes. Approximately 75 percent of calls were responded to in fewer than five minutes and approximately 94 percent were responded to in fewer than 10 minutes.

Based information contained in the RCFD 2019 Annual Report, the number of calls for service and type of call are provided for all stations within the County. Station 66 responded to a total of 2,150 calls of which four were commercial structures fires, five hazardous materials calls, 1,390 medical emergencies, 290 traffic collisions totaling 1,689 calls, or approximately 78 percent of calls. The balance, 461 calls, were for false alarms, multiple family structure fires, other fires, other miscellaneous, public assistance, rescue, standby, vehicle fire, or wildland fire.

Station 20 responded to a total of 4,010 calls of which two were commercial structures fires, seven hazardous materials calls, 3,257 medical emergencies, 143 traffic collisions totaling 3,409 calls, or approximately 85 percent of calls. The balance, 601, were for the same as listed above (CRFD, 2019).

Law Enforcement

City of Beaumont Police Department

The majority of the Project Site is currently within the City of Beaumont and is currently served by the Beaumont Police Department (BPD). Upon annexation of the Annexation Area, the entirety of the Project Site would be served by the BPD for comprehensive law enforcement from the main police facility located at 660 Orange Avenue in the City. In addition to providing patrol services to the City, the BPD operates a detective bureau which is responsible for conducting investigations of both misdemeanor and felony offenses. The BPD also takes part in the City's Community Oriented Policing and Problem Solving Team, the Riverside County Gang Task Force, and the East Valley Street Enforcement Team. As of 2020, the BPD had approximately 40 sworn officers who provide patrol services and operate the Department's Detective Bureau (BPD, 2020). The City has a target ratio of 1.0 to 1.2 officers per 1,000 residents, which is reviewed annually. Based on the current City population of 51,475, the officer to population ratio is approximately 0.77 officers per 1,000 residents and response times in the City is approximately 2.9 minutes for in progress calls and 5.9 minutes for past calls.

Riverside County Sheriff's Department

The Riverside County Sheriff's Department (RCSD) currently provides law enforcement services for that portion of the Project area that would be annexed to the City. RCSD provides primary law enforcement services out of the Cabazon Station, which is location at 50290 Main Street in Cabazon. approximately 15.5 miles from the Project Site. The latest LAFCO Municipal Services Review (MSR) of record for unincorporated areas proximate to the Annexation Area indicates that the Cabazon Station had an average response time of 8.08 minutes for priority 1 calls, 11.92 minutes for priority 2 calls, and 17.34 minutes for priority 3 calls. Riverside County's level of service standard for law enforcement proposed 1.2 full-time deputies per 1,000 residents. Currently, the department employ a total of 1,779 sworn personnel, per the RCSD. This results in a current ratio of more than 4 deputies per 1,000 residents (CDOF, 2020) based on a population of 385,388 persons in unincorporated Riverside County.

Schools

The Project Site is within the Beaumont Unified School District (BUSD). The BUSD consists of seven elementary schools, two middle schools, and two high schools. 2020-2021 enrollment for BUSD was 14,896 students.[1] The following schools are within three linear miles from the Project Site:

- Tournament Hills Elementary School at 36611 Champions Dr., Beaumont, CA 92223
- Three Rings Ranch Elementary School at 1040 Calumet Ave., Beaumont, CA 92223
- Glen View High School at 939 E. 10th St., Beaumont, CA 92223
- Mountain View Middle School at 200 Cougar Way, Beaumont, CA 92223
- Brookside Elementary School at 39139 Cherry Valley Blvd., Beaumont, CA 92223
- Beaumont High School at 39139 Cherry Valley Blvd., Beaumont, CA 92223

Parks

City of Beaumont's Community Services, Parks and Grounds Department

City of Beaumont's Community Services, Parks and Grounds Department operates the following recreation facilities:

1. Oak Valley Community Park. Approximately six acres, with two half-basketball courts, and a tot lot. Located about 1.5 miles away at Oak Valley Parkway and Oak View Drive.
2. Stewart Park. Approximately 15 acres with community swimming pool, pavilion, and restrooms. Located about two miles to the northeast between 8th and 11th Streets and Orange and Maple Avenues.
3. Three Rings Ranch Community Park. Approximately seven acres with half-basketball court, baseball field, tot lot, and playground. Located about two miles northeast at Claiborne Avenue East and Brookside Lane.
4. Rangel Park. Approximately four acres with baseball field, full basketball court, restrooms, tot lot, and a playground. Located about two miles east at 4th and B Streets.
5. Beaumont Sports Park. Approximately 25 acres with adult and youth soccer fields, a little league baseball field, youth flag football fields, and restrooms. Located approximately three miles northeast at the southeast comer of Brookside and Beaumont Avenues.
6. Other Community Parks. Includes Veterans, Seneca Springs, Trevino, Mt. View, Wild Flower, Palmer, Stetson, Shadow Hill, and Sunny Hills.

Beaumont Cherry-Valley Recreation and Park District

The Beaumont Cherry-Valley Recreation and Park District currently provides park and recreation services for the Annexation Area. The District provides services to most of the City of Beaumont, part of Calimesa, and surrounding unincorporated areas. The District operates the following facilities:

[1] California Department of Education. 2021. DataQuest, 2020-21 Enrollment by Ethnicity by Grade, Beaumont Unified Report (33-66993). https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=3366993&agglevel=district&year=2020-21 (accessed November 2021).

1. Noble Creek Community Center. Approximately 60 acres and located approximately two miles northeast of the Annexation Area at 38900 Oak Valley Parkway, Beaumont.
2. The Woman's Club. Approximately 0.5 acres and located approximately two miles northeast of the Annexation Area at 306 East 6th Street, Beaumont.
3. Cherry Valley Grange Community Center. Approximately one acre and located approximately 3.5 miles northeast of the Annexation Area at 10478 Beaumont Avenue, Cherry Valley.

In addition to operating these facilities, the District manages a number of baseball and softball fields, soccer fields, and a horse arena. Further, the District provides numerous recreational programs and services including senior programs, childcare programs, field trips, summer camp, craft shows, theatre groups, karate, and yoga.

Other Public Services/Facilities

Public Libraries

The Beaumont Library District currently provides library services for the Project Site, including the Annexation Area. The Beaumont Library District is a special "library services" district and is independent of both City and County governments. The District currently serves over 80,000 residents of the City of Beaumont, unincorporated Cherry Valley, and unincorporated areas of Riverside County. The Beaumont Library main branch is located at 125 E. 8th Street and is approximately 11,700 square feet. Typical hours of operation are:

- 10am – 6pm Monday, Friday, and Saturday
- 10am – 8pm Tuesday and Thursday
- 1pm – 6pm Sunday
- Closed Wednesday

In 2014-2015, the library circulated approximately 94,000 children and adult books, 49,000 videos, and had approximately 23,700 program attendees.

3.12.2 REGULATORY SETTING

FEDERAL

Federal Emergency Management Act (FEMA)

In March 2003, FEMA became part of the US Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Disaster Mitigation Act of 2000

This Act (42 United States Code [USC] § 5121) was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988 (42 USC § 5121-5207). Among other things, this legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

i) Funding pre-disaster mitigation activities;

ii) Developing experimental multi-hazard maps to better understand risk;

iii) Establishing state and local government infrastructure mitigation planning requirements;

iv) Defining how states can assume more responsibility in managing the hazard mitigation grant program; and

v) Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in § 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

Federal Fire Safety Act (FFSA)

The 1992 FFSA is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during the course of their employment.[2]

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 (42 USC § 12181) prohibits discrimination on the basis of disability in public accommodation and State and local government services. Under the ADA, the Architectural and Transportation Barriers Compliance Board issues guidelines to ensure that facilities, public sidewalks, and street crossings are accessible to individuals with disabilities. Public play areas, meeting rooms, park restrooms, and other buildings and park structures must comply with ADA requirements.

[2] Congress.gov. (August 1992). H.R.3360 – Federal Fire Safety Act of 1992. Retrieved from https://www.congress.gov/bill/102nd-congress/house-bill/3360.

STATE

2019 California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2019 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2019 (adopted January 1, 2020). The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the proposed Project would be subject to applicable regulations of the California Fire Code.

Title 8 California Code of Regulations Sections 1270 and 6773

In accordance with CCR, Title 8 § 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Building Standards Code

California building standards are published in the CCR, Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 12 parts that contain administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure the development complies with the guidelines contained in the CBSC. Cities and counties have the ability to adopt additional building standards beyond the CBSC including the CBSC Part 2, named the California Building Code which is based upon the International Building Code, and Part 11, named the California Green Building Standards Code, also called the CalGreen Code. The City of Beaumont adopted Title 24, Parts 1-12.

California Health and Safety Code

State fire regulations are set forth in California Health and Safety Code § 13000 et seq., and include provisions concerning building standards, fire protection and notification systems, fire protection devices, and fire suppression training, as also set forth in the latest CBSC and related updated codes.

Mutual Aid Agreements (MAA)

The Emergency Management Mutual Aid (EMMA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center (REOC), local Emergency Operations Centers (EOCs), the Disaster Field Office (DFO), and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the MAA, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

California Education Code Section 17620

California Education Code § 17620, et seq. allows school district governing boards to collect impact fees from developers of new commercial and residential construction.

California State Assembly Bill (AB) 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed AB 2926 in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial building space. Development impact fees were also referenced in the Leroy F. Greene School Facilities Act of 1998, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

California Government Code Section 65995 and Education Code

California Government Code, § 65995 is found in Government Code, Title 7, Chapter 4.9. Government Code § 65995 authorizes school districts to collect impact fees from developers of new residential and commercial building space. Senate Bill (SB) 50 amended Government Code § 65995 in 1998. Under the provisions of SB 50, schools can collect fees to offset costs associated with increasing school capacity as a result of development.

The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstate the school facility fee cap for legislative actions (e.g., General Plan amendments, specific plan adoption, zoning plan amendments). Under SB 50, school impact fees are the exclusive means of considering as well as mitigating school impacts caused by new development. Accordingly, SB 50 limits the scope of impact review in an EIR, the mitigation that can be imposed, and the findings a lead agency must make in justifying its approval of a project (Government Code § 65995-65996

REGIONAL

County of Riverside General Plan

Multipurpose Open Space Element

The Multipurpose Open Space Element of the Plan aims to categorize policies and issues that seek to conserve and preserve renewable and non-renewable resources. Policies pertaining to Public Services and Recreation include the following:

OS 16.3 Implement public transportation systems that utilize alternative fuels when possible, as well as associated urban design measures that support alternatives to private automobile use.

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.

OS 20.1 Preserve and maintain open space that protects County environmental and other nonrenewable resources and maximizes public health and safety in areas where significant environmental hazards and resources exist.

OS 20.2 Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.

OS 20.3 Discourage the absorption of dedicated park lands by non-recreational uses, public or private. Where absorption is unavoidable, replace park lands that are absorbed by other uses with similar or improved facilities and programs.

OS 20.4 Provide for the needs of all people in the system of the County recreation sites and facilities, regardless of their socioeconomic status, ethnicity, physical capabilities or age.

OS 20.5 Require that development of recreation facilities occurs concurrent with other development in an area.

OS 20.6 Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites.

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; and
- Strengthens earthquake, flood, inundation, and wildland fire preparedness planning and post-disaster reconstruction policies.

S 5.5 Encourage proposed development in Fire Hazard Severity Zones to develop where fire and emergency services are available or planned.

S 5.6 Demonstrate that the proposed development can provide fire services that meet the minimum travel times identified in Riverside County Fire Department Fire Protection and EMS Strategic Master Plan.

Riverside County Fire Department (RCFD)

The RCFD, in coordination with CAL FIRE, provides fire and emergency services to all unincorporated areas of Riverside County and 22 partner cities (including Beaumont) within the County. RCFD is equipped for fire prevention and detention support from both the ground through its 101 stations, but also from the air through the Ryan Air Attack Base at the Hemet Ryan Airport. Through the County Fire Marshall, RCFD also analyzes and inspects construction development both in their planning and construction phases. As well, professional fire and life safety engineering, and permitting is also provided, amongst other services.

LOCAL

City of Beaumont General Plan

Community Facilities and Infrastructure Element

The Community Facilities and Infrastructure Element establishes goals and policies to provide attractive and accessible public facilities for the City's residents. This Element complies with the State requirements for a Community Facilities and Infrastructure Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3: Beaumont General Plan Consistency Analysis*** of this EIR. The following goals and policies are applicable to utilities and service systems:

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.

Safety Element

The Safety Element establishes goals and policies to maintain and improve the safety of the City's residents. This Element complies with the State requirements for a Safety Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3: Beaumont General Plan Consistency Analysis*** of this EIR. The following goals and policies are applicable to public services:

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.

City of Beaumont Municipal Code

Beaumont Municipal Code Title 15

The Beaumont MC Chapter 15.13 – The Beaumont MC Building Code has adopted the California Existing Building Code, Title 24, California Code of Regulations, Part 10, including any and all amendments that may be later made and adopted by the State of California. Building Code regulates the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings and/or structures in the city in accordance with the California Building Code.

Beaumont Municipal Code 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 Police Facilities for Industrial High Cube/Warehouse at $44.87 per thousand square feet (sf), and $134.24 per 1,000 sf for the Fire Protection Impact fee. There

also is a Public Facilities fee of $38.72 per 1,000 sf., a Streets & Bridges fee $295.96 per 1,000 sf, and a Traffic signal fee of $232.97 per 1,000 sf.

3.12.3 STANDARDS OF SIGNIFICANCE

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning Public Services and Recreation. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant environmental impact if one or more of the following occurs:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

   i. Fire protection?

   ii. Police protection?

   iii. Schools?

   iv. Parks?

   v. Other public facilities - Libraries?

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning public services and recreation. In addition, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are identified, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on public services and recreation examines the Project's effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project Site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on the LAFCO Plan of Services for the Potrero Logistics Center Warehouse Project, July 2020; field observations conducted by Kimley-Horn; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a project component would or would not result in "substantial" adverse effects on public services and recreation

standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

3.12.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.12-1: ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

i. Fire protection?

Level of Significance: Less than Significant Impact

As discussed above, the City of Beaumont has contracted with the RCFD and CAL FIRE for fire protection and emergency services. Thus, RCFD and CAL FIRE would provide fire protection services to the entirety of the Project Site. Upon Project approval and annexation of the Annexation Area, the RCFD would continue to provide services to the entirety of the Project Site. In addition, the RCFD provides fire protection engineering, building inspections to ensure code compliance, and conformance to hazardous materials use, handling, and disposal. These services would be available to the Project applicant to ensure all design, building and construction, and operations would be current with the most recent fire safety standards. All construction activities would be subject to compliance with applicable emergency response and fire safety requirements of RCFD, the California Fire Code, and City of Beaumont. The Annexation Area would only marginally increase the City's size and it would be contiguous with the existing City boundary. The Project's increased demand for fire protection services would be proportionally nominal, as compared to the City's overall size. The Project would be within the service area of RCFD Fire Stations 20 and 66. The Project is not located in an area that would require construction of a new or unplanned fire station, and would not require expansion of an existing station such that an impact on the environment would occur.

Fire protection services for the Project Site would not substantially differ from services available through the County; but the service funding mechanism would change. Additionally, the proposed use that would be implemented within the Warehouse Site does not typically generate a large numbers of service calls, as compared to more residential uses that generate a larger emergency call volume.

Department review of the Project also would ensure that the design of Project would conform to the RCFD requirements and thereby reduce demands on fire protection services. Additionally, payment of the Fire Protection impact fees, property taxes, and other revenues generated by development within the Project area would be available to the City to offset any increased costs for fire protection services with little or no net effect on the City's budget.

Lastly, Project site development, landscaping and irrigation would serve to act as fire deterrents as opposed to leaving the site undeveloped and in its current condition. The risk of wildland fires would be reduced as a result of the design of the Project and the landscaping features that would presumably be

less prone to wildfire spread than what is there now under existing conditions. Impacts would be less than significant and mitigation is not required.

Mitigation Measures

No mitigation is necessary.

ii. Police protection?

Level of Significance: Less than Significant Impact

The majority of the Project Site is currently within the City of Beaumont and is currently served by the BPD. Upon annexation of the Annexation Area, the entirety of the Project Site would be served by the BPD. All development proposals within BPD jurisdiction would be subject to BPD review. BPD review would act to ensure development would conform to BPD emergency access and site/facility security requirements and recommendations. Additionally, the Project applicant would pay the required Police Facilities Impact fees, property taxes, and other revenues generated by development within the Project Site, which would be available to the City to offset any increased costs for law enforcement services with little or no net effect on the City's capital improvement budget. Therefore, the Project would not affect the ability of the City to provide law enforcement services.

The City has a target ratio of 1.0 to 1.2 officers per 1,000 residents, which is reviewed annually. Currently, the ratio is approximately 0.93 officers per 1,000 residents. Further, the response times in the City is 2.9 minutes for in progress calls and 5.9 minutes for past calls. The Project consists of an industrial warehouse and logistics facility. The Project would not directly increase population therefore officer to population ratio would remain the same.

Prior to commencement of construction activities, Project plans would be reviewed by applicable local agencies to ensure compliance with the City's MC as well as all applicable regulations to ensure adequate site signage, lighting and other crime safety preventative measures are implemented. Construction of the Project would not result in adverse physical impacts associated with the provision of or need for new or physically altered police protection facilities. The Project would not substantially affect service ratios, response times, or other performance objectives such that new facilities are required. Law enforcement typically serves the surrounding area from centralized stations, and as such, the Project would be served from the existing police headquarters. The Project also would include design elements such as lighting of streets, walkways, and bikeways; visibility of doors and windows from the street; and fencing of the property. These measures would help reduce demands for law enforcement services and impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

iii. Schools?

Level of Significance: Less than Significant Impact

School services for students in residential areas in the vicinity of the Project Site are provided by the BUSD. However, because the Project is industrial in nature, no students would be directly generated by the construction and operation of the Project. It is anticipated that most Project employees would come from surrounding areas or from currently planned residential development, indicating that only a limited number of new students would be generated.

According to California Government Code § 65995(3)(h), the payment of statutory fees is "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities." The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

The BUSD currently requires school mitigation impact fees of $0.66 per square foot for commercial/industrial developments.[3] The Project applicant would be required to pay the District's current developer impact fees for commercial/industrial use in effect at the time of building permit issuance. The BUSD uses these fees to pay for facility expansion and upgrades needed to serve new students. This component of the Project would neither generate any new students, nor increase demand for school services such that new facilities would be required. In addition, payment of fees in compliance with California Government Code § 65996 fully mitigates all impacts to school facilities. Therefore, this impact would be less than significant in this regard.

Mitigation Measures

No mitigation is necessary.

iv. Parks?

Level of Significance: Less than Significant Impact

The Beaumont Cherry-Valley Recreation and Park District currently provides park and recreation services for the Annexaction Site, and also provides services to most of the City and surrounding areas. This would remain so, even after annexation of the Annexaction Area. Additional park and recreation services would be provided by the City of Beaumont's Community Services, Parks and Grounds Department.

The industrial uses planned for the Project would not increase demands for park and recreational services because they would not directly increase population. Property taxes and revenues generated by future development would be available to the City to offset any increased costs for park and recreational services, with little or no net effect on the City's annual budget. Therefore, impacts from the Project would be less than significant and mitigation is not required.

Mitigation Measures

No mitigation is necessary.

[3] Beaumont Unified School District, https://www.beaumontusd.us/apps/pages/Developer_Fees

v. Other Public Facilities - Libraries?

Level of Significance: Less than Significant Impact

The construction and operation of the Project would not result in a substantial increase in demand for these services such that a significant deterioration of the existing facilities would occur, or such that new facilities would be required.

The industrial use proposed by the Project would not result in increased demands for library services as the Project would not directly increase City population. In addition, the Project would pay the Public Services impact fees currently $38.26 per square foot according to the City's Fee Schedule. The Project applicant would pay the fee at the time of building permit issuance and the City can use a portion of the fee for library services and other public facilities. Therefore, the Project would not affect the District's ability to provide library services with no net effect on the City's budget. Impacts would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is necessary.

3.12.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable public services impacts have been identified.

3.12.6 CUMULATIVE IMPACTS

The Project would not substantially increase the need for public services in the City. The Project would not result in an overall net increase in City population. Anticipated increase demands for public services within the City has already been accounted for in the General Plan and analyzed in the GP EIR, which accounts for cumulative growth in the City. In addition, related to all public services, the Project, and all cumulative projects, would pay the required development fees that would be appropriately allocated for police, fire, schools, parks, and other public facilities.

Similar to the Project, other cumulative projects would be required to demonstrate their level of impact on public services including paying the appropriate development fees; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

3.12.7 REFERENCES

City of Beaumont. (March 2007). *City of Beaumont General Plan*. Beaumont, CA: City of Beaumont.

City of Beaumont Police Department, 2020. Personal Communication, phone call October 30, 2020.

City of Beaumont. (June 2019). *City of Beaumont Code of Ordinances.* Beaumont, CA: City of Beaumont.

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3.13 TRANSPORTATION

This section addresses potential transportation impacts that may result from construction and operation of the Project. The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The information and analysis herein rely on the following investigations and collectively document the traffic and circulation conditions of the Project Site found in ***Appendix K*** of this EIR:

- Traffic Impact Study for Beaumont Potrero Interchange Industrial Warehouse, August 2021, prepared by Kimley-Horn
- Beaumont Potrero Interchange Industrial Warehouse Project Vehicle Mile Traveled (VMT) Analysis, August 7, 2020 prepared by Kimley-Horn.

3.13.1 ENVIRONMENTAL SETTING

EXISTING TRANSPORTATION SYSTEM

Existing Roadway System

Regional vehicular access to the site is provided by State Route (SR-60) and Interstate 10 (I-10). I-10 is an east-west freeway, located approximately 1.75 miles east of the Project Site. I-10 provides three travel lanes in each direction and connects directly to SR-60 and SR-79. SR-60 is an east-west freeway located immediately north of the Project Site. SR-60 provides two travel lanes in each direction. East of the Project Site, SR-60 merges into I-10.

Local Access

Oak Valley Parkway is an east-west roadway located approximately ¾-mile north of the Project Site. Oak Valley Parkway provides two travel lanes in each direction west of Potrero Boulevard and one lane in each direction east of Potrero Boulevard. Oak Valley Parkway is shown as a Major Frontage Road west of Potrero Boulevard and an Urban Arterial east of Potrero Boulevard on the City of Beaumont Circulation Element of the General Plan (Circulation Element).

4th Street is an east-west roadway that currently extends between Logistics Way and California Avenue. As part of future Project construction by others, 4th Street is planned to be extended westward from its current terminus and past the future extension of Potrero Boulevard. 4th Street will form the south boundary of the Project. 4th Street is shown as a Major roadway on the City of Beaumont Circulation Element.

Potrero Boulevard is a north-south roadway that extends northward from SR-60. Potrero Boulevard is planned to be extended southward from its current terminus to intersect with 4th Street, and to have an interchange with SR-60. When extended, Potrero Boulevard will form the east boundary of the

Warehouse Site. Potrero Boulevard is shown as an Urban Arterial north of 4th Street and a Secondary roadway south of 4th Street on the City of Beaumont Circulation Element.

Veile Avenue is a north-south roadway located approximately 1.5 miles east of the Project Site. Veile Avenue provides one travel lane in each direction, and is shown as a Major roadway on the City of Beaumont Circulation Element.

Beaumont Avenue/SR-79 is a north-south State highway located 2-1/4 miles east of the Project Site. Beaumont Avenue provides two travel lanes in each direction, with direct access to I-10. Beaumont Avenue is shown as an Expressway south of I-10 and a Secondary roadway north of I-10 on the City of Beaumont Circulation Element.

Transit Service

Public transportation within the City of Beaumont is provided by PASS Transit, operated by the Riverside County Transportation Commission (RCTC); the Riverside Transit Authority (RTA) and the Sunline Transit Agency lines. The PASS Beaumont Lines 2, 3, and 4 service the business area of Beaumont, east of California Avenue. The nearest bus stop to the Project Site is located near the intersection of 6th Street and Elm Avenue, approximately two miles to the east.

All three Beaumont lines end at the Walmart Supercenter, at Highland Springs Avenue and I-10. This shopping center is a transfer point for the PASS Banning lines, as well as the RTA and the Sunline Transit Agency lines.

3.13.2 REGULATORY SETTING

FEDERAL REGULATIONS

Federal rules and regulations govern many facets of the City's transportation system, including transportation planning and programming; funding; and design, construction, and operation of facilities. The City complies with all applicable rules and regulations of the Federal Highway Administration, the Urban Mass Transit Administration, the Federal Railroad Administration, the Federal Aviation Administration, and other Federal agencies. In addition, the City Coordinates with Federal resource agencies where appropriate in the environmental clearance process for transportation facilities.

STATE

Senate Bill (SB) 743

Public Resources Code (PRC) § 21099 (SB 743) eliminated the use of vehicle delay-based level of service (LOS) as a threshold under the California Environmental Quality Act (CEQA). The Governor's Office of Planning and Research (OPR) has recommended the use of Vehicle Miles Traveled (VMT) as the replacement for LOS for the purposes of determining a significant transportation impact under CEQA.

The City of Beaumont has adopted VMT thresholds of significance for determining the significance of transportation impacts based on the Western Riverside Council of Governments (WRCOG) *Recommended*

Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (updated March 2020). The City has adopted the following:

- Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its methodology to measure VMT.
- Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its method to analyze a Project's VMT impact.
- Utilizing a threshold consistent with the City's current average VMT per service population (population plus employment).

Technical Advisory on Evaluating Transportation Impacts in CEQA

The Governor's Office of Planning and Research (OPR) released the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) in December 2018. The Technical Advisory aids in the transition from LOS to VMT methodology for transportation impact analysis under CEQA. The advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

California Department of Transportation

The California Department of Transportation (Caltrans) owns and operates the State highway system, which includes the freeways and State routes within California. As discussed above, VMT are now used which, although Caltrans recognizes will not apply to all projects on the State Highway System (SHS); however, they would apply to the Project. Caltrans also recognizes that VMT is the most appropriate primary measure of transportation impacts for capacity increasing transportation projects on the SHS.

In January 2019, the Natural Resources Agency updated guidance on the evaluation of traffic impacts to State highway facilities from LOS to VMT. The new guidance shifts traffic analysis from delay and operations to VMT when evaluating transportation impacts under CEQA. As discussed above, SB 743 created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required the Governor's OPR to amend the CEQA guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

Sustainable Communities Strategies: Senate Bill 375 – Land Use Planning

SB 375 provides for a new planning process to coordinate land use planning and regional transportation plans (RTP) and funding priorities in order to help California meet the greenhouse gas (GHG) reduction goals established in Assembly Bill (AB) 32. SB 375 requires that RTPs developed by metropolitan planning organizations (MPO) relevant to the Project Site (e.g., Southern California Association of Governments [SCAG]) incorporate a "sustainable communities strategy" in their RTPs that will achieve GHG emission reduction targets set by the California Air Resources Board (CARB). SB 375 also includes provisions for streamlined CEQA review for some infill projects, such as Transit-Oriented Developments (TODs).

As an MPO, SCAG is responsible for preparing and utilizing a public participation plan that is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG's proposed RTP and the Regional Transportation Improvement Program (TIP). SB 375 requires SCAG to adopt a public participation plan for development of the sustainable communities strategy (SCS) and an alternative planning strategy (APS). Further, as required by SB 375, SCAG will conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the SCS and APS, if any. The purpose of the meetings shall be to present a draft of the SCS to members of the board of supervisors and city council members in that county and to solicit and consider their input and recommendations.

REGIONAL

Riverside County Long Range Transportation Study

The Riverside County Long Range Transportation Study (LRTS) is meant to address the challenges of a growing population, and growing industrial and warehousing base. The Riverside County Transportation Commission (RCTC) is the Regional Transportation Planning Agency (RTPA) for Riverside County. RCTC is charged with coordinating transportation planning, funding and facilitation of all modes of transportation in Riverside County. Short and long-range transportation is a key responsibility of RCTC. RCTC plans and implements transportation and transit improvements, particularly those that affect more than one jurisdiction. The agency also assists local governments with money for local streets and roads and develops plans and programs to improve commuting and goods movement. Policies adopted by RCTC also aim to ensure that all persons have equitable access to transportation.

The purpose of the LRTS is meant to strengthen transportation in the region in order to improve mobility, safety, and economic prosperity for Riverside Country residents. The LRTS dovetails with and bridges local plans and SCAG's RTP/SCS. It supports the County's economy and quality of life through smart planning, project development and implementation. The Study is multimodal in nature and encompasses all forms of transportation: highways, local roads, transit, rail, pedestrian and bicycle facilities.

The four basis purposes of the LRTS is to:

- Develop strategies to address transportation challenges.
- Provide a realistic vision of transportation in Riverside County in 2045.
- Develop a list of high priority feasible and fundable projects.
- Comprise RCTC's input to SCAG's RTP/SCS (Connect SoCal), scheduled to be released in 2020.

SCAG's RTP/SCS, is a long-range regional plan covering the six counties within the SCAG region. The Riverside County LRTS focuses only on Riverside County and its cities. SCAG's RTP/SCS is required to address transportation and related elements such as housing, aviation, air quality conformity, public health, environmental justice, and conservation lands. The LRTS focuses on transportation projects and funding.

RCTC also functions as the County Congestion Management Agency, and contained within the LRTS is the County of Riverside Congestion Management Program (CRCMP), the purpose of which is provided immediately below.

County of Riverside Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California that has an urbanized area with a population over 50,000 (which would include the County of Riverside) to prepare a congestion management program (CMP). The CMP that was prepared by the RCTC in 2011 in consultation with the County and cities in Riverside County is an effort to more directly align land use, transportation, and air quality management efforts and to promote reasonable growth management programs that effectively use statewide transportation funds while ensuring that new development pays its fair share of needed transportation improvements. Additionally, the passage of Proposition 111 provided additional transportation funding through a $0.09 per gallon increase in the state gas tax.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System, as well as meeting other monitoring requirements at the state and federal levels. Per the CMP-adopted LOS standard of E, when a Congestion Management System segment falls to LOS F, a deficiency plan is required. Preparation of a deficiency plan would be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency would also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including transportation demand management strategies and transit alternatives, and a schedule of mitigating the deficiency. To ensure that the Congestion Management System is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the Congestion Management System.

LOCAL

City of Beaumont General Plan

Mobility Element

The Mobility Element of the Beaumont General Plan includes goals and policies that would be applied to the Project related to traffic. Goals and policies identified in the Mobility Element of the General Plan that would be applied to the proposed Project are listed below and Project consistency with them is discussed in ***Table 3.10-3, Beaumont General Plan Consistency Analysis*** of this EIR:

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policy 4.1.1: Reduce vehicular congestion on auto-priority streets to the greatest extent possible.

Policy 4.1.2 Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.

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.

Policy 4.6.1 Prioritize goods movement along specific routes in the city, consistent with the adopted layered network, to foster efficient freight logistics.

Policy 4.6.2 Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.

3.13.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA UNDER CEQA

Appendix G of the State CEQA Guidelines contains the Environmental Checklist Form, which includes questions related to transportation. The issues presented in the Environmental Checklist Form have been utilized as Thresholds of Significance in this section. Accordingly, a project may create a significant environmental impact if one or more of the following occurs:

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

b) Would the project 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?

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria, as the basis for determining the level of impacts related to transportation. In addition, this analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. Where significant impacts remain, feasible mitigation measures are recommended, where warranted, to avoid or lessen the Project's significant adverse impacts.

Based on the subsection of § 15064.3, Determining the Significance of Transportation Impacts, CEQA provides guidance on how VMT from various types of projects can be evaluating. These four categories or projects and explanation of methodology is provided below under subheading b) to correspond with the CEQA guidelines section.

b) Criteria for Analyzing Transportation Impacts.

1. **Land Use Projects**. VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.
2. **Transportation Projects**. Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in § 15152.
3. **Qualitative Analysis**. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze a Project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
4. **Methodology**. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in § 15151 shall apply to the analysis described in this section.

The traffic memorandum for VMT prepared by Kimley-Horn for the Project was completed on August 7, 2020 and is included as ***Appendix K*** of this EIR. The analysis below utilizes the VMT significance criteria to determine the significance of Project-generated trip impacts and whether mitigation is required.

City VMT Thresholds

The City of Beaumont staff report for SB 743 VMT Thresholds for CEQA Compliance Related to Transportation Analysis (June 16, 2020) recommends VMT thresholds consistent with the RTP/SCS future year VMT by jurisdiction as described below:

The portions of the RTP/SCS that affect Beaumont are based on the land use element of the General Plan. As such, using this option assumes that projects consistent with the General Plan are also consistent with the RTP/SCS and should not require additional analysis for VMT. Projects that require amendment to the General Plan that would trigger an EIR would need to complete a VMT analysis using the methodology described above as discussed under the SB 743 heading and repeated below.

- Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its methodology to measure VMT.
- Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its method to analyze a project's VMT impact.
- Utilizing a threshold consistent with the City's current average VMT per service population (population plus employment).

Other amendments to the General Plan would need to be evaluated on a case-by-case basis. Rather than the 15 percent reduction in VMT recommended in the OPR guidance, staff is recommending that future projects within the City of Beaumont demonstrate that they will reduce existing VMT by at least three percent. This threshold is appropriate for projects within the City of Beaumont, given that it would create consistency with, and progress the goals of the SCAG RTP/SCS.

Projects that cannot demonstrate a three percent reduction in VMT are required to conduct additional analysis and add mitigation as appropriate. If project design or operational features, or mitigation measures, cannot reduce VMT below the threshold then an EIR may be required in order for the City to consider a statement of overriding considerations.

As the Project related entitlements include a General Plan Amendment, a full VMT analysis has been conducted for the Project consistent with the City of Beaumont guidelines.

3.13.4 PROJECT IMPACTS AND MITIGATION

Impact 3.13-1: Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Level of Significance: Less than Significant Impact

The Project Site is currently vacant and there are no authorized roadway, pedestrian, bicycle, or public transit facilities within or adjacent to the Project Site. Construction of the Project would result in the use of large construction equipment, transportation of equipment to and from the Project Site, worker vehicle trips and possible temporary delays on public roads. The Project Site is adjacent to the southern right-of-way of SR-60 and approximately one mile west of I-10. Within the Project Site, the Warehouse Site would be adjacent to the northerly alignment of the future 4th Street and adjacent to the westerly alignment of the Potrero Boulevard extension. Both roadways have been planned to be extended and the Project would make a fair share contribution and right-of-way dedication as required by the City.

Construction of the Project would alter the site and result in the construction of a new 577,992 sf warehouse. Construction would include the installation of new ingress and egress, and interior parking, and interior driveways and 360-degree emergency lane.

The proposed warehouse and roadways have been designed and would be constructed to be responsive to the goals and policies from the Land Use and Community Design and Mobility elements of the City of Beaumont GP that pertain to the circulation system. The Project's land use and circulation elements would be consistent with the requirements pertaining to the overall transportation and circulation system,

including transit, roadway, bicycle and pedestrian facilities, elements that are included as part of the proposed roadway improvements. Potrero Boulevard is shown as an Urban Arterial Highway which are shown to contain three traffic lanes, a 10-foot wide bike lane and 6-foot wide sidewalk. 4th Street is shown as either a major Highway A or B, each of which would have two vehicle travel lanes, a 6-foot wide bike lane and 6-foot wide sidewalk.

The design of the Project considers and includes requirements needed to comply with applicable traffic and circulation regulations and guidance set forth by the City. As discussed above, the Project Site is adjacent to and would use both Potrero Boulevard and 4th Street for primary access of worker vehicles and trucks using the facility.

All roadway, pedestrian, and bicycle improvements would occur within areas that are proposed to be disturbed as part of the construction of the Project Site and impacts are, therefore, included in the analysis in the respective chapters of this document. Therefore, the proposed improvements would adhere to all relevant circulation regulations and be consistent with policy and planning document guidance related to needed improvements. Adherence to these planning directives and incorporation of the associated improvements would have a less than significant impact on the environment.

Mitigation Measures

No mitigation measures are required.

Impact 3.13-2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Level of Significance: Significant and Unavoidable Impact

As discussed above, comprehensive updates to CEQA and the State CEQA Guidelines require projects to use VMT to determine project impacts. The VMT impact analysis for the Project is presented below.

VMT Analysis

To evaluate the VMT, the major trip purposes of the site and trip length and frequency were considered. Given the type of project, three types of trips are at issue: (1) employee commute trips; (2) truck trips related to shipping activities; and (3) other trips related to functioning of the business and/or its employees. The following discussion provides additional detail regarding these three broad trip types.

(1) Employee commute trips. These are the primary automobile trips associated with employment generating uses such as the Project. The Project facility is expected to provide additional jobs and some related trips to the area. The efficiency of VMT associated with employee commute trips was assessed based on Riverside County Travel Demand Model consistent with the City's guidelines, which is provided further below.

(2) Truck trips related to shipping activities. CEQA Guidelines § 15064.3, subdivision (a), states "For the purposes of this section 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." The OPR's 2018 Technical Advisory indicates that, although heavy

vehicle traffic can be included for analysis convenience, VMT analysis requirements are specific to passenger-vehicles and light duty trucks. Further, interstate commerce and related heavy vehicle traffic are regulated by the federal government and protected under the Commerce Clause of the United States Constitution. In addition, most often, businesses who have shipping as a significant part of their operations are sensitive to transportation costs and their relative proximity to customers and suppliers. Accordingly, it is reasonable to assume that warehouses are often located in a manner to reduce VMT given that it is the interest of the business. It is also recognized that the Project would generate Heavy Duty Truck (HDT) traffic and has been considered in this VMT assessment. For consistency with other CEQA technical studies, HDT VMT identified in this analysis will be reflected in other applicable technical studies (e.g., Air Quality Impact Analysis, Greenhouse Gas Emissions Analysis, etc.). This provides an extremely conservative analysis, given that VMT associated with heavy duty truck trips is not required to be analyzed under CEQA.

(3) Other trips related to functioning of the business and/or its employees. These types of trips are typically fewest and cover the shortest distance of trips generated by a warehouse and logistics facility and the overall contribution to VMT is typically minimal. Although few, these trips can include a wide range of trip types, such as, employee lunches off-site, maintenance teams for on-site infrastructure, office supply deliveries, etc. Additionally, because these account for a relatively small number of trips, they are not generally considered impactful to the local transportation system and are secondary to the other employee commute trips and truck trips related to shipping activities. The efficiency of VMT associated with this "other trips" category has also been assessed based on Riverside County Travel Demand Model consistent with the adopted City's guideline.

Project VMT

The calculation of VMT has two components – the total number of trips generated and the average trip length of each vehicle. The Riverside County Travel Demand Model can be used to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households and employment. Project VMT was calculated using the most current version of Riverside County Travel Demand Model. Adjustments in socio-economic data (households, population and employment) were made to the appropriate traffic analysis zone (TAZ) within the Riverside County Travel Demand Model to reflect the Project's proposed land use. Socio-economic data inputs were derived based on Riverside County General Plan, Appendix E-2: Socioeconomic Build-out Assumptions and Methodology.

Project Home-Based Work (HBW) VMT per Employee. The HBW VMT per employee is the HBW attraction VMT divided by the number of employees derived from the Riverside County Travel Demand Model. The HBW VMT per Employee is used to measure efficiency of VMT generated by employment-based uses. The Project HBW VMT per Employee calculated based on Riverside County Travel Demand Model is 16.34.

Project VMT per Service Population. Service population is defined as the sum of population and employment. Since the Project does not have any residential component, the Project service population consists of employees only. The VMT per service population is the total VMT (including all trip purposes) divided by the number of workers derived from the Riverside County Travel Demand Model. The VMT per

service population is used to measure efficiency of VMT generated by all trip purposes. The Project VMT per service population calculated based on Riverside County Travel Demand Model is 32.1.

Heavy Truck VMT. Consistent with the assumptions made in the air quality and greenhouse gas emissions analyses prepared for this Project, the average trip length for heavy trucks is based on the data provided in Forecasting Metropolitan Commercial and Freight Travel (NCHRP Synthesis 384, Transportation Research Board, 2008) document. The document cites average internal trip lengths of 5.92 miles for light truck, 13.06 miles for medium truck, and 24.11 miles for heavy trucks. As a conservative measure, a trip length of 25 miles has been utilized for all trucks multiplied by the daily truck trips (476) estimated in the TIA based on Institute of Transportation Engineer (ITE) trip rates, resulting in a heavy truck daily VMT of 11,900. Again, as noted above, CEQA does not require VMT analyses include heavy duty truck trips.

For purposes of this VMT assessment the Project's HBW VMT per Employee and VMT per service population (SP) has been compared to three percent below citywide average future year (2040) VMT for the City of Beaumont, based on data provided by WRCOG. ***Table 3.13-1: VMT Thresholds*** shows the calculated VMT thresholds for HBWVMT per Employee and VMT per SP:

Table 3.13-1 VMT Thresholds

Threshold Option	Citywide Average	Threshold (3% below)
Future Year (2040) HBW VMT per employee	9.2	8.9
Future Year (2040 VMT per SP)	31.3	30.4

As shown in ***Table 3.13-2: VMT Impact Evaluation,*** the Project's HBW VMT per Employee and VMT per SP would not meet the three percent below citywide future year threshold. As such, the Project's transportation impact is potentially significant based on the City of Beaumont's chosen threshold.

Table 3.13-2 VMT Impact Evaluation

Threshold Option	Threshold	Project	Change in VMT	Potentially Significant?
HBW VMT Employee	8.9	16.34	+7.44	Yes
VMT per SP	30.4	32.1	+1.7	Yes

The Project's transportation impact is potentially significant based on City of Beaumont's recommended thresholds. Therefore, Mitigation Measure (MM) TRAN-1 has been identified, which encourages the use of TDM Strategies to reduce impacts. The effectiveness of the listed TDM measures would be dependent on the final building tenant(s), which are unknown at this time. Beyond a project's design and tenancy considerations, land use context is a major factor relevant to the potential application and effectiveness of TDM measures. Thus, improvements to pedestrian networks, implementation of traffic calming infrastructure, low-street bicycle network improvements, telecommuting, and the promotion of ride share programs would be viable mitigation measures, and would encourage multi-passenger modes of transportation which would in turn reduce VMT.

While this TDM strategy is anticipated to reduce some VMT generated by the Project, it is not possible to know specifically to what exact extent such measures would actually reduce VMT at the Project Site. This is in part due to the fact that the end user tenant of the Warehouse Site is unknown at this time, and also

in part due to the suburban nature of the City of Beaumont and the surrounding region. However, the VMT estimates provided in this analysis are produced from reliable modeling and research and are based on the best available information. Nonetheless, it would be speculative to state the TDM measures would be guaranteed to reduce VMT to less than the City's significance threshold.

The City is also unaware of any further mitigation measures that would feasibly reduce VMT beyond those identified above as part of the TDM strategy. Due to limitations of project-level approaches to reducing VMT, a City or region may consider larger mitigation programs such as VMT mitigation banks and exchanges. VMT mitigation banks and exchanges have not yet been developed or tested. WRCOG is undertaking a study to evaluate the feasibility of a VMT mitigation bank or exchange in order to assist lead agencies in implementing SB 743. The Project would, therefore, defer to the efforts of WRCOG and would not create or implement a Project-specific VMT mitigation bank.

Given the above described inability to ensure that MM TRAN-1 would reduce impacts to below the City's significance threshold, and a lack of further feasibile mitigation measures, the Project's VMT impact is considered significance and unavoidable.

Mitigation Measures

MM-TRAN-1: Prior to final Project approval, the Project applicant and City shall develop a cooperative plan of implementation through a fair share contribution from the Project applicant (or other mechanism) to the City to enable the establishment or enhancement of programs within the City that would reduce VMT. The Project applicant and City shall work cooperatively, to develop effective transportation demand management (TDM) strategies that would be included in site plans and Project operations. The TDM strategies shall be employed as applicable by the Project applicant in conjunction with the City, to reduce the overall VMT resulting from Project implementation. The following strategies shall be considered, but other TDM measures, if feasible may be implemented:

- Improving pedestrian networks;
- Implementing traffic calming infrastructure;
- Provide bicycle parking and secure bike lockers;
- Alternative work scheduling;
- Public transit benefit;
- Building low-street bicycle network improvements;
- Encouraging alternative work schedules;
- Telecommuting; and
- Providing ride-share programs.

Level of Significance After Mitigation: Significant Unavoidable Impact

The Project's VMT impacts are considered significant and would remain significant and unavoidable even after all feasible mitigation is included. Although the mitigation measure is anticipated to reduce VMT and potential impacts, the specific value cannot be guaranteed, due to the nature of the Project as a logistics and distribution warehouse, the fact that the end-user Project tenant would not be identified until after construction of the Project, and given the land use context surrounding the Project. Further, although MM MM TRAN-1 provides a number of incentives to reduce the number of employee trips, it is unknown to what extent individuals would utilize those alternatives. Therefore, no other feasible mitigation is available that would reduce VMT.

Impact 3.12-3: 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)?

Level of Significance: Less than Significant Impact

The Project would not create a significant traffic-related safety hazard. The Project roadways, ingress and egress, and interior circulation elements have been designed and would be constructed consistent with the City's Department of Public Works Department standard drawings. There are no incompatible land uses proposed or in the vicinity of the Project Site, such as those utilizing farm equipment, that would result in a potential significant traffic safety hazard. Although construction would involve the use of large heavy-duty equipment such as rollers, graders, and dump trucks, all staging and construction areas would have appropriate signage and standard safety protocols as implemented by the Project Applicant through standard construction practices. To further reduce potential impacts during site improvements as needed, construction flagmen and/or signage would be used along 4th Street and Potrero Boulevard to ensure safe construction practices. Therefore, potential impacts associated with design hazards would be less than significant.

Impact 3.13-4: Would the project result in inadequate emergency access?

Level of Significance: Less than Significant Impact

Project access is proposed via two driveways: one on Potrero Boulevard and one on 4th Street. Emergency access lanes would be provided around the perimeter of the building. Emergency access would be provided in accordance with Beaumont MC § 17.05.060C – Emergency Access. Metal, manual operated gates with Knox-Padlock would be provided at each driveway per Riverside County Fire Department (RCFD) Standards. Curbs would be painted, and signage provided to inform of the fire lanes, as required by the RCFD. The RCFD would review the Project for access requirements concerning minimum roadway width, fire apparatus access roads, fire lanes, signage, access devices and gates, and access walkways, among other requirements, which would enhance emergency access to the Project site. Following compliance with RCFD access requirements, adequate emergency access to the Project site would be provided. Project impacts concerning emergency access would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

3.13.5 SIGNIFICANT UNAVOIDABLE IMPACTS

The Project would not conflict with any applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project also would not include a roadway design features that would create a hazard or hazardous roadway condition. The proposed Project; however, would generate VMT in excess of the City's VMT threshold, and even with mitigation requiring a TDM plan, impacts would not be reduced to less than significant.

3.13.6 CUMULATIVE IMPACTS

Construction activities associated with the Project and nearby cumulative projects may overlap and result in temporary traffic impacts to local roadways. However, the Project would not result in significant traffic related impacts resulting from conflicts with transportation plans or policies and is consistent with all applicable Beaumont General Plan policies such as working with Caltrans, making needed roadway improvements, etc. Cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures that may be prescribed pursuant to CEQA provisions. Therefore, the Project contribution to impacts in these regards would be less than significant.

Under Impact Statement 3.13-2, the Project's cumulative impact to regional Total VMT would result in an increase of 1.7 VMT per SP; refer to ***Table 3.13-2***. As such, the Project results in a net increase in VMT per SP, and the Project's cumulative effect on VMT is potentially significant. As analyzed above, MM TRAN-1 ensures the implementation of TDM measures with the potential to reduce VMT impacts, although not to a level of less than significant. While it is anticipated the City would require similar mitigation of cumulative projects in the vicinity, the Project's cumulative VMT impacts are considered significant and unavoidable.

3.13.7 REFERENCES

City of Beaumont. (2020). *Staff Report: SB 743 Vehicle Miles Traveled (VMT) Thresholds for California Environmental Quality Act (CEQA) Compliance Related to Transportation Analysis*. Retrieved from: https://mccmeetingspublic.blob.core.usgovcloudapi.net/beaumntca-meet-f1da32f813d04b548d03815d09f7fef6/ITEM-Attachment-004-92c35ec0a7a44ac195e79254290997ac.pdf.

Kimley-Horn. 2020. *Traffic Impact Study for Beaumont Potrero Interchange Industrial Warehouse*, January.

Kimley-Horn. 2020. *Supplemental Vehicle Miles Traveled Analysis for Beaumont Potrero Interchange Industrial Warehouse Project*, August.

3.14 TRIBAL CULTURAL RESOURCES

This section provides an assessment of potential impacts related to tribal cultural resources that could result from implementation of the Project.

TRIBAL CULTURAL RESOURCE TERMINOLOGY

"Tribal cultural resources" are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR) or included in a local register of historical resources, or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. A cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria.

3.14.1 ENVIRONMENTAL SETTING

The Project site is situated in an area previously occupied by the Native American Cahuilla peoples. The territory of the Cahuilla ranges from the area near the Salton Sea up into the San Bernardino Mountains and San Gorgonio Pass. The Cahuilla share a common tradition with Gabrielino, Serrano, and Luiseño, with whom they shared tribal boundaries to the west, north, and southwest respectively.

Please refer to ***Section 3.4: Cultural Resources***, which presents the prehistoric and historical settings.

ETHNOGRAPHY

The Project site is situated in an area occupied by the Cahuilla. The Cahuilla were seminomadic hunter-gatherers who spoke a Cupan variation of the Takic language subfamily. An ethnographic summary is provided below.

Cahuilla. Spanish missionaries first encountered the Cahuilla in the late 18th century. Early written accounts of the Cahuilla are attributed to mission fathers; later documentation was by Strong (1972), Bright (1998), and others. The territory of the Cahuilla ranges from the area near the Salton Sea up into the San Bernardino Mountains and San Gorgonio Pass. The Cahuilla are generally divided into three groups: Desert Cahuilla, Mountain Cahuilla, and Western (or Pass) Cahuilla. The term Western Cahuilla is preferred over Pass Cahuilla because this group is not confined to the San Gorgonio Pass area. The distinctions are believed to be primarily geographic, although linguistic and cultural differences may have existed to varying degrees. Cahuilla territory lies within the geographic center of southern California and the Cocopa-Maricopa Trail, a major prehistoric trade route, ran through it. The Cahuilla share a common tradition with Gabrielino, Serrano, and Luiseño, with whom they shared tribal boundaries to the west, north, and southwest respectively. The Cahuilla situated their villages in close proximity to reliable water sources. Subsistence was based on a combination of hunting, gathering, and a sort of proto-agriculture that produced corn, beans, squash, and melons. The diverse habitat of the Cahuilla allowed significant

yields of their most important staples, which included acorns from six varieties of oak, piñon nuts, screw bean mesquite, and various cacti. [1]

EXISTING TRIBAL CULTURAL RESOURCES

Methods Used to Identify Known Cultural Resources

Records Search Methodology

A search was conducted of cultural resource records housed at the Eastern Information Center (EIC) located at the University of California, Riverside. This included a review of all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects located within one mile of the Project Site. In addition, a review was conducted of the National Register of Historic Places (NRHP), the CRHR, and documents and inventories from the California Office of Historic Preservation including the lists of California Historical Landmarks (CHL), California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

Field Survey Methodology

An archaeological pedestrian field survey of the Project Site was conducted on April 11 and 12, 2019. The survey was conducted by walking parallel transects spaced 15 meters apart across 100 percent of portions of the Project Site that exhibited high (70+ percent) surface visibility. Soil exposures, including natural and artificial clearings were carefully inspected for evidence of cultural resources. In areas of low visibility, transect width was narrowed to 10 meters and vegetation was removed at regular intervals to inspect the ground surface.

Native American Consultation

The Native American Heritage Commission (NAHC) was contacted to determine whether any sacred sites were listed in the Sacred Lands File (SLF) for the Project Site and general vicinity. In addition to the SLF search, a cultural resources records search and subsequent pedestrian field survey were conducted, and paleontological overview were conducted for the Project Site.

In addition, the NAHC also provided a contact list for tribal groups or individuals who may have knowledge of cultural resources within the area. Letters to comply with both Senate Bill (SB) 18 and Assembly Bill (AB) 52 were mailed to all parties including tribes and individuals that had previously requested notifications and the opportunity for consultation on applicable projects in the City. AB 52 letters were mailed to 13 parties including the Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Indians, Los Coyotes Band of Cahuilla and Cupeno Indians, Morongo Band of Mission Indians (letters mailed to two individuals), Ramona Band of Cahuilla (letters mailed to two individuals), Santa Rosa Band of Cahuilla Indians, Soboba Band of Mission Indians (letters mailed to two individuals), and Torres-Martinez Desert Cahuilla Indians on July 24, 2020.

[1] BCR Consulting, Inc. 2019. *Cultural Resources Assessment*.

The letters requested any information they may have on Native American cultural resources within the Project area and invited the individuals and groups for consultation.

SB 18 letters were mailed to 23 parties including the Agua Caliente Band of Cahuilla Indians (letters mailed to two individuals), Augustine Band of Cahuilla Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Indians, Campo Band of Diegueno Mission Indians, Ewiiaapaayp Band of Kumeyaay Indians, Ewiiaapaayp Band of Indians, La Posta Band of Diegueno Mission Indians (letters mailed to two individuals), Los Coyotes Band of Cahuilla and Cupeno Indians, Manzanita Band of Kumeyaay Nation, Mesa Grande Band of Diegueno Mission Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, Pechanga Band of Luiseno Indians, Quechan Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla, Rincon Band of Luiseno Indians (letters mailed to two individuals), San Manuel Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians (letters mailed to two individuals), Soboba Band of Luiseno Indians, Sycuan Band of the Kumeyaay Nation, and Torres-Martinez Desert Cahuilla Indians on November 5, 2020.

Cultural Resources Results

Records Search Results

The records search did not identify any cultural resources (including prehistoric or historic archaeological sites or historic-period buildings) within the Project Site. Furthermore, research results combined with surface conditions have failed to indicate sensitivity for buried cultural resources. Data from the EIC revealed that eight cultural resource studies have taken place resulting in the recording of 12 cultural resources within one-mile of the Project Site. Of the eight previous studies, none assessed the Project Site and no cultural resources have been previously recorded within its boundaries. See ***Section 3.4: Cultural Resources***.

Field Survey Results

The field survey of the Project Site identified no cultural resources within the Project Site boundaries. Surface visibility was approximately 30 percent. Vegetation included seasonal grasses, non-native trees, and remnants of a coastal sage scrub vegetation community. Visible sediments included sandy silts mixed with granitic cobbles and gravels. No cultural resources (including prehistoric or historic-period archaeological sites or historic-period buildings) were identified during the field survey. The Project Site has been subject to severe disturbances related to excavation for road paving and utility installation, and for an interchange project.

3.14.2 REGULATORY SETTING

FEDERAL

Native American Graves Protection and Repatriation Act of 1990

The Native American Graves Protection and Repatriation Act of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human

remains, associated funerary objects, and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

National Park Service – National Register Bulletin 38

National Park Service has prepared guidelines to assist in the documentation of traditional cultural properties (TCPs) by public entities. The Bulletin is intended to be an aid in determining whether properties have traditional cultural significance and if they are eligible for inclusion in the NRHP. It is also intended to assist federal agencies, State Historic Preservation Officers (SHPOs), Certified Local Governments, tribes, and other historic preservation practitioners who need to evaluate such properties when considering their eligibility for the NRHP as part of the review process prescribed by the Advisory Council on Historic Preservation (ACHP).

TCPs are a broad group of places that can include:

- location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world;
- rural community whose organization, buildings and structures, or patterns of land use reflect the cultural traditions valued by its long-term residents;
- an urban neighborhood that is the traditional home of a particular cultural group, and that reflects its beliefs and practices;
- location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice; and
- location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity.

STATE

Native American Heritage Commission

Public Resources Code (PRC) § 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC § 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

California Public Records Act

Sections 6254(r) and 6254.10 of the California Public Records Act (Government Code § 6250 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places and records of Native American places, features, and

objects…maintained by, …, the Native American Heritage Commission….". Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the [NAHC], another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency."

Senate Bill 18

SB 18 (California Government Code § 65352.3) requires local governments to consult with Native American tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to the adoption and amendment of general plans and specific plans. The consultation process requires (1) that local governments send the NAHC information on a proposed project and request contact information for local Native American tribes; (2) that local governments then send information on the project to the tribes that the NAHC has identified and notify them of the opportunity to consult; (3) that the tribes have 90 days to respond on whether they want to consult or not, and (4) that consultation begins, if requested, by a tribe and there is no statutory limit on the duration of the consultation. If issues arise and consensus on mitigation cannot be reached, SB 18 allows a finding to be made that the suggested mitigation is infeasible.

Assembly Bill 52

California PRC § 21080.3.1 (AB 52) 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." (PRC § 21084.2). It further states that the lead agency shall avoid damaging effects to a tribal cultural resource, when feasible (PRC § 21084.3). PRC § 21074 (a)(1) and (2) defines tribal cultural resources as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and meets either of the following criteria:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The code requires a formal consultation process for California tribes regarding tribal resources. The consultation process must be completed before a CEQA document can be released for public review (PRC § 21080.3.1(b)). AB 52 requires that lead agencies "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project" if requested (PRC § 21080.3.1(b)). Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

LOCAL

County of Riverside General Plan

Multipurpose Open Space Element

The Multipurpose Open Space Element addresses protecting and preserving natural resources, agriculture and open space areas, managing mineral resources, preserving and enhancing cultural resources, and providing recreational opportunities for the citizens of Riverside County. The applicable policies related to cultural resources are listed below:

Policy OS 19.1: Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.

Policy OS 19.2: The County of Riverside shall establish a Cultural Resources Program in consultation with Tribes and the professional cultural resources consulting community that, at a minimum would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, State and Federal law.

Policy OS 19.3: Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

Policy OS 19.4: To the extent feasible, designate as open space and allocate resources and/or tax credits to prioritize the protection of cultural resources preserved in place or left in an undisturbed state.

Policy OS 19.5: Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.

City of Beaumont General Plan

Conservation and Open Space Element

The Conservation and Open Space Element focuses on four key issue areas: cultural resources (historic and archaeological), ecological resources (plant and animal life), natural resources (air, water, and minerals), and open space (open space used for recreation or resource protection). This Element indicates the City's policies concerning the conservation and preservation of important natural and man-made resources and complies with the State requirements for a conservation element and an open space element. The goals and policies are listed below and Project consistency with them is discussed in ***Table 3.10-3: Beaumont General Plan Consistency Analysis*** of this EIR:

Goal 8.11: ***A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.***

Policy 8.11.1: Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.

Policy 8.11.4: Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act, California Public Resources Code Amended Statutes 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.

3.14.3 STANDARDS OF SIGNIFICANCE

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning tribal cultural resources. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 § 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 § 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.

METHODOLOGY AND ASSUMPTIONS

The Project and associated Project design are evaluated against the aforementioned significance criteria, as the basis for determining the level of impacts related to tribal cultural resources. The analysis of the Project considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. Where significant impacts remain, feasible mitigation measures are recommended, where warranted, to avoid or lessen the Project's significant adverse impacts.

3.14.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.14-1: ***Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 § 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 (PRC) § 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?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Tribal cultural resources as defined in PRC § 5020.1(k) have not been previously identified within the Project area and are considered unlikely to be present given the historical use of the site. On July 24, 2020, correspondence in accordance with AB 52 was completed. SB 18 letters were mailed November 5, 2020, which was required because the Project includes a General Plan Amendment. The letters were sent to individuals and organizations that had previously requested notification of projects and was based on City and NAHC records. This list is included in this EIR as Appendix C of the Cultural Resources Assessment (EIR ***Appendix E***). As required, the letters briefly described the location and nature of the Project and requested the receiving party supply comment by August 23, 2020. A follow-up e-mail notifying the individuals that the formal hard copy letters were sent to all recipients of the AB 52 notification letters. Only one response to the AB 52 letters was received from the Morongo Band of Mission Indians, indicating the tribe had an interest in the Project at the time and wanted to be notified about the Project in the future. The AB 52 consultation period closed on August 23, 2020 prior to receipt of any additional requests. No subsequent requests were received since that time.

As previously stated, SB 18 letters were mailed to 23 parties on November 5, 2020. The letters briefly described the location and nature of the Project and requested the receiving party supply comment/request consultation by December 5, 2020. Three responses were received.

On November 16, 2020, the Augustine Band of Cahuilla Indians responded, thanking the City for the opportunity to provide input. The letter concluded by stating that at that time, the Tribe was unaware of specific cultural resources that may be affected by the Project. However, the Tribe requested that should discovery of any cultural resources occur, they be contacted for further evaluation of the discovery.

The Rincon Band of Luiseño Indians responded via letter on November 19, 2020. The letter stated that the location identified within Project documents is not within the Band's specific Area of Historic Interest. At

that time, they had no additional information to provide. The Tribe recommended that the City directly contact a tribe that is closer to the Project and may have pertinent information.

Lastly, the San Manuel Band of Mission Indians (SMBMI) replied via email on November 13, 2020. The Tribe expressed appreciation for the opportunity to review the Project documentation. The email went on to state that the Project is located within Serrano ancestral territory, and the area for the Project is of interest, but the Tribe sees no conflicts with the zoning changes at this time. Furthermore, the tribe added that when specific projects are planned and implemented, SMBMI might have comments and/or request formal consultation with the Lead Agency pursuant to CEQA (as amended, 2015) and California PRC § 21080.3.1. This communication concluded SMBMI's input on the Project, at that time, and no additional SB 18 consultation is required.

The above referenced AB 52 and SB 18 letters, and associated responses, can be found in ***Appendix E*** of this Draft EIR.

The Project Site has been partially disturbed from off road vehicle use, and development has occurred in the surrounding area. In addition, the Project Site does not contain any existing structures or extant historical tribal cultural resources with the potential for inclusion on the CRHR or a local register. However, it is possible that unknown buried tribal cultural resources could be present on the Project Site. Should buried or otherwise unknown tribal cultural resources be encountered and damaged during construction, a potentially significant impact would result. Implementation of Mitigation Measure (MM) TCR-1 would reduce this impact to less than significant.

Mitigation Measure

MM TCR-1: If subsurface deposits believed to be cultural or human in origin, or tribal cultural resources, are discovered during construction, all work shall halt within a 100-foot radius of the discovery, and the Construction Manager shall immediately notify the City of Beaumont Development Services Director by phone. The Construction Manager shall also immediately coordinate with the monitoring archeologist or project archaeologist, or, in the absence of either, contact a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for archaeology and subject to approval by the City, to evaluate the significance of the find and develop appropriate management recommendations. All management recommendations shall be provided to the City in writing for the City's review and approval. If recommended by the qualified professional and approved by the City, this may include modification of the no-work radius.

The professional archaeologist must make a determination, based on professional judgement and supported by substantial evidence, within one business day of being notified, as to whether or not the find represents a cultural resource or has the potential to be a tribal cultural resource. The subsequent actions will be determined by the type of discovery, as described below. These include: 1) a work pause that, upon further investigation, is not actually a discovery and the work pause was simply needed in order to allow for closer examination of soil (a "false alarm"); 2) a work pause and subsequent

action for discoveries that are clearly not related to tribal resources, such as can and bottle dumps, artifacts of European origin, and remnants of built environment features; and 3) a work pause and subsequent action for discoveries that are likely related to tribal resources, such as midden soil, bedrock mortars, groundstone, or other similar expressions.

Whenever there is question as to whether or not the discovery represents a tribal resource, culturally affiliated tribes shall be consulted in making the determination. The following processes shall apply, depending on the nature of the find, subject to the review and approval of the City:

- Response to False Alarms: If the professional archaeologist determines that the find is negative for any cultural indicators, then work may resume immediately upon notice to proceed from the City's representative. No further notifications or tribal consultation is necessary, because the discovery is not a cultural resource of any kind. The professional archaeologist shall provide written documentation of this finding to the City.
- Response to Non-Tribal Discoveries: If at the time of discovery a professional archaeologist determines that the find represents a non-tribal cultural resource from any time period or cultural affiliation, the City shall be notified immediately, to consult on a finding of eligibility and implementation of appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in § 15064.5(a) of the CEQA Guidelines. The professional archaeologist shall provide a photograph of the find and a written description to the City of Beaumont. The City of Beaumont will notify any [tribe(s)] who, in writing, requested notice of unanticipated discovery of non-tribal resources. Notice shall include the photograph and description of the find, and a tribal representative shall have the opportunity to determine whether or not the find represents a tribal cultural resource. If a response is not received within 24 hours of notification (none of which time period may fall on weekends or City holidays), the City will deem this portion of the measure completed in good faith as long as the notification was made and documented. If requested by a [tribe(s)], the City may extend this timeframe, which shall be documented in writing (electronic communication may be used to satisfy this measure). If a notified tribe responds within 24 hours to indicate that the find represents a tribal cultural resource, then the Response to Tribal Discoveries portion of this measure applies. If the tribe does not respond or concurs that the discovery is non-tribal, work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not a Historical Resource under CEQA, as defined in § 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to its satisfaction.
- Response to Tribal Discoveries: If the find represents a tribal or potentially tribal cultural resource that does not include human remains, the [tribe(s)] and City shall be

notified. The City will consult with the tribe(s) on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be either a Historical Resource under CEQA, as defined in § 15064.5(a) of the CEQA Guidelines, or a Tribal Cultural Resource, as defined in § 21074 of the Public Resources Code (PRC). Preservation in place is the preferred treatment, if feasible. Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not a Historical Resource under CEQA, as defined in § 15064.5(a) of the CEQA Guidelines; or 2) not a Tribal Cultural Resource, as defined in Section 21074 of the PRC; or 3) that the treatment measures have been completed to its satisfaction.

- Response to Human Remains: If the find includes human remains, or remains that are potentially human, the construction supervisor or on-site archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641) and shall notify the City and Riverside County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and Assembly Bill 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. PRC § 5097.94 provides structure for mediation through the NAHC if necessary. If no agreement is reached, the City shall rebury the remains in a respectful manner where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

3.14.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable tribal cultural resource impacts have been identified.

3.14.6 CUMULATIVE IMPACTS

Cumulative projects that would have the potential to be considered in a cumulative context with the Project and resulting in an incremental contribution are used to evaluate potential cumulative impacts in this environmental analysis.

Ongoing development and growth in the broader Project area may result in a cumulatively significant impact to, tribal cultural resources due to the continuing disturbance of undeveloped areas, which could

potentially contain significant, buried archaeological or tribal cultural resources, or transform an area related to tribal cultural history.

Because there is always a potential to encounter undiscovered tribal cultural resources during construction activities, no matter the location or sensitivity of a particular site, MM TCR-1 has been included to and would serve to protect, preserve, and maintain the integrity and significance of cultural or tribal cultural resources in the event of the unanticipated discovery of a resource.

The individual, Project-level impacts were found to be less than significant with incorporation of one mitigation measure, and the Project would be required by law to comply with all applicable Federal, State, and local requirements related to historical, archaeological and tribal cultural resources. Other related cumulative projects would similarly be required to comply with all such requirements and regulations, to be consistent with the provisions set forth by CEQA, and to implement all feasible mitigation measures should a significant project-related or cumulative impact be identified. Impacts would be less than significant in this regard and additional mitigation is not required.

3.14.7 REFERENCES

BCR Consulting, LLC. 2019. *Cultural Resources Assessment*.

City of Beaumont. 2020. *Draft Program Environmental Impact Report Beaumont General Plan SCH No. 2018031022.* https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720.

3.15 UTILITIES AND SERVICE SYSTEMS

This section evaluates the existing utilities and service systems setting and the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project, as applicable. As such, the information and analysis herein rely on the General Plans of both the City and the County. In addition, a Water Supply Assessment (WSA) was prepared for the Project in December 2020, by Kimley-Horn and Associates, Inc., included as ***Appendix L***.

3.15.1 ENVIRONMENTAL SETTING

PROJECT SETTING

The Project Site is undeveloped, vacant, and has various habitat types including riparian, sage scrub, and areas that have been heavily disturbed from off-road vehicle use. The Warehouse Site is composed of two irregularly shaped vacant and unimproved parcels on approximately 32 acres; refer to ***Figure 2-3: Preliminary Site Plan*** in ***Section 2.0: Project Description***. The Project Site is not provided with utilities services because it is undeveloped.

WATER[1]

Water Supply Assessment

A WSA was prepared for the Project to evaluate the existing and future demands on the water supply needed to be supplied from Beaumont-Cherry Valley Water District (BCVWD). The Project Site is currently vacant and does not require potable water. The WSA used information from both BCVWD and San Gorgonio Pass Water Agency (SGPWA) Urban Water Management Plan (UWMP) to examine existing water supply entitlements, water rights, and water service contracts relevant to the water supply for the Project, water received in prior years pursuant to those entitlements, and any additional planned water supplies, to assess whether sufficient water supplies would be available for the Project.

San Gorgonio Pass Water Agency

The SGPWA is one of 29 State Water Contractors. Each Contractor is responsible for the importation of water from northern California through the State Water Project (SWP) into their service area. The contractors use the imported water to supplement water supplies of local water districts such as BCVWD, which would serve the Project, within their service areas (SGPWA, 2020). The SGPWA boundary extends from Calimesa to Cabazon and includes the BCVWD, as well as the City of Banning and the Yucaipa Valley Water District (YVWD) as some of its retail service providers (SGPWA, 2019).

SGPWA prepared an UWMP in 2015. SGPWA accounted for water demands within the BCVWD service area. The service area build-out or "saturation" population in the 2015 BCVWD UWMP, was determined using the City of Beaumont's Zoning Map from the City's General Plan. Based on review of these maps,

[1] Kimley-Horn. 2020. *Water Supply Assessment*.

the proposed development density of the project within the project site, and associated water demands is considered as part of these regional planning efforts.[2]

The SGPWA UWMP indicates that current and future water demands will be met through a combination of existing SWP deliveries, projected new supplies, local groundwater production, recycled water production, and demand-side measures through and beyond the year 2025. The water demands on SGPWA through 2040 are provided in ***Table 3.15-1: Total Project Water Demands on SGPWA***. The UWMP reflects reasonably anticipated supplies through the planning periods and account for non-SGPWA supplies available to the retail purveyors, such as local groundwater, recycled water, and other supplies.

Table 3.15-1: Total Project Water Demands on SGPWA

Agency Name	2020	2025	2030	2035	2040
BCVWD	10,860	12,476	14,087	15,886	17,334
City of Banning	--	501	1,344	2,2337	2,718
YVWD	1,809	1,967	2,162	2,391	2,644
Other	500	1,600	2,800	2,900	5,000
Total Water Demands	**13,169**	**16,544**	**20,393**	**24,414**	**27,696**

Source: Kimley-Horn. 2020. *Draft Water Supply Assessment for Beaumont-Potrero Interchange Industrial Warehouse*. Table 3-1.

Beaumont-Cherry Valley Water District

The BCVWD would be the direct water purveyor for the Project. The BCVWD service area includes the City of Beaumont and the majority of unincorporated Cherry Valley, and BCVWD would provide potable and non-potable water to these areas. As of December 31, 2017 (the most recent data available from the BCVWD), the BCVWD had over 17,727 active metered connections, of which 16,622 were for single-family structures. BCVWD owns and operates the water system that serves the areas surrounding the Project Site. BCVWD owns approximately 1,524 acres of watershed land north of Cherry Valley along the Little San Gorgonio Creek (also known as Edgar Canyon) and Noble Creek that are used as water sources. BCVWD diverts water from Little San Gorgonio Canyon Creek into a series of ponds adjacent to the creek where it percolates and recharges the shallow aquifers in Edgar Canyon.

BCVWD's present service area covers approximately 28 square miles, virtually all of which is in Riverside County and includes the City of Beaumont and the community of Cherry Valley. The Project Site is within the BCVWD Sphere of Influence (SOI) boundaries, but outside of the water service area boundaries. As part of the Project, the Project Site requires annexation into the BCVWD water service area and a water main would be extended onto the Warehouse Site from an existing water line along 4th Street adjacent to the Project Site.

As discussed above, the SGPWA used the BCVWD UWMP to project imported water demand to the BCVWD service area. Due to the SGPWA deadlines, BCVWD provided preliminary demand projections prior to finalizing their own UWMP. This led to minor differences between imported water demand in the two UWMPs and that which would be needed from SGPWA. Thus, there is a slight difference between

[2] Beaumont Cherry Valley Water District, 2017. *2015 Urban Water Management Plan*. Page 3-18. https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf (accessed November 2021).

listed demands. BCVWD's finalized anticipated demands for imported water are shown in ***Table 3.15-2: BCVWD Imported Water Needs***.

Table 3.15-2: BCVWD Imported Water Needs

Demand	2020	2025	2030	2035	2040
BCVWD Drinking Water Demand (AFY)	10,313*	11,407*	12,503	13,843	15,362
Banking Demands AFY**	1,000	1,500	2,000	2,500	2,500
Total BCVWD Imported Water Demand (AFY)	11,313	12,907	14,503	16,343	17,862

Note:
* Included imported water to non-potable water system since non-potable water system supplied with potable groundwater.
** If imported water is not available in a given year, no banking would occur. But when imported water is available, any deficiencies from previous years would be "carried over" and "made up."

Source: Kimley-Horn. 2020. *Draft Water Supply Assessment for Beaumont-Potrero Interchange Industrial Warehouse*. Table 3-2.

WATER SOURCES

Currently, the City of Beaumont meets potable water demands with imported water supplies purchased through the SGPWA, Edgar Canyon groundwater, and groundwater stored in the Beaumont Basin. Future water sources are anticipated to include recycled water and could include captured and recharged storm water from Edgar, Noble, Marshall and other canyons; urban runoff captured and recharged in detention and water quality basins; captured, nitrate-contaminated underflow from the Edgar Canyon; and groundwater from the Singleton Groundwater Basin and the San Timoteo groundwater basins.

Water System and Operation

BCVWD owns and operates both a potable and a non-potable water distribution system. BCVWD provides potable water and scheduled irrigation water to users through the potable water system. BCVWD provides non-potable water for landscape irrigation of parks, playgrounds, school yards, street medians and common areas through its non-potable (recycled) water system. Potable water service would be extended to the Warehouse Site, but non-potable water service is not available in the area and is not currently proposed to be extended to the Project. ***Table 3.15-3: BCVWD Potable and Non-Potable water Connections and Deliveries for 2019***, shows this information, which is the most recent data available.

Table 3.15-3: BCVWD Potable and Non-Potable Water Connections and Deliveries 2019

Connection/Delivery	Potable Water	Non-potable Water (Landscape)	Total
Number of Connections	19,339[1]	309	19,648
Water Pumped, (AFY)	11,447[2]	1,547	12,994
Average Annual (mgd)	10.2	1.4	11.6
Maximum Day, (mgd)	19.2[3]	4.3	N/A

[1] 45 of these connections are agricultural water connections on potable water systems.
[2] 260 AF was transferred into non-potable system for make-up.
[3] Historic maximum day demand was 22.2 mgd in 2009.

Source: Kimley-Horn. 2020. *Draft Water Supply Assessment for Beaumont-Potrero Interchange Industrial Warehouse*. Table 5-1.

Groundwater

BCVWD's potable water system is supplied by 24 wells in Edgar Canyon and the Beaumont Groundwater Basin, which is an adjudicated basin and managed by the Beaumont Basin Watermaster. Groundwater supply is augmented with imported water from the SPW and dispersed by SGPWA. Imported water is

typically used for groundwater recharged at BCVWD's recharge facility at the intersection of Brookside Avenue and Beaumont Avenue.

Reservoirs

BCVWD has 14 reservoirs ranging in size from 0.5 million gallons (MG) to five MG. Total storage is approximately 22 MG, which is over two times greater than BCVWD's average daily flow of 10.5 mgd or greater than BCVWD's one day maximum flow of 19.2 mgd. The reservoirs provide gravity supply to their respective pressure zones. BCVWD's system is constructed such that any higher zone reservoir can supply water on an emergency basis to any lower zone reservoir. There are booster pumps in the system that allow water to be pumped up from a lower pressure zone to a higher-pressure zone also. This provides great flexibility in system operations. Sufficient reservoir redundancy exists permitting reservoirs to be taken out of service for maintenance.

Potable Water Transmission

The Edgar Canyon wells pump water to a gravity transmission main that extends the full length of the BCVWD-owned properties in Edgar Canyon. The transmission main connects to the distribution system in Cherry Valley. Because of the range of topographic elevations in the BCVWD's service area, 11 pressure zones are needed to provide reasonable operating pressures for customers. The backbone transmission system in the main pressure zones is primarily 24-inch diameter pipelines though there are some 30-inch diameter pipelines leading to some reservoirs. There are several small, older, distribution lines in the system that are gradually being replaced over time with minimum eight-inch diameter ductile iron pipe. The system can provide over 4,000-gallons per minute (gpm) fire flow in the industrial/commercial areas of the service area.

Recharge Facilities and Imported Water

BCVWD has a 78-acre site for groundwater recharge using both imported water and storm water that is piped to the location so it can infiltrate to the ground. From 2006 through 2018, it is estimated that approximately 84.242 acre-ft of imported water has been used for recharge. This is a small fraction of the recharge capacity which is between 25,000 to 30,000 AFY. BCVWD is working with the Riverside County Flood Control and Water Conservation District (RCFCWCD) to increase recharge using stormwater. The stormwater drainage and recharge project anticipated to be operational in 2022 and incorporates a 505-acre area that includes the Project Site.

The imported water supplied to BCVWD initially piped in by SGPWA via what is called the East Branch Extension (EBX) and has a capacity of 48 cubic feet per second, or for 34,750 AFY. BCVWD ties in at a metering station that draws via 20-inch diameter line capable of 34 cfs or approximately 24,600 AFY if operated on a year-round basis. This water flows to a 24-inch diameter gravity pipeline to convey water to the groundwater recharge site.

Recycled Water System

BCVWD has over 44 miles of non-potable water transmission and distribution lines including a two million-gallon recycled (non-potable) water reservoir. This system serves approximately 309 connections and

delivers approximately 1,547 AFY of non-potable water per year. The system can include a blend of recycled water, imported, untreated SWP, and potable water. Water also is used for groundwater recharge. The Project Site and surrounding areas are not currently serviced by recycled water lines.

BCVWD is working with the City to increase non-potable water available for use in the system. The City is improving their wastewater treatment plant with new membrane bioreactor (MBR) units and reverse osmosis treatment. Improvements would expand capacity to six mgd. Other improvements include a new brine line that would connect to the Inland Empire Brine Line (IEBL) in the City of San Bernardino, which would transport water for treatment elsewhere. The City and BCVWD have a draft Memorandum of Understanding (MOU) and are working to define pumping and storage requirements for recycled water production and distribution. BCVWD is completing the Title 22 Engineering Report and has developed draft rules and regulation for the distribution and reuse of the recycled water that has been approved by the State Water Resources Control Board (SWRCB) Division of Drinking Water. **Conclusion**

Considering all of the above factors, water supplies, and existing demands on the water supply, the WSA provided an analysis of existing supply and demand, which could be used to evaluate the Project in relation to existing water environment. To this end, the WSA included evaluations of potable and non-potable water demand, new equivalent dwelling unit water demand, existing dwelling unit water demand, and demand reduction from conservation. See ***Table 3.15-4: Summary of Supply – Demand for BCVWD***.

Table 3.15-4: Summary of Supply – Demand for BCVWD

Demand or Supply	Year					
	2018	2020	2025	2030	2035	2040
Total New EDUs/year	381	580	460	552	458	297
Potable and Non-potable Water Demand (AFY)	13,129	13,668	14,841	16,032	17,192	18,100
Edgar Canyon (AFY)	1,700	2,100	2,100	2,100	2,100	2,100
Beaumont Reallocated Overlier Rights (AFY)	2,706	1,962	1,200	760	760	760
Forbearance Water (Sunny Cal Egg Ranch (AFY)	0	50	200	340	340	340
Recycled Water City of Beaumont (AFY)	0	0	2,188	2,840	3,487	3,930
Stormwater Capture (AFY)	0	0	250	250	250	250
Other Local Water Resource Projects (AFY	0	0	250	250	250	250
Total Local Supply (AFY)	4,406	5,668	6,188	6,540	7,187	7,630
Surplus (Deficiency) (AFY)	(8,723)	(8,000)	(8,653)	(9,492)	(10,005)	(10,470)
Imported Water for Replenishment (AFY)	8,723	8,000	8,653	9,492	10,005	10,740
Imported Water for Drought proofing (AFY)	1,000	1,000	2,000	2,500	2,500	2,500
Total Imported Water (AFY)	9,723	9,000	10,653	11,992	12,506	12,970
To (From) Storage (AFY)	1,000	1,000	2,000	2,500	2,500	2,500
Groundwater Storage Account (AF)	33,296	35,296	41,296	51,796	64,296	76,796

Source: WSA, Kimley-Horn, 2020. Table 6-8.

WASTEWATER

There are three existing wastewater reclamation plants in the San Gorgonio Pass Area. Only the City of Beaumont's Wastewater Treatment Plant (WWTP) No. 1 is within BCVWD's service area. Wastewater generally flows by gravity to WWTP No. 1. The City also uses nine wastewater lift and pumping stations in the southeastern and western portions of the City to maintain flows through the collection systems. The

treatment facility provides secondary treatment using the Biolac® activated sludge process, tertiary filtration and ultraviolet disinfection and operates under permit R8-2015-0026 NPDES CA 0105376. WWTP No. 1 has a current permitted capacity of four mgd.

The WWTP is a tertiary treatment facility and is located at 715 W. 4th Street. The WWTP receives and treats domestic and commercial/industrial wastewater generated from users within the City, in addition to approximately 850 connections outside City boundaries. The facility was developed in 1994, and upgraded in 2006, to expand its capacity to four mgd. In 2018, the City approved the Beaumont Wastewater Treatment Plan Upgrade/Expansion and Brine Pipeline Project. The expansion is planned to expand the plant treatment capacity from four mgd to six mgd and includes a system upgrade to include advanced treatment, recycled water pump station, and recycled water storage. The second phase of the expansion includes constructing a 12-inch diameter brine waste disposal gravity pipeline extending 23 miles from the WWTP north to the nearest connection point of the IEBL, located near the north side of E Street Bridge in the City of San Bernardino.

STORMWATER AND DRAINAGE

The RCFCWCD currently provides stormwater management services for the City and would provide services to the Project Site. The Project Site and surrounding areas, however, are currently unimproved and no storm drainage facilities are in place. Runoff from the site has historically drained to Coopers Creek and then directed via culverts under State Route (SR)-60 to San Timoteo Creek, which ultimately drains westerly to the Santa Ana River Basin.

Urban runoff is untreated water from the impervious surfaces (hardscape, paving, rooftops, etc.) of developed sites. Runoff is conducted from these sites to the storm drain system and typically directed into local streams and rivers. Anything thrown, swept, washed, or poured into the street, gutter or a catch basin can flow into these receiving waters and eventually flow to the ocean. To address this issue, the City adopted the U.S. Environmental Protection Agency's (U.S. EPA) National Pollution Discharge Elimination System (NPDES) regulations to reduce pollutants in urban runoff and in stormwater. Compliance with this permit(s) would be the responsibility of the Regional Water Quality Control Board (RWQCB).

As part of the NPDES regulations, the City of Beaumont was issued a Municipal Separate Storm Sewer System (MS4) Permit. This State Permit places pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential communities. The Project Site is located within the boundaries of the San Timoteo Watershed Management Authority (STWMA), with which the City entered into a joint powers agreement to manage water resources.

Stormwater drainage also would be subject to the City of Beaumont's Drainage Management Plan, adopted in 1999. One of the objectives of this plan is to reduce levels of pollutants within storm water runoff and increasing public awareness of water quality problems.

SOLID WASTE

Riverside County Waste Management

The Riverside County Waste Management Department (RCWMD) is currently responsible for providing solid waste management services for the Project Site. The department operates three regional Class III municipal solid waste landfills: Lamb Canyon, El Sobrante, and Badlands. Waste haulers servicing the Project Site are able to use any of the three landfills but would most likely use Lamb Canyon because it is the closest.

Waste Management

Waste pickup and disposal services within Beaumont is provided by Waste Management (WM). Solid waste is disposed at the Lamb Canyon Landfill, located within the southwesterly portion of the City's SOI, which will be maintained as an unincorporated County enclave within the City's General Plan Area, and will continue to be operated and maintained by the RCWMD.

Lamb Canyon Landfill

The Lamb Canyon Landfill is located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (SR-79), south of Interstate 10 (I-10) and north of Highway 74. The landfill is owned and operated by Riverside County. The landfill property encompasses approximately 1,189 acres, of which 703.4 acres encompass the current landfill permit area. Of the 703.4-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000 tons per day (tpd) of municipal solid waste for disposal and 500 tpd for beneficial reuse. The site has an estimated total disposal capacity of approximately 20.7 million tons. As of January 1, 2020, the landfill has a total remaining capacity of approximately 8.7 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2029. From January 2019 to December 2019, the Lamb Canyon Landfill accepted a daily average of 1,925 tons with a period total of approximately 591,125 tons. Landfill expansion potential exists at the Lamb Canyon Landfill site (RCDWR, 2020).

Badlands Landfill

The Badlands Landfill is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and accessed from State Highway 60 at Theodore Avenue. The landfill is owned and operated by Riverside County. The existing landfill encompasses 1,168.3 acres, with a total permitted disturbance area of 278 acres, of which 150 acres are permitted for refuse disposal. The landfill is currently permitted to receive 4,500 tpd of municipal solid waste for disposal and 300 tpd for beneficial reuse. The site has an estimated total capacity of approximately 20.5 million tons. As of January 1, 2020 (beginning of day), the landfill had a total remaining disposal capacity of approximately 5.1 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2022. From January 2019 to December 2019, the Badlands Landfill accepted a daily average of 2,878 tons with a period total of approximately 886,388 tons. Landfill expansion potential exists at the Badlands Landfill site (RCDWR, 2020).

El Sobrante Landfill

The El Sobrante Landfill is located east of I-15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc., and encompasses 1,322 acres, of which 645 acres are permitted for landfill operation. The El Sobrante Landfill has a total disposal capacity of approximately 209.9 million cubic yards and can receive up to 70,000 tons per week (tpw) of refuse. USA Waste must allot at least 28,000 tpw for County refuse. The landfill's permit allows a maximum of 16,054 tpd of waste to be accepted into the landfill, due to the limits on vehicle trips. If needed, 5,000 tpd must be reserved for County waste, leaving the maximum commitment of non-County waste at 11,054 tpd. Per the 2018 Annual Report, the landfill had a remaining in-County disposal capacity of approximately 53.8 million tons. In 2018, the El Sobrante Landfill accepted a daily average of 11,031 tons with a period total of approximately 3,386,471 tons. The landfill is expected to reach capacity in approximately 2060 (RCDWR, 2020).

Natural Gas

The Project Site is within the service territory of the Southern California Gas Company (SoCalGas). SoCalGas is the largest natural gas distribution utility in the nation, serving approximately 21.8 million consumers through 5.9 million gas meters in over 500 communities. The service area for SoCalGas consists of over 24,000 square miles throughout central and southern California with a total storage capacity of approximately 136 billion cubic feet (bcf). In an effort to ensure that natural gas is always available to its customers, SoCalGas employs the use of four underground storage tanks: Aliso Canyon Storage Facility, Honor Ranch Storage Facility, La Goleta Storage Facility, and Playa del Rey Storage Facility. These facilities help balance the energy supply and demand.

Electric

The Project Site is located within the 50,000 square mile energy service territory of Southern California Edison (SCE). It is the largest service provider in the State, providing service to over 15 million customers throughout nearly a dozen counties in southern California.

Telephone and Cable

Telephone service is primarily provided to the Project Site and surrounding areas by Verizon. Cable television service is primarily provided to the Project Site and surrounding areas by Time Warner Cable. Currently, Time Warner Cable provides cable television to the City, and would provide service once the Warehouse Site is operational. Verizon currently operates copper and fiber optic facilities from its Coachella Central Office in the City. Verizon also provides high speed fiber optic communications and internet services to residences and businesses throughout southern California, including to the City.

3.15.2 REGULATORY SETTING

FEDERAL

Safe Drinking Water Act

The U.S. EPA administers the Safe Drinking Water Act (SDWA), the primary federal law that regulates the quality of drinking water and establishes standards to protect public health and safety. The Federal Department of Health Services (DHS) implements the SDWA and oversees public water system quality statewide. DHS establishes legal drinking water standards for contaminates that could threaten public health.

Clean Water Act

In 1972, the Federal Water Pollution Control Act Amendments were enacted to address water pollution problems. After an additional amendment in 1977, this law was re-named the Clean Water Act (CWA). Thereafter, it established the regulation of discharges of pollutants into waters of the United States by the U.S. EPA. Under the CWA, the U.S. EPA can implement pollution control programs and set water quality standards. Additionally, the CWA makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained pursuant to its provisions.

STATE

Water

State Water Code – Section 10910

Section 10910 of the State Water Code (Senate Bill [SB] 610) requires the EIR to include a of a WSA to examine existing water supply entitlements, water rights, and water service contracts relevant to the water supply for the Project.

State Water Conservation Requirements

State law requires that all developer-installed landscaping must be accompanied by a landscape package that documents how water use efficiency would be achieved through design. In addition, Title 24 of the California Code of Regulations (CCR) incorporates the California Building Standards, included as the California Plumbing Code (Part 5), which promotes water conservation. Title 20 addresses public utilities and energy and includes appliance and efficiency standards that promote water conservation. A number of state laws require water-efficient plumbing fixtures in structures. The California Fire Code, Appendix B, outlines fire flow and storage reserve requirements for fire protection.

Solid Waste

California Integrated Waste Management Act

The Integrated Waste Management Act (Assembly Bill [AB] 939) mandates that communities reduce their solid waste. AB 939 required local jurisdictions to divert 25 percent of their solid waste by 1995 and 50 percent by 2000, compared to a baseline of 1990. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

California Mandatory Recycling Law

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week to recycle. AB 341 requires businesses to do at least one of the following:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with waste hauler.
- Provide recycling service to tenants (if commercial or multi-family complex).
- Demonstrate compliance with requirements of CCR Title 14.

California Mandatory Commitment Organics Recycling Law

AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Businesses subject to AB 1826 are required to do at least one of the following:

- Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
- Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Urban Water Management Planning Act

In 1983, the California legislature enacted the Urban Water Management Planning Act (California Water Code [CWC], §§ 10610–10656), which requires specified urban water suppliers within the state to prepare an UWMP and update it every five years. Specifically, § 10610.04 et seq. as amended, of the California Urban Water Management Planning Act specifies that:

> *"Urban Water Suppliers shall be required to develop water management plans to actively pursue the efficient use of available supplies. As such, UWMPs serve as an important element in documenting water supply availability and reliability for purposes of compliance with Senate Bills 610 and 221, which link water supply sufficiency to large land-use development project approvals. Urban water suppliers also must prepare UWMPs, pursuant to the Urban Water Management Planning Act, in order to be eligible for state funding and drought assistance".*

In January 2017, the BCVWD Board of Directors adopted the District's 2015 UWMP. This plan details BCVWD's water demand projections and provides information regarding BCVWD's water supply. BCVWD's 2015 UWMP relies heavily on information and assurances included in the following documents:

- 2015 BCVWD Potable Water Master Plan Update (January 2016)
- 2016 BCVWD Non-Potable Water Master Plan (January 2017)
- Recycled Water Facilities Planning Report for Recycled Water Pipeline and Pump Station (June 2014)

- City of Beaumont, General Plan (March 2007)
- Pass Area Land Use Plan, part of Riverside County General Plan (October 2003)
- San Gorgonio Pass Water Agency, Update of Demand Section of 2010 Urban Water Management Plan (UWMP) and Amendment of 2010 UWMP (July 2014)
- 2010 Urban Water Management Plan for the San Gorgonio Pass Water Agency (December 2010)
- San Gorgonio Pass Water Agency, Update Evaluation of Potential Water Transfer Opportunities (July 2013)
- Resolution 2015-05, Resolution of The Board of Directors of the San Gorgonio Pass Water Agency to Adopt Facility Capacity Fees for Facilities and Water (July 2015)

State Water Resources Control Board

The SWRCB is the California (State) agency focused on providing and ensuring clean sustainable water for all state residents. This State agency works alongside other federal programs like the CWA to regulate water sources and uses. The SWRCB regulates water consumption for irrigation and drinking, as well as water discharges from construction, municipal uses, storm water, and other sources.

Water Conservation Act of 2009 (CWC Sections 10608–10608.64). The Water Conservation Act of 2009 (often referred to as "SBx7-7" or the "20 by 2020 law") establishes the goal of achieving a 20 percent reduction in statewide urban per capita water use by December 31, 2020, and the interim goal of achieving a 15 percent reduction by 2015. In an effort to achieve those goals, SBx7-7 requires urban retail water suppliers to develop technical information (e.g., baseline daily per capita water use, water use targets, and interim water use targets) and to report that information in their UWMPs. As further discussed below, two of the primary calculations required by SBx7-7 are Base Daily Per Capita Water Use (average gallons per capita per day [gpcd] used in prior years), and Compliance Water Use Targets (gpcd targets for 2015 and 2020). The Base Daily Per Capita Water Use calculation is based on gross water use by an agency in each year and can be based on a 10-year average ending no earlier than 2004 and no later than 2010, or on a 15-year average if 10 percent of the agency's 2008 municipal demand was met by recycled water. Using this Base Daily Per Capita Water Use figure, an urban retail water supplier must then determine its urban water use target for 2020 and its interim water use target for 2015, both in terms of "gpcd." Section 10608.20(b) of SBx7-7 establishes four alternative methods for calculating the Compliance Water Use Targets. Generally, the alternative methods are: (1) 80 percent of Base Daily Per Capita Water Use; (2) adherence to certain water use performance standards; (3) 95 percent of the applicable State hydrologic region target as set forth in the State's draft 20 by 2020 Water Conservation Plan; or (4) the provisional target method and procedures developed by the Department of Water Resources pursuant to SBx7-7.1. Importantly, per capita reductions under SBx7-7 can be accomplished through any combination of increased water conservation, improved water use efficiency, and increased use of recycled water to offset potable demands. Potable demand offsets can occur through direct reuse of recycled water, such as for irrigation, or indirect potable reuse through groundwater recharge and reservoir augmentation. SBx7-7 provides additional flexibility by allowing compliance on an individual agency basis or through collaboration with other agencies in a region. The City of Beaumont's compliance with and application of SBx7-7 requirements are further discussed below.

SB 610: Water Supply Planning (CWC Sections 10910 through 10915). Signed into law October 9, 2001, SB 610 resulted in additions and amendments to CWC §§ 10910 to 10915 and PRC § 21151.9. As noted above, SB 610 provides that when a city or county determines that a "project" as defined in CWC Section 10912 is subject to review under CEQA, the city or county must identify the water supply agency that would provide retail water service to the Project and request that water supplier to prepare a WSA.

LOCAL

City of Beaumont General Plan

Community Facilities and Infrastructure Element

The Community Facilities and Infrastructure Element establishes goals and policies to provide attractive and accessible public facilities for the City's residents. This Element complies with the State requirements for a Community Facilities and Infrastructure Element. The Project's consistency with these goals and policies is discussed in ***Table 3.10-3: Beaumont General Plan Consistency Analysis*** of this EIR. The following goals and policies are applicable to utilities and service systems:

Goal 7.2 **A clean and sustainable water supply that supports existing community needs and long-term growth.**

Policy 7.2.6 Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.

Policy 7.2.7 Continue to optimize groundwater recharge from new and redevelopment projects by infiltrating stormwater in accordance with State, regional, and local requirements.

Policy 7.2.10 Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.

Goal 7.3 **Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.**

Policy 7.3-7 Update and improve water conservation and landscaping requirements for new development.

Goal 7.4 **Incorporate sustainable and improved stormwater management practices.**

Policy 7.4.1 Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.

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.

Goal 7.5 **Manage and effectively treat storm water to minimize risk to downstream resources.**

Policy 7.5.1 Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.

Policy 7.5.3 Minimize pollutant discharges into storm drainage systems, 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.

Policy 7.5.4 Require new development to fund fair-share costs associated with the provision of stormwater drainage systems, including master drainage facilities.

Policy 7.5.5 Require hydrologic/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.

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.

Policy 7.6.5 Ensure construction demolition achieves the State's 65 percent target for material salvage and recycling of non-hazardous construction materials.

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.

Policy 7.8.3 When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.

City of Beaumont Municipal Code

Beaumont Municipal Code Title 8.12.010

A. The City Council may grant franchises to one or more solid waste enterprises to make arrangements with the persons in charge of premises within the City for solid waste handling services, in accordance with this Chapter.

B. The City Council may determine solid waste collection categories, (e.g., single-family residential, multifamily residential, commercial, construction & demolition materials, household hazardous waste, universal waste, recyclable materials, organic waste and others) and may make or impose franchise, license, contract or permit requirements which may vary for such categories.

Section 8.12.150 sets forth recycling requirements with the purposed of establishing requirements for the recycling of recyclable materials generated from commercial premises, single family residential premises, multifamily residential premises, and City premises. It should be noted, commercial premises include industrial and manufacturing. 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.

Beaumont Municipal Code Title 17.04.100 – Utilities

The following performance standards with respect to the provision of utilities and infrastructure are outlined in this Section to ensure the service demands of existing and future development are met.

A. *Provision of* Utility *Connections.* The developer or owner of a property shall be responsible for utility service connections, in cooperation with the utility company.

B. *Under-grounding of* Utility *Lines.* In order to protect the public safety and improve the appearance and functioning of the community, all electrical distribution lines of 16 kilovolts or less, telephone, cable television, and similar wires that provide customer services shall be installed underground, except for:

1. Utility poles within six feet of the rear lot line used for terminating underground facilities.
2. Temporary utilities while construction is ongoing.
3. Risers and poles as provided by developer or owner.
4. Meter boxes, terminal boxes, and similar equipment.
5. Transformers, except that all transformers shall be located in vaults.
6. Infill development in R-SF Zones where existing overhead lines serve the area, subject to the approval of the Director of Community Development.

3.15.3 STANDARDS OF SIGNIFICANCE

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning utilities and service systems. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of 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; or

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning utilities and service systems. This analysis also considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact.

Approach to Analysis

This analysis of impacts on utility resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts; and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on technical assessments provided by the BCVWD utility agency; review of project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that the Project would or would not result in in "substantial" adverse effects on utilities or service systems is based on the capacity of those systems and their ability to efficiently accommodate the Project's development into their infrastructure, as well as the Project's compliance with all relevant regulations and policies. An example of a substantial adverse effect would be if utility systems needed to expand or new facilities needed to be built to accommodate the Project. Unsubstantial effects would not require existing utility systems to facilitate the Project through large modifications.

The Project would include on-site and off-site utility connections for water, sewer, storm drain facilities, natural gas, electricity, as follows:

- On- and off-site utility connections (water, sewer, gas, and electrical) and street frontage improvements along Potrero Boulevard and 4th Street;
- Existing drainage course that runs through the Warehouse Site would be diverted to a new underground storm drain that would prevent "comingling" with the on-site flows and prevent any downstream water quality degradation;
- Potable water improvements and connection to the water line on 4th Street immediately adjacent to the Project Site, and construction of a water line on Potrero Boulevard;
- Sewer service connection to the existing pump station on 4th Street, with effluent lifted to the nearest gravity main for transmission to the City of Beaumont sewer treatment plant;
- Storm drain improvements for collecting and treating on-site flows prior to conveying them off-site to an existing storm drain system on 4th Street, or directly into Coopers Creek; and
- The Project would install recycled water lines within the Project Site for future connection to a future City recycled water main should one be constructed in the future. The recycled water

system will be built entirely within the Project Site and stubbed out near the City's right-of-way (ROW) as a future point of connection.

3.15.4 PROJECT IMPACTS AND MITIGATION

Impact 3.15-1: ***Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Level of Significance: Less than Significant Impact

WATER FACILITIES

The Project Site is currently undeveloped and there are no existing portable or non-potable water lines within the Project Site. As part of the Project, and as analyzed in this document, water services would be extended into and within the Warehouse Site as a part of the proposed improvements. Within the Project Site, all potable and recycled water delivery lines would be designed, to the satisfaction of the City Engineer and BCVWD; and would be coordinated with existing water systems serving any neighboring development. Although non-potable water service is not currently available, the 4th Street improvements would include installation of an 18-inch reclaimed water line and a 24-inch reclaimed water line in Potrero Boulevard. The proposed water utility lines are shown in ***Exhibit 2-14: Project Utilities*** in ***Section 2.0: Project Description***. The Project includes the improvements within the Warehouse Site, should recycled water become available in future, it may be accessed for uses such as irrigation. All water systems constructed within the Warehouse Site and connections to the municipal water system would comply with City-stipulated water system design, construction, and operational requirements. This would act to ensure water systems are properly designed, implemented, operated, and maintained; thereby furthering efficiency and adequacy of facilities while reducing facilities life cycle costs.

Impacts associated with installation of the new water lines (potable and non-potable) would largely occur within areas already proposed to be disturbed as part of the Project, or within areas such as roadways and utility easements that were previously disturbed and paved, and that have been planned for tie-ins from new development and to provide services. The Project does not propose construction activities for areas outside of the Project footprint and connected roadways. Impacts would be less than significant.

WATER USE

The WSA prepared for the Project estimated the Project's water demands would result in an average potable water building demand of 4,114 gpd (4.6 AFY- factored to 260 days per year) and a landscape demand of 4,460 gpd (5 AFY – 365 days per year), totaling 8,574 gpd.

The Project is expected to be completed in a single phase. The Project Site is not currently served by BCVWD. The Project would require water for consumptive, sanitary, and operational purposes to support employees at the facility and for irrigation of landscaped areas. According to the WSA, it is anticipated that the new water demand created by the Project would not exceed the City's anticipated water supply. Water demand for the Project was estimated based on a use rate of 15 gallons per person per day.

Considering the estimated number of employees (one per 1,500 sf of total building sf) and based on the proposed building size of 577,920 sf, a total of 385 employees is anticipated. This would result in a water demand of approximately 5,775 gpd. Based on an anticipated 260 operational days per year, this translates to approximately 4.6 AFY or 4,114 gpd factored (WSA, 2020). Because non-potable water is not yet available, water also would be needed for landscape irrigation. Water for landscaping also was calculated and would require approximately 5 AFY or 4,460 gpd. Recycled water could be used if adjacent lines are constructed, further reducing potable water demand. A previous will serve letter was issued to the Project in 2017 that provided for 8,700 gpd. The anticipated Project demand of 8,574 gpd, is 126 gallons per day less than the previous demand calculated in the 2017 letter. A follow-up will serve letter was issued on February 8, 2021 that provided for 15,388 gpd or 15.3 equivalent dwelling units for the proposed overall development (***Appendix L***). Based on these figures and based on the evaluation of water demand contained in Impact 3.15-2, below, the increased water demand from the Project would not result in the relocation or construction of new or expanded water facilities which could cause significant environmental effects beyond the scope and scale of those already evaluated. These impacts would be less than significant and mitigation is not required.

WASTEWATER

The Project Site is unimproved and there is no public wastewater collection and treatment service currently provided to the site. Upon annexation, the City of Beaumont would be responsible for wastewater collection and treatment services for the Warehouse Site. Wastewater would flow from the Warehouse Site to WWTP No. 1.

Project implementation would generate new wastewater requiring treatment by the City. Based on the relatively low wastewater generation rates of industrial uses that would be implemented within the Project area, development would result in nominally increased wastewater treatment demands. The County of Riverside uses an average wastewater generation rate of 1,500 gallons per day (gpd) per acre.[3] The approximately 13.26-acre building area of the Warehouse Site would therefore generate 19,890 gpd. These demands have been anticipated and accounted for in planned expansion of the WWTP, and the WWTP would have sufficient wastewater treatment capacity to serve the Annexation Area (LAFCO, 2020). However, the Project includes site-specific sewer service that would be addressed by connecting to the existing pump station on 4th Street; effluent would then be lifted to the nearest gravity main for transmission to the City of Beaumont sewer treatment plant.

Based on the relatively low wastewater generation rates of industrial uses, development of the Project would result in a nominal increase of wastewater treatment demands. Increased wastewater treatment demands for both the Project and other growth and uses within the City, have been anticipated and accounted for in the planned expansion of the WWTP. Therefore, future expansion of the WWTP beyond that already planned and needed to accommodate the Project would not be required. Impacts in this regard would be less than significant and mitigation is not required.

[3] County of Riverside. 2015. *County of Riverside Environmental Impact Report No. 521. Table 4.19-BL.* Page 4.19-287. https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/DEIR%20No.%20521.pdf (accessed November 2021).

The Project would tie into the sewer service line and associated pump station in 4th Street. Effluent would then be lifted to the nearest gravity main for transmission to the WWTP. Specific lines size and connections to the existing mains would be designed to support the Project and would be coordinated with the City Engineer as part of the standard development approval process (LAFCO, 2020). The wastewater and sewer lines would be constructed within the footprint of the Project and within areas already planned for disturbance. Sewer lines would tie into and connect to the existing 16-inch and 6-inch lines within the 4th Street extension. The proposed water utility lines are shown in ***Exhibit 2-14: Project Utilities*** in ***Section 2.0: Project Description***. If any off-site improvements or work is needed to tie into the existing lines, this would occur within the existing roadway segments or adjacent easements that have been previously disturbed and/or that are planned to receive these such improvements. In addition, the Project applicant would be required to pay fees to offset costs experienced by the City for new and planned facilities.[4]

Therefore, the Project would not result in the relocation or construction of new or expanded wastewater facilities which could cause significant environmental effects beyond the scope and scale of those already evaluated. In addition, the Project applicant would make a fair share contribution for improvements already planned. These impacts would be less than significant in this regard and mitigation is not required.

STORMWATER

On-site water quality and storm drainage within the Warehouse Site would be addressed through the construction of storm drainage improvements that would include the installation of underground collection pipes, and two on-site detention basins totaling 0.84 acre. One detention basin would be located within the northwesterly area of the Warehouse Site (approximately 0.48-acres) and the other detention basin would be located in the southerly area of the Warehouse Site near 4th Street. This feature would help protect water quality as it would minimize sediments from flowing off-site into downstream receiving waters. An existing drainage facility would also be extended through the site to accommodate stormwater flows in the post-Project condition. As noted in the Project's WQMP, the on-site improvements would capture the Design Capture Volume of runoff anticipated at the Warehouse Site. Storm drain improvements would consist of collecting and detaining and treating on-site flows through two extended detention basins (EDBs) and low impact design (LIDs) prior to conveying them off-site via the proposed stormwater drainage systems or directly into Coopers Creek and San Timoteo Creek.

The Project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP), as required by the State issued NPDES Construction General Permit, for approval by the RWQCB. NPDES permits are a federal program executed by State and local agencies in order to further maintain water quality. The City has adopted the U.S. EPA's NPDES program to regulate and reduce potential pollution due to urban runoff and stormwater flows. The NPDES permit includes Best Management Practices (BMPs) to ensure stormwater during construction does not exceed applicable standards or create adverse water quality impacts. BMPs include actions such as installing a screen over the pipe to keep debris out of the waterway,

[4] City of Beaumont. 2018. Wastewater Rate Study. Available at https://www.beaumontca.gov/DocumentCenter/View/30490/Beaumont-Sewer-Rate-Model?bidId=.

stabilization of exposed or stockpiled soils and cleared or graded slopes, and the proper storage, use, and disposal of construction materials, such as solvents, wood, and gypsum.

Once operational, the Project would introduce impervious cover to a currently undeveloped area and would alter long-term drainage and groundwater infiltration patterns in the immediate Project vicinity. Thus, the Project's design includes BMPs sufficient to capture stormwater volumes, ensuring significant impact to stormwater facilities would not occur. The Project's drainage features would be implemented in compliance with the provisions of the City's Master Drainage Plan.

After Project annexation, the RCFCWCD would continue to regulate the regional stormwater drainage facilities but the City of Beaumont would take on responsibility for local stormwater management. All stormwater management systems would be constructed within the Warehouse Site and the proposed connections to the municipal stormwater management system would comply with City stipulated stormwater management system design, construction, and operational requirements. This would ensure stormwater management facilities are properly designed, implemented, operated, and maintained; thereby furthering efficiency and adequacy of systems while reducing systems lifecycle costs. Additionally, the Project applicant would pay fees pursuant to the City of Beaumont Fee Schedule to fund plan review, coordination and inspection of supporting stormwater management systems. Residual costs to the City would be limited to routine maintenance of storm drainage facilities.

The storm water flows created in the post-development phase of the Project are not anticipated to significantly impact the existing downstream facilities seeing as post-development runoff is projected to be equal or less than pre-development flows. A less than significant impact would occur.

ELECTRIC POWER

SCE provides basic electrical service for all residential and non-residential customers within the City and would provide electricity to the Project. There are no under-served areas within the City and are no significant constraints that would make it infeasible to provide electric service needed for the Project. Underground power is available to most service areas, with lines situated along several of the major streets.[5] As part of the Project development, electricity lines and other junctions (as needed) would be extended into the Warehouse Site in areas already proposed for disturbance. The Project would tie into existing electrical lines within the 4th Street extension to serve the Warehouse Site. If any off-site improvements or work is needed to tie into the existing lines, this would occur within existing or planned roadways or adjacent ROW within previously disturbed areas. Accordingly, existing roadways and other easements that may be needed to install these lines have already experienced disturbances or have been anticipated for such use and no additional impacts would occur. The Project would not require the construction or relocation of electric power facilities resulting in additional environmental effects. Impacts would be less than significant, and mitigation is not required.

[5] City of Beaumont. 2020. *Beaumont General Plan*. Page 182. https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521 (accessed November 2021).

NATURAL GAS

SoCalGas provides basic residential and business gas services. There are no underserved areas. Natural gas services for the Project would be provided through the use of underground pipes to distribute the gas within the Project area. The Project would tie into existing utility lines in natural gas lines within 4th Street to serve the Warehouse Site. If any off-site improvements or work is needed to tie into the existing lines, this would occur within the existing or planned roadways or adjacent ROW within previously disturbed areas. Accordingly, existing roadways and other easements that may be needed to install these lines have already experienced disturbances or have been anticipated for such use and no additional impacts would occur. Therefore, the installation of natural gas infrastructure would not create an increased impact on the environment.

TELECOMMUNICATION

Verizon provides home and business phone service, as well as offering fiber optics capabilities. Video and data lines are also possible for each residence via an existing network. There are currently no under-served areas.

Telecommunication facilities would be provided to the Warehouse Site by Frontier Communication. Frontier Communication would connect the Warehouse Site to existing telecommunication facilities either in Potrero Boulevard or 4th Street. Both are located adjacent to the Warehouse Site and all improvements would occur within the existing road ROW or adjacent areas that have been disturbed as part of roadway extension or that are planned for disturbance such that no additional impacts would occur and impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 3.15-2: ***Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Level of Significance: Less than Significant Impact

ESTIMATED PROJECT DEMAND

Development of the Project would incrementally increase water consumption. The BCVWD 2015 UWMP identifies water supply and delivery systems to serve the City's incorporated and areas in the SOI, which includes the Project site. The UWMP evaluates water demands through the year 2040. Through 2040, BCVWD is anticipated to have adequate water supply to meet current demand, the increased demands for the Project, and water needed for other anticipated growth. It should be noted that BCVWD's anticipated water use and demand for imported water, and the service area build-out or "saturation" population was determined using the City of Beaumont's Zoning Map from the City's General Plan. Based on review of these maps, the proposed development density of the project within the Project Site, and

associated water demands is considered as part of these regional planning efforts.[6] The adequate supply is dependent on the anticipated availability of recycled water as planned, and the planned SGPWA water supply projects are finalized, and water banking.

BCVWD would use some of the imported water to recharge groundwater and use this bank water to meet demand in times of shortfall. The Beaumont Basin, which has a large storage capacity is used by BCVWD as a water source. BCVWD and other agencies in the San Gorgonio Pass Area bank imported water during wet years for use during extended droughts. Complementing the large storage capacity is the fact that percolation and recharge occur at relatively high rates. BCVWD also focuses on maintaining well-managed groundwater levels. In 2003, the water in storage was near zero acre feet, but over the next 15 years that volume increased to approximately 33,500 acre feet in 2017.

As discussed above, the WSA projected water demand of the Project at 15 gallons per person per day, which was based on the Hidden Canyon Industrial project in the City. The estimated number of employees, one per 1,500 sf of building area, was based on a National Research Foundation (NAIOP) study from 2010. Based on the projected building area, 577,920 sf, a total of 385 employees are anticipated to be needed. This would result in a water demand of approximately 5,775 gpd and based on 260 operational days per year, would result in approximately 4.6 AFY or, 4,114 gpd factored, (WSA, 2020).

Water demand for landscaping also was calculated and would require approximately 5 AFY or 4,460 gpd. This was based on using drought tolerant landscaping and a cap the City placed on water availability for landscaping (5 AFY). Recycled water is not currently available but would be evaluated for use for landscaping if and when it is available at the Warehouse Site. A previous will serve letter was issued to the Project in 2017 that provided for 8,700 gpd. The anticipated Project demand of 8,574 gpd, is 126 gallons per day less than the previously calculated estimates in 2017.[7] A follow-up will serve letter was issued on February 8, 2021 that provided for 15,388 gpd or 15.3 equivalent dwelling units for the proposed overall development (***Appendix L***).

Normal Year

With BCVWD's total potable and non-potable water supply and demand BCVWD would be able to meet water demands for the Project. However, for demands of the Project and other water uses, without recycled water, BCVWD would not be able to meet future demands. Yet, considering the upgrades to Beaumont WWTP including the increase in processing capacity from four mgd to six mgd, and improvements to treatment and processing, recycled water would be available for irrigation use and additional ground water recharge.

Dry Years

The availability of water, both locally, regionally, and statewide, are dependent on climate and volumes of precipitation. This is true for both BCVWD and imported that is available from the SGPWA via the SWP.

[6] Beaumont Cherry Valley Water District, 2017. *2015 Urban Water Management Plan*. Page 3-18. https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf (accessed November 2021).

[7] A Will Serve letter was issued by BCVWD for the project on December 11, 2017. In the Will Serve Letter the approval was granted for domestic and non-potable water demands not to exceed 8,700 gpd or 15 EDUs for the overall development. This equates to 9.75 AFY of allowable water (WSA, 2020).

Accordingly, depending on weather and rainfall patterns the availability of water can change dramatically. To account for these variances and evaluate potential impacts to water resources over long periods of time, CEQA requires a project be evaluated based on the normal, single, dry, and multiple dry years. The WSA prepared for the proposed Project was evaluated based on the following dry year scenarios:

- Single Critical Dry Year – the lowest water supplies available to BCVWD, a worst-case condition;
- 2 Consecutive Dry Years – the lowest average available water supply over a continuous 2-year period;
- 3 Consecutive Dry Years – the lowest average available water supply over a continuous 3-year period; and
- 6 Consecutive Dry Years – the lowest average available water supply over a continuous 6-year period. Each are discussed individually below.

The 2-, 3-, and 6-year moving averages of annual estimated water delivery allocations were determined for the period 1922-2003. Based on these values, the reduced water availability for a single dry year was 5 percent, 2-years was 12.5 percent, 3-years was 30 percent, and 6-years was 40 percent. The corresponding water availability anticipated for these scenarios is presented in the tables below. It should also be noted that conversation factors are subtracted to anticipated water use through measures such as watering restrictions and voluntary water use reductions.

The average BCVWD water demands (potable and non- potable) are used in the Dry Period Reliability Analysis below. Water restriction for the 1-, 2-, and 3-consecutive year dry periods were not used in the analysis, but a 15 percent water shortage contingency plan for the 6th consecutive dry year period was assumed to be in effect. The data presented in the 2015 BCVWD UWMP demonstrates water supply planning to meet the City's increased demands, as well as future development and redevelopment projects within the BCVWD's service area during normal, single-dry, and multiple year water supply scenarios through Year 2040.

Water supply for single dry year, is presented in ***Table 3.15-5: BCVWD Water Supply Summary – Critical Dry Year (Single Years)***, ***Table 3.15-6: BCVWD Water Supply Summary – 2 Consecutive Dry Years***, ***Table 3.15-7: 3 Consecutive Dry Years***, and ***Table 3.15-8: BCVWD Water Supply Summary – 6 Consecutive Dry Years***. As shown in the tables, BCVWD would be able to provide water to the Project during critical dry year and multiple dry year periods by relying on BCVWD's Beaumont Basin Groundwater Storage assuming DCP and Sites are online as planned. BCVWD would need to maintain 25,111 AF of water banked in storage to meet the 6-year dry period by the time Sites Reservoir and the CWF are "on-line." This is not an unreasonable amount of storage considering BCVWD has an 80,000 AF storage account and as of the end of 2018, 34,794 AF in storage.

Single Dry Year

Table 3.15-5: BCVWD Water Supply Summary – Critical Year (Single Dry Year)

Single Dry Year					
DEMAND OR SUPPLY	Year				
	2020	2025	2030	2035	2040
Total water Demand	13,668	14,841	16,032	19,192	18,100
Edgar Canyon, AFY	1,117	1,117	1,117	1,117	1,117
Beaumont Basin, Allocated Overlier Pumping Rights and Forbearance Water	1,710	1,190	680	680	680
Storm Water,	90	90	90	90	90
Other Local Water Resource Projects	90	90	90	90	90
Recycled Water	1,400	1,970	2,555	3,135	3,535
Imported SPW	2,400	2,100	2,000	12,800	11,300
Subtotal Supply	6,807	6,557	6,532,	17,912	16,812
From Banked Beaumont Storage Basin	6,861	8,284	9,500	1,280	1,288
Source: Kimley-Horn. 2020. Water Supply Assessment. Table 9-15.					

Two Consecutive Dry Years

Table 3.15-6: BCVWD Water Supply Summary – 2 Consecutive Dry Years

2 Consecutive Dry Years					
DEMAND OR SUPPLY	Year				
	2020	2025	2030	2035	2040
Total water Demand	13,668	14,841	16,032	19,192	18,100
Edgar Canyon	1,173	1,173	1,173	1,173	1,173
Beaumont Basin, Allocated Overlier Pumping Rights and Forbearance Water	1,710	1,190	680	680	680
Storm Water,	90	90	90	90	90
Other Local Water Resource Projects	90	90	90	90	90
Recycled Water	1,320	1,860	2,415	2,960	3,340
Imported SPW	3,500	3,200	2,900	13,700	12,100
Subtotal Supply	7,883	7,603	7,348	18,693	17,473
From Banked Beaumont Storage Basin	5,785	7,238	8,684	499	627
Total Volume Withdrawn from Storage	11,570	14,476	17,368	998	1,254
Source: Kimley-Horn. 2020. Water Supply Assessment. Table 9-16.					

Three Consecutive Dry Years

Table 3.15-7: BCVWD Water Supply Summary – 3 Consecutive Dry Years

3 Consecutive Dry Years					
DEMAND OR SUPPLY	Year				
	2020	2025	2030	2035	2040
Total water Demand	13,668	14,841	16,032	19,192	18,100
Edgar Canyon, AFY	1,230	1,230	1,230	1,230	1,230
Beaumont Basin, Allocated Overlier Pumping Rights and Forbearance Water	1,710	1,190	680	680	680
Storm Water,	90	90	90	90	90
Other Local Water Resource Projects	90	90	90	90	90
Recycled Water	1,320	1,860	2,415	2,960	3,340
Imported SPW	4,700	4,200	3,800	14,700	13,000
Subtotal Supply	9,140	8,660	8,305	19,750	18,430
From Banked Beaumont Storage Basin	4,528	6,181	7,727	-588	-330
Total Volume Withdrawn from Storage	13,584	18,543	23,181	-1,674	-990
Source: Kimley-Horn. 2020. Water Supply Assessment. Table 9-17.					

Six Consecutive Dry Years

Table 3.15-8: BCVWD Water Supply Summary – 6 Consecutive Dry Years

6 Consecutive Dry Years					
DEMAND OR SUPPLY	Year				
	2020	2025	2030	2035	2040
Total water Demand	11,618	12,615	13,627	16,313	15,385
Edgar Canyon, AFY	1,367	1,367	1,367	1,367	1,367
Beaumont Basin, Allocated Overlier Pumping Rights and Forbearance Water	1,710	1,190	680	680	680
Storm Water, AFY	90	90	90	90	90
Other Local Water Resource Projects	90	90	90	90	90
Recycled Water, AFY	1,320	1,860	2,415	2,960	3,340
Imported SPW, AFY	5,900	5,300	4,800	15,700	13,800
Subtotal Supply, AFY	10,477	9,897	9,2442	20,887	19,367
From Banked Beaumont Storage Basin, AFY	1,141	2,718	4,185	-4,574	-3,982
Total Volume Withdrawn from Storage, AF	6,845	16,307	25,111	-	-23,892
Source: Kimley-Horn. 2020. Water Supply Assessment. Table 9-18.					

In addition, the WSA concluded that based on comparison of the SGPWA Imported Water Demands and the Imported Water Supply, the SGPWA has sufficient imported water to meet the regional demands, including the demands of those member agencies currently not taking imported water, until 2040. Overall anticipated water supply and demand with consolidated volumes are provided in ***Table 3.15-9: Consolidated Imported Water Supply and Demand***, below.

Table 3.15-9 – Consolidated Imported Water Supply and Demand,

	YEAR					
Source	2018	2020	2025	2030	2035	2040
Total Potential Imported Water Supply	19,530	18,035	14,842	15,812	25,880	24,880
Total Firm Imported Water Supply, no Partner Agency Side Deals, Article 21 Water, Turn-back Pool Water, etc.	19,530	14,035	11,324	12,812	10,200	8,500
Imported Water Demand	10,272	11,360	15,874	19,214	21,057	23,950
Imported Water Demand, no Banking or Drought Proofing,	9,223	9,109	11,019	13,254	15,097	17,914

Source: Kimley-Horn. 2020. Water Supply Assessment. Page 66.
*10,200 AFY with Nickel Extension

While it is anticipated that sufficient water supply would be available, it should be noted that not all of those supplies are firm with agreements in place. Beyond 2025, SGPWA and BCVWD would rely on the reliability of SWP water, the availability of Article 21 and Turnback Pool Water, short term water transfers which are not yet agreed to, and the DCP and Sites Reservoir. Both DCP and Sites Reservoir are moving forward, and there is more than reasonable probability these projects would come to fruition. While there is some risk, which BCVWD believes is low, that the projects would not continue, the risk would decrease over time as design and permitting progress.

Further, SGPWA is anticipated to be able to obtain sufficient imported water supply to supplement local supplies to meet regional needs including BCVWD's needs, and those of the manufacturing uses within the area that would be occupied by the Project. The service area build-out or "saturation" population in the 2015 BCVWD UWMP, was determined using the City of Beaumont's Zoning Map from the City's General Plan. Based on review of these maps, the proposed development density of the project within the project site, and associated water demands is considered as part of these regional planning efforts.[8]

Thus, although the Project was not specifically planned for in the BCVWD's 2015 UWMP the project is consistent with the planned development densities of the site, and therefore is consistent with the finding of the 2015 UWMP that demonstrated adequate water supplies up to the year 2040. BCVWD also identified recycled water from the City of Beaumont for non-potable water irrigation with a plan for the recharge of surplus recycled water with appropriate treatment and permits, which would reduce demands for potable water. This also would assist lowering water demands during critical and multiple dry year reliability analysis demonstrated that BCVWD would be able to meet BCVWD's existing demands during those times and also would supplement the existing supply sources during these dry periods with banked water in BCVWD's Beaumont Basin Groundwater Storage Account.

Therefore, pursuant to the California Government Code § 66473.7 (SB 221) and § 10910 of the California Water Code (SB 610), BCVWD would have sufficient currently available and planned supplies to meet the water demands of the Project in addition to the existing and other projected demands during normal, single dry and multiple dry years over the next 20 years. Accordingly, BCVWD has determined that it has sufficient and adequate water supply available to serve long-term needs of the Project in addition to the

[8] Beaumont Cherry Valley Water District, 2017. *2015 Urban Water Management Plan*. Page 3-18. https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf (accessed November 2021).

existing and other projected demands during normal, single dry and multiple dry years over the next 20 years. Impacts would therefore be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 3.15-3: 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?

Level of Significance: Less than Significant Impact

There are no existing or proposed sewer services within the Project Site. Sewer service would be addressed by connecting to the existing pump station in 4th Street. Wastewater from the Project would then flow to be treated at the City of Beaumont's WWTP No. 1. The WWTP is undergoing upgrades that would expand the current permitted capacity from four mgd to six mgd. Based on the relatively low wastewater generation rates of industrial uses that would be implemented within the Project area, development would result in nominally increased wastewater treatment demands compared to the two mgd of increased treatment capacity. The County of Riverside uses an average wastewater generation rate of 1,500 gpd per acre.[9] The approximately 13.26-acre building area of the Warehouse Site would therefore generate 19,890 gpd. This total would comprise less than one percent of the two mgd increased treatment capacity. These demands have been anticipated and accounted for in planned expansion of the WWTP, and the WWTP would have sufficient wastewater treatment capacity to serve the proposed Project (LAFCO, 2020). Therefore, the Project would not trigger the need for new or expanded regional wastewater treatment facilities and/or exceed capacity. In addition, the Project applicant would be required to pay standard BCVWD sewer connection fees, which are used to fund wastewater treatment and regional wastewater conveyance improvements associated with new development. As such, impacts in this regard would be less than significant.

Regarding the wastewater collection systems and proposed connections to the municipal wastewater collection system, Project facilities would be designed and installed in conformance with the City stipulated wastewater system design, construction, and operational requirements. This would ensure wastewater collection facilities are properly designed, implemented, operated, and maintained; thereby furthering efficiency and adequacy of facilities while reducing facilities lifecycle costs.

The Project applicant also would pay fees pursuant to the incumbent City of Beaumont Fee Schedule. These fees would cover the City's cost to fund plan review, coordination, and inspection of proposed wastewater collection system improvements. The Project applicant would be responsible for any capital costs to extend the existing sewer lines, as well as applicable sewer connection and service fees, which. act to fund future improvement plans, operations, and maintenance of existing wastewater collection facilities. Therefore, the Project would have little or no net effect on the operation of wastewater

[9] County of Riverside. 2015. *County of Riverside Environmental Impact Report No. 521. Table 4.19-BL.* Page 4.19-287. https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/DEIR%20No.%20521.pdf (accessed November 2021).

collection facilities or wastewater treatment capacity. Impacts would be less than significant, and mitigation is not required.

Mitigation Measures

No mitigation is necessary.

Impact 3.15-4: 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?

Level of Significance: Less than Significant Impact

Upon annexation, the City of Beaumont would provide solid waste management services for the Project. Solid waste services within the City are contracted by WM for weekly trash, green waste and recycling curbside service. The City's agreement with WM includes a tipping fee for the County's costs to operate the Lamb Canyon landfill. The Project also would be served by WM. Solid waste generated from the Project would be collected by WM, with the bulk of recyclable waste and green waste delivered to the Moreno Valley Solid Waste Recycling and Transfer Facility (MVTS) for processing. The MVTS is located at 17700 Indian Street in Moreno Valley. It is permitted for a 2,500-tpd operation.

Based on the CalRecycle website, there are various waste disposal generation factors for industrial uses. Some of the generation factors are based on the number of employees and others are based on the square footage of the facility. The Project would primarily be used for warehousing and logistics to facilitate the shipping of goods and products. The Project would not manufacture new goods and therefore, waste generation would be less than more production-oriented industrial uses that use raw materials to make products. Based on these factors, an estimated waste generation rate of 5 lbs/1,000 sf of facility from the CalRecycle website was used (CalRecycle, 2020).

The Project is vacant and solid waste would initially be generated as construction debris. At the end of this phase of the Project, construction debris would stop being generated. Remnant construction debris including wood products, metals, and concrete and paving would be recycled or reused when possible. Operational waste would be generated from business operations and green waste from landscaping. Based on the listed generation rate, the approximately 577,920 square feet warehouse facility is anticipated to generate approximately 2,890 lbs. (577,920/1,000*5) of waste per day or 1.5 tons per day. The Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. The Project would not impair the attainment of solid waste reduction goals.

As discussed above, solid waste would likely be primarily disposed of at the Lamb Canyon Land Fill facility. Green waste can also be transported to this facility where it is sorted and then transferred for disposal. Based on the anticipated tonnage generated, the Project would contribute a negligible volume of waste, approximately 0.03 percent of existing daily disposal. In addition, the other two landfills available for use, the Badlands Landfill and Sobrante Landfill, can accept up to 4,500 tpd and up to 7,000 tpd, respectively. If these facilities are used, the Project would make a similarly slight contribution.

Solid waste created by the Project would be collected and handled in compliance with all applicable regulation including those in Municipal Code § 8.12.100 – Disposal of Solid Waste Required. To help reduce the waste stream, the City of Beaumont Municipal Code Chapter 8.12 details the City's waste management policy which includes requirements and strategies to reduce solid waste and increase the amount of material that is recycled.

The Project also would follow the State of California requirements related to reducing and recycling of the waste stream and comply with AB 341 and 1826 by implementing a recycling program to separate recyclable, and recyclable organic materials, from non-recyclable solid waste and coordinating with the respective waste hauler(s) to have it disposed of at a proper facility. This also would satisfy other state requirement related to large scale businesses such as the Project to maintain recycling and organics recycling programs. These requirements are designed to move California to its statewide goal of a 75 percent recycling rate, including a reduction in the level of organic waste disposal by 50 percent from its current levels. To help ensure businesses comply with the City's ordinance and State laws, the City's franchise waste hauler, WM, offers source separated recyclables, green waste, and food waste collection services. Therefore, the Project would implement all required waste reduction strategies and the existing landfills have adequate capacity to serve the proposed Project. Impacts in this regard would be less than significant and mitigation is not required.

Mitigation Measures

No mitigation is necessary.

Impact 3.15-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Level of Significance: Less than Significant Impact

CONSTRUCTION AND OPERATIONS

Refer to Impact 3.15-4, above. Project development would comply with all Federal, State, and local statutes and regulations related to solid waste. The Project does not propose any activities that would conflict with the applicable programmatic requirements. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

3.15.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable utility and service system impacts have been identified.

3.15.6 CUMULATIVE IMPACTS

Future projects in the area would incrementally increase water demand, wastewater generation, solid waste generation and decrease available capacity of the landfills in the area. However, as with the Project, these projects have been, or would be, required to conduct environmental review. The BCVWD and

SGPWA UWMP's account for growth in the City and Region and have found adequate water supplies exist. Similarly, the Project would be served by existing and planned wastewater and stormwater facilities. Additionally, based on BCVWD's focus on groundwater recharge and the placement of the retention basins on the Warehouse Site, it is anticipated that at least some of the wastewater generated from the Project and much of the stormwater would be used for this purpose. Furthermore, as of 2015, the Lamb Canyon Land Fill facility was processing an average of 5,000 tpd and has a remaining capacity of 19,242,950 cubic yards. Therefore, while the Project would incrementally increase demands on public utilities, the increases are within the anticipated growth patterns and within the capacity of existing and planned resources. The Project would not combine with other cumulative projects to result in significant impacts to utilities and service systems. The Project's contribution is not considered cumulatively considerable and mitigation is not required.

3.15.7 REFERENCES

BCVWD. 2017. 2015 Urban Water Management Plan. https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf.

City of Beaumont. 2018. *Sewer Rate Study*. Available at https://www.beaumontca.gov/DocumentCenter/View/31055/Beaumont-Sewer-Rate-Study---2018?bidId=.

City of Beaumont. 2020. Beaumont General Plan. https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.

County of Riverside. (2015). *County of Riverside Environmental Impact Report No. 521. Table 4.19-BL.* Page 4.19-287. https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/DEIR%20No.%20521.pdf.

CalRecycle. 2017. California's Statewide Per Resident, Per Employee, and Total Disposal Since 1989. https://www.calrecycle.ca.gov/LGCentral/GoalMeasure/DisposalRate/Graphs/Disposal/.

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3.16 WILDFIRE

This section evaluates potential wildfire hazards impacts that may result from the implementation of the Project by identifying existing wildfire hazard conditions of the Project Site and surrounding area; considering applicable Federal, State, regional and local goals and policies; identifying and analyzing environmental impacts; and recommending measures to minimize or avoid potential adverse impacts resultant of Project implementation.

Information presented in this wildfire hazards impact analysis is derived largely from the City of Beaumont Annex – Local Hazard Mitigation Plan (LHMP) prepared by Richard H. Cook (2012)[1], County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) (2018)[2], and City of Beaumont General Plan (Beaumont GP) – Safety Element.[3] Other information in this section, such as regulatory framework, is derived from the various planning documents including the County of Riverside General Plan (County GP), Beaumont GP, City of Beaumont Municipal Code (Beaumont MC), and pertinent State of California Building Codes (CBC).

3.16.1 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

In general, wildfires pose the greatest risk in the open space and undeveloped portions of the City. The severity of potential wildfires is influenced by four factors: vegetation, climate, slope, and how the fire was started. In the southern and western portions of the City, the vegetation is comprised of native chamise chaparral, California scrub oak, white sage, and manzanita. Sparse vegetation of canyon and live oak can be found also. The grasslands, shrubs, and chaparral in both the flat and hilly areas are considered to be highly flammable. The amount and concentration of vegetation available is defined as the "fuel load." Light fuel loads typically consist of flammable grasses and annual herbs; medium fuels are brush and shrubs less than six feet in height; and heavy fuel loads consist of heavier brush and timber over six feet high. The majority of the fuel loads in the City are characterized as light fuels with some medium fuels in the southern and western portions of the City.[4]

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of the State into different Fire Hazard Safety Zones (FHSZs) based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As part of this mapping system, land where CAL FIRE is responsible for wildland fire protection and generally located in unincorporated areas is classified as a State Responsibility Area (SRA). Where local fire protection agencies, such as the

[1] City of Beaumont. 2012. Local Hazard Mitigation Plan. http://beaumontca.gov/DocumentCenter/View/29599/Beaumont-LHMP-?bidId= (accessed November 2021).
[2] County of Riverside. 2018. Multi-Jurisdictional Local Hazard Mitigation Plan. https://www.rivcoemd.org/Portals/0/FINAL%20PUBLIC%20VERSION%20Riv_Co_%202018%20Multi%20Jurisdictional%20Local%20Hazard%20Mitigation%20Plan.pdf (accessed November 2021).
[3] City of Beaumont. 2020. Beaumont General Plan. https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521 (accessed November 2021).
[4] City of Beaumont. 2020. Beaumont *General Plan Draft PEIR SCH No. 2018031022.* https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720 (accessed November 2021).

Riverside County Fire Department (RCFD), are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). CAL FIRE currently identifies Assessor Parcel Number (APN) 424-010-020 as a LRA and APNs 424-010-009 and 424-010-010 as a SRA.[5] In addition to establishing local or State responsibility for wildfire protection in a specific area, CAL FIRE designates areas as very high FHSZs (VHFHSZ), High (HFHSZ), and Moderate (MFHSZ). According to the State of California Fire Hazard Severity Zone viewer, the northerly portion of Project Site is within the LRA is designated as a VHFHSZ. The southerly parcels within the SRA area designated as HFHSZ's. The adjoining areas to the south and east of the Project Site are designated as HFHSZ, and a small portion to the west is MFHSZ with the balance being a HFHSZ. It should be noted that RCFD and CAL FIRE have contracted with the City to provide fire protection services since 1978[6]; and therefore, both currently provide services to the Project Site (State of California, 2020).

Wildfire Characteristics

According to the National Park Service (NPS), a wildfire, or wildland fire, is described as a non-structure fire that occurs in vegetation such as trees, grasses, and shrubs, and is not a prescribed fire.[7] Wildfires have differing causes including lightning strikes, wind-blown embers, but are most commonly caused by human activities. Wildfires may originate in undeveloped areas and spread to developed or urban areas where the landscape and structures are not designed and maintained to be ignition or fire resistant. The International Association of Fire Chiefs' Ready, Set, Go! website defines a Wildland-Urban Interface (WUI) as an area where homes are built near or among lands prone to wildland fire.[8] The potential for wildland fires represents a hazard where development is adjacent to open space or in proximity to wildland fuels or FHSZ. Fires that occur in WUI areas may affect natural resources as well as life and property.

The potential for wildfires to affect an area are largely dependent on vegetation patterns within a given areas and the density of the vegetative growth. The vegetation is typically defined as having low, moderate, or high fuel loads. Light fuels typically consist of flammable grasses and annual herbs; medium fuels are brush and shrubs less than six feet in height; and heavy fuels are heavier brush and timber over six feet high. Topography also influences fire risk by affecting fire spread rates. Steep terrain can result in faster fire spread upslope and terrain that create funneling effects, such as canyons, and these landscapes can result in especially intense fire behavior. Conversely, flat terrain or those with slight elevation changes tend to have little effect on fire spread. In these instances, the fire spread is largely driven by vegetation and weather conditions such as humidity and wind.[9]

[5] CAL FIRE. ND. *FHSZ Viewer*. https://egis.fire.ca.gov/FHSZ/ (accessed November 2021).
[6] City of Beaumont. ND. *Fire Services*. http://beaumontca.gov/Index.aspx?NID=18 (accessed May 2019).
[7] National Park Service. 2018. *Types of Wildland Fire*. https://www.nps.gov/subjects/fire/types-of-wildland-fire.htm (accessed November 2019).
[8] IAFC. 2021. *What is the Wildland-Urban Interface*? https://www.wildlandfirersg.org/s/iafc2/what-is-the-wildland-urban-interface-20Y3m0000004Ee8EAE?language=en_US (accessed November 2021).
[9] City of Beaumont. 2012. *City of Beaumont Annex – Local Hazard Mitigation Plan*. http://beaumontca.gov/DocumentCenter/View/29599 (accessed May 2019).

3.16.2 REGULATORY SETTING

FEDERAL

Federal Emergency Management Act (FEMA)

In March 2003, FEMA became part of the U.S. Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Disaster Mitigation Act of 2000

This Act (42 United States Code [USC] § 5121) was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988 (42 USC §§ 5121-5207). Among other things, this legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

i) Funding pre-disaster mitigation activities;

ii) Developing experimental multi-hazard maps to better understand risk;

iii) Establishing state and local government infrastructure mitigation planning requirements;

iv) Defining how states can assume more responsibility in managing the hazard mitigation grant program; and

v) Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in § 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

STATE

California Department of Forestry and Fire Protection

CAL FIRE protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values providing social, economic, and environmental benefits to rural and urban citizens. Another major responsibility of CAL FIRE is to use their firefighters, fire engines, and aircraft to respond to wildland fires. In 2019 (between January 1 and December 29) there were a total of 6,592 wildfires in the State (CAL FIRE, 2019).

The Office of the State Fire Marshal supports CAL FIRE's mission by focusing on fire prevention. It provides support through a wide variety of fire safety responsibilities including by regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; by providing Statewide direction for fire prevention in wildland areas; by regulating hazardous liquid pipelines; by reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities.

State Fire Regulations

Fire regulations for California are established in §§ 13000 et seq. of the California Health and Services Code (HSC) and include regulations for structural standards (similar to those identified in the CBC); fire protection and public notification systems; fire protection devices such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all state-owned buildings, state-occupied buildings, and state institutions within California.

California Fire Plan

The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection. By placing the emphasis on what needs to be done long before a fire starts, the Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The current plan was finalized in early 2010.

California Public Resources Code (PRC) 4290 and 4291

These statutes, which establish minimum fire safety standards related to defensible space, apply to the perimeters and access to all commercial, industrial, and residential buildings constructed with an SRA (approved after January 1, 1991), and within lands classified and designated as VHFHSZ (after July 1, 2021). The person(s) who control, lease, maintain, operate, or own said building in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable materials is required to preserve a defensible space of 100 feet from the perimeter of the building. This is done through the following:

1. Road standards for fire equipment access.
2. Standards for signs identifying streets, roads, and buildings.
3. Minimum private water supply reserves for emergency fire use.
4. Fuel breaks and greenbelts.

These regulations do not supersede local regulations which equal or exceed minimum regulations adopted by the state.

California Code of Regulations (CCR), Title 14 SRA Fire Safe Regulations

These regulations establish minimum wildfire protection standards in conjunction with building, construction, and development in a SRA. The future design and construction of structures, subdivisions and developments in an SRA shall provide for basic emergency access and perimeter wildfire protection measures. These measures shall provide for emergency access; signing and building numbering; private water supply reserves for emergency fire use; and vegetation modification.

California Government Code § 66474.02

This statute states that before a county can approve a tentative map, or a parcel map for which a tentative map was not required, for an area (development) located in an SRA or a VHFHSZ, the following findings must be made:

1. A finding supported by substantial evidence in the record that the subdivision is consistent with regulations adopted by the State Board of Forestry and Fire Protection pursuant to §§ 4290 and 4291 of the PRC or consistent with local ordinances certified by the State Board of Forestry and Fire Protection as meeting or exceeding the state regulations.
2. A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:
    A. A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.
    B. The Department of Forestry and Fire Protection by contract entered into pursuant to §§ 4133, 4142, or 4144 of the PRC.

Upon approving a tentative map, or a parcel map for which a tentative map was not required, for an area (development) located in a SRA or VHFHSZ, the county shall transmit a copy of the findings and accompanying maps to the State Board of Forestry and Fire Protection.

California Building Code, Chapter 7A

Chapter 7A of the CBC focuses primarily on preventing ember penetration into homes, a leading cause of structure loss from wildfires. These codes have been developed through decades of after fire structure "save" and "loss" evaluations to determine what causes buildings to ignite or avoid ignition during wildfires. The resulting fire codes now focus on mitigating former structural vulnerabilities through construction techniques and materials so that the buildings are resistant to ignitions from direct flames, heat, and embers, as indicated in the CBC (Chapter 7A, Section 701A Scope, Purpose and Application).

California Fire Code, Chapter 49 Requirements for WUI Fire Areas

This code provides minimum standards to increase the ability of a building or structure to resist the intrusion of flame or burning embers being projected by a vegetation fire and contributes to a systematic reduction in fire losses through the use of performance and prescriptive requirements. Buildings and structures located on unincorporated land designated as an SRA Moderate, High, and VHFHSZ and land

designated as VHFHSZ by a city or other local agency shall maintain the required hazardous vegetation and fuel management standards.

Fire hazard designations are based on topography, vegetation, and weather, amongst other factors with more hazardous sites including steep terrain, unmaintained fuels/vegetation, and WUI locations. Projects situated in High FHSZ's require fire hazard analysis and application of fire protection measures that have been developed to specifically result in defensible communities in these WUI locations. The Project Site would meet all applicable code requirements for building in higher fire hazard areas, or meet the intent of the code through the application of site-specific fire protection measures.

California Fire Code

CCR Title 24, Part 9 (California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of WUI areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2019 (effective January 1, 2020). The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

Title 8 California Code of Regulations Sections 1270 and 6773

In accordance with CCR, Title 8 §1270 "Fire Prevention" and § 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Building Standards Code

California building standards are published in the CCR, Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 12 parts that contain administrative regulations for the California Building Standards Commission and for all state agencies that implement or enforce building standards. Local agencies must ensure the development complies with the guidelines contained in the CBSC. Cities and counties can adopt additional building standards beyond the CBSC including the CBSC Part 2, named the CBC which is based upon the 2018 International Building Code, and Part 11, named the California Green Building Standards Code, also called the CalGreen Code.

California Health and Safety Code (HSC)

State fire regulations are set forth in California HSC §13000 et seq., and include provisions concerning building standards, fire protection and notification systems, fire protection devices, and fire suppression training, as also set forth in the 2019 CBSC and related updated codes.

Emergency Mutual Aid Agreements (EMAA)

The EMMA system is a collaborative effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the State. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center (REOC), local Emergency Operations Centers (EOCs), the Disaster Field Office (DFO), and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the EMAA, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

California Governor's Office of Emergency Management Agency (Cal-EMA)

In 2009, the State of California passed legislation creating the Cal-EMA and authorizing it to prepare a Standardized Emergency Management System (SEMS) program (Title 19 CCR § 2400 *et seq.*), which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

Cal-EMA serves as the lead state agency for emergency management in the state. Cal-EMA coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as these are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system. In California, the SEMS provides the mechanism by which local government requests assistance. Cal-EMA serves as the lead agency for mobilizing the state's resources and obtaining federal resources; it also maintains oversight of the state's mutual aid system.

LOCAL

Riverside County Fire Department

The RCFD, in coordination with CAL FIRE, provides fire and emergency services to all unincorporated areas of Riverside County and 21 partner cities within the County. RCFD is equipped for fire prevention and detention support from both the ground through its 101 stations, but also from the air through the Ryan Air Attack Base at the Hemet Ryan Airport. Through the County Fire Marshall, RCFD also analyzes and inspects construction development both in their planning and construction phases.

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP)

The LHMP aims to lessen the effect of a disaster by recognizing hazards and developing ways to reduce their impact. Risk assessments rate hazards with the highest potential impact to the community. In

addition, long-term prevention or protection steps are developed to lessen the impact of the hazard. The LHMP creates awareness of hazards, threats, and susceptibilities within the community, and paves a path forward for jurisdictions to prepare for local disasters. Plan objectives include:

- Reduce loss of life and injuries;
- Reduce hazard related property losses;
- Protect the environment;
- Coordinate disaster planning and integrate public policy; and
- Improve community and agency knowledge and education of hazards.

City of Beaumont General Plan

Safety Element

The Safety Element identifies the City's policies relative to the mitigation of natural and man-made hazards as a means to improve the safety of its citizens. This Element complies with the State requirements for a safety element. Relevant goals are listed below and Project consistency with these goals is discussed in ***Table 3.10-3: Beaumont General Plan Consistency Analysis*** of this EIR:

Goal 9.5 A ***City with enhanced fire and emergency response services.***

Policy 9.5.6 Provide fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.

Goal 9.6 A ***City that protects human life, land, and property from the effects of wildland fire hazards.***

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 Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.

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.

Policy 9.6.6 Require property owners to clear brush and high fuel vegetation and maintain firesafe zones (a minimum distance of 30 feet from the structure or to the property line, whichever is closer) to reduce the risk of fires. For structures located within a Very High Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.

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 fire-retardant vegetation) to reduce the threat of wildfires. Fuel modification

areas shall be located within the project site and shall be clearly delineated on grading plans.

City of Beaumont Annex – Local Hazard Mitigation Plan (2012)

The City of Beaumont hazard mitigation planning team has identified a list of Mitigation Strategies and Goals for potentially hazardous issues identified throughout the City. The City also asked for input from local community groups (via the Emergency Services Department) identifying potential hazards in their areas. The City's Goals and Objectives are listed below:

Goal 1: **Provide for the Protection of People's Lives from all hazards, this includes individuals living in the City's sphere of influence.**

Objective 1.1: Ensure proper notification and direction is completed in a timely manner for the citizens of Beaumont and its sphere of influence, of imminent and potential hazards. Utilization of the City's Reverse 911 System, the Emergency Alert System or by loud speaker via city emergency response vehicles.

Goal 3: **Continue Public awareness training and understanding of potential hazards.**

Objective 3.1: Increase Community Emergency Response (CERT) training programs as demand dictates.

Objective 3.3: Continue to provide emergency preparedness presentations to home owner groups, community services groups and the Beaumont Unified School District.

Objective 3.4: Establish procedures to ensure that local community, service groups and employees are aware of changes identified by DHS/FEMA, (i.e., National Incident Management System (NIMS), Disaster Mitigation Act (DMA) and local City Emergency Response Plans).

City of Beaumont Municipal Code

Chapter 15.20, § 010 relates to the adoption of the 2019 California Fire Code. This Section states, "Except as otherwise provided in this Chapter, 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 § 403.12, 503, 510.2, and 1103.2 are adopted, including any and all amendments set forth in this Chapter, and including any and all amendments thereto that may hereafter be made and adopted by the State of California, is hereby adopted as the City Fire Code." More specifically, subsection Q of the MC recognizes that FHSZs and maps as defined in the California Fire Code includes § 4904 and the revision related to Government Code §§ 51175 through 51189 for VHFHSZs and that these resources are retained on file at the office of the Fire Chief.

MC § 17.06.030 relates to water efficient landscape requirements and discusses plant selection for projects in high fire hazard areas sand that a defensible space or zone around a building or structure is required pursuant to PRC § 4291 and Riverside County Ordinance No. 695. Fire-prone plant materials and highly flammable mulches are required to be avoided to address fire safety and prevention.

City of Beaumont Local Hazard Mitigation Plan (LHMP)

The purpose of the LHMP is to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards.

The LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through FEMA Flood Mitigation Assistance, Pre-Disaster Mitigation, and Hazard Mitigation Grant Programs. City of Beaumont Annex LHMP identifies city-specific hazards and provides adequate recommendations to mitigate those hazards with available resources through future planning and evaluation of existing plans.

3.16.3 STANDARDS OF SIGNIFICANCE

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning wildfire. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. If the Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan

b) Exacerbate wildfire risks due to slope, prevailing winds, and other factors, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of 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 changes?

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning wildfire hazards. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts from wildfire hazards examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts; and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in

environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on reviews of Project Site maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on wildfire hazards standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

3.16.4 PROJECT IMPACTS AND MITIGATION MEASURES

Impact 3.16-1: If located in or near SRA or lands classified as Very High FHSZ, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Level of Significance: Less than Significant Impact

The Project is currently in both an LRA and SRA for fire protection. As previously stated, upon annexation of APN 010-424-009, the entire Project Site would be an LRA. Because the City currently contracts with CAL FIRE and RCFD for fire services, annexation of the parcel would not affect fire services as CAL FIRE and RCFD would both continue to provide fire services.

The County's planning process, as it does for the Project, follows methodologies consistent with FEMA and Cal-EMA guidance. This process includes conducting meetings with the Operational Area Planning Committee (OAPC) coordinated with the RCFD, Office of Emergency Services, and ensuring compliance with all other applicable regulations set forth by Federal, State, and local jurisdictions related to evacuation and safety from fire hazards. It should be noted that the City of Beaumont also recognizes other potential hazards and threats that could occur from earthquakes, flooding, and hazardous materials. Because of this, the City is prepared on numerous fronts to implement an evacuation should it be needed, in accordance with the LHMP.[10]

The City's LHMP has identified routes near the Project Site that would serve as emergency evacuation routes: State Route 60 (SR-60), Interstate 10 (I-10), Beaumont Avenue (Highway 79), and 4th Street. Additionally, the City uses a Reverse 911 Emergency Notification System which is managed by the City's Police Department Dispatch Center. This system allows the City to get information to residents if any emergency event may happen in the area. An evacuation, should it be necessary, would be coordinated by the Beaumont Police Department, California Highway Patrol, and other cooperating law enforcement agencies that have primary responsibility for evacuations. These agencies work closely with responding fire department personnel who assess fire behavior and spread, which ultimately influence evacuation decisions.

[10] City of Beaumont. 2012. *City of Beaumont Annex – Local Hazard Mitigation Plan*. http://beaumontca.gov/DocumentCenter/View/29599 (accessed May 2019).

Therefore, while construction and operation of the Project would occur within proximity to SR-60 and I-10, neither construction nor operation of the Project would impede the use of either of the freeways or local roadways needed to access them. Impacts would be less than significant, and mitigation is not required.

Impact 3.16-2: If located in or near SRA or lands classified as Very High FHSZ, would the Project, exacerbate wildlife risks due to slope, prevailing winds, and other factors, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Level of Significance: Less than Significant Impact

The northerly portion of the Project Site is located within an LRA and are designated as VHFHSZ. The southerly Project areas are within a SRA and are designated as HFHSZ. The entire Project area is provided fire protection services by both CAL FIRE and RCFD. Upon annexation of the current County areas, the City of Beaumont would provide structural fire protection and medical emergency response, while both CAL FIRE and RCFD would be likely to provide further assistance should wildland fire protection be needed through mutual aid agreements. As discussed above, the areas surrounding the Project Site are designated as either HFHSZ or MFHSZ.

The majority of the existing fuel loads on the Warehouse Site and remainder of the area that would be annexed but not developed as part of this Project are light to medium density fuel loads. These areas have scrub habitat on the ridges and predominantly non-native grasses in the lower lying valley areas. The area to the north of the Warehouse Site is dominated by non-native grasslands. To the west there is a triangular undeveloped area that is approximately 15 acres in size. The area has existing paved and unpaved roads and the vegetation consists of scrub habitat interspersed with trees. This area is bound by SR-60 to the north and a highly disturbed area that is being developed and devoid of native vegetation further west. The area to the south of the Warehouse Site is being developed and graded for the future 4th Street improvements, and the area beyond that within the area to be annexed consists of a highly disturbed construction staging area with the balance consisting of scrub habitat and non-native grasses. The area to the east of the Warehouse Site consists of ongoing improvements and grading for the Potrero Boulevard extension and further east the area is dominated by non-native grasslands. Because the undeveloped areas surrounding the Warehouse Site, as well as the balance of the annexation area, generally consists of light fuels such as grasses and scrub, with other areas being highly disturbed and undergoing development, the potential hazards from wildfire fire are considered to be low.

The Project's warehouse would be constructed as a concrete tilt-up facility, built with appropriate setbacks from adjacent undeveloped areas that could be prone to wildfires. The areas along the outside margins of the Warehouse Site would have landscaping and interior paved access roads needed for vehicle movements and emergency vehicle access. These areas would provide setbacks from the surrounding undeveloped areas and establish defensible space. In addition, the Warehouse Site would be bound by 4th Street to the south and Potrero Boulevard to the east. The Project's concrete construction and setbacks would improve the Project's fire resistance and create defensible space.

In addition, conformance with the California Building Code and California Fire Code and the City's development review and permitting process, the City would ensure the Project does not exacerbate the risks of wildfire risks due to slope, prevailing winds, or other factors that would expose occupants to a greater risk from wildfire or the uncontrolled spread of wildfire. Impacts in this regard would be less than significant and mitigation is not required.

Mitigation Measures

No mitigation is necessary.

Impact 3.16-3: If located in or near SRA or lands classified as Very High FHSZ, 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?

Level of Significance: Less than Significant Impact

The Project includes construction of an approximately 577,920-square foot "high-cube" industrial warehouse facility on the undeveloped lots adjacent to the future northwest corner of the 4th Street and Potrero Boulevard intersection. Portions of both adjacent roadways would be constructed as part of the Project in accordance with all City and design standards as part of planned improvements for the area. The Project does not include any interior roadways, fuel breaks, emergency water sources, or above ground power or utility lines that would exacerbate a fire hazard with their installation or in their operations. The extension of 4th Street similarly would not exacerbate fire hazard as the roadway improvement would increase accessibility to the Project Site while removing potential fuels. All improvements would occur within areas already planned for disturbance as part of the Project or within existing or planned roadways or within easements that have been previously disturbed. None of the Project improvements, including landscaping or installation of interior circulation driveways or emergency access lanes, would result in impacts to the environment not analyzed in the respective chapters of this EIR. Impacts in this regard would be less than significant and no additional impacts related to fire protection or wildfire would occur. No mitigation is required.

Mitigation Measures

No mitigation is necessary.

Impact 3.16-4: If located in or near SRA or lands classified as Very High FHSZ, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Level of Significance: Less than Significant Impact

As discussed above, the Project does not contain steep slopes and is relatively flat with slight hills with flat tops and contains generally light fuel loads with some areas containing scrub habitat. Slopes can be an important factor relative to wildfire because steeper slopes can facilitate more rapid fire spread. No flooding risk would occur should a wildfire occur in the Project vicinity. No evidence of on-site landslides or debris flow was observed during field investigations or documented on the California Geologic Survey Landslide inventory. The risk of land sliding and rockfall is considered low for the Project Site and

surrounding locations as these areas do not have steep slopes or contain loose rock or debris. Additionally, the Project site is not located within a 100-year floodplain, but is in "Zone X," which is areas determined to be outside of the 0.2 percent annual chance (500-year) floodplain. The potential for flooding on the Project Site including the Warehouse Site, therefore, is considered low.

Construction of the Project would alter the existing drainage pattern of the site through the development of new impervious surfaces, including the proposed warehouse building and surface parking improvements. The Project would alter the rate and amount of surface runoff because the existing site is generally undeveloped with few existing impervious surfaces. However, the Project would include stormwater improvements such as the creation of two retention basins (one basin on the north and southern property lines) and rerouting an existing drainage course to adequately convey stormwater through the Project site. In addition, the Project includes best management practices (BMPs) and low impact development to minimize run-off and maximize infiltration. These structures are designed to accommodate both existing drainage flows and potential drainage flow increases that would result from implementation of the Project.

The Project also would not introduce new slopes that would exacerbate existing hazards of wildfire. While the Project would include an approximate 26-foot retaining wall, among other smaller retaining walls, the walls would be located on the northerly side of the Warehouse Site and would be adjacent to non-native grasslands bound by SR-60 to further to the north, the Potrero Boulevard extension to the east, and the fragmented approximate 15 acre undeveloped area to the west. The risk of wildfire resulting in destabilization of the retaining wall is considered to be low because the wall would be surrounded by graded slopes with landscaped areas, and paved surfaces (including SR-60). The walls would not be in proximity to vegetation that would facilitate wildfires burning for an extended period of time resulting in a substantial amount of soil erosion around the retaining walls.

Therefore, due to the existing topography and low slopes both on the Project Site and surrounding areas as well as proposed drainage improvements, as well as impervious areas and landscaping incorporated into Project design, the Project would not substantially exacerbate risks with slope instability due to landslides or flooding if a wildfire should occur in these areas.

Mitigation Measures

No mitigation is necessary.

3.16.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable wildfire impacts have been identified.

3.16.6 CUMULATIVE IMPACTS

Projects have the potential to be cumulatively considerable when evaluated in the context of other past, present or reasonably foreseeable projects makes a cumulative contribution to impacts. Similar to the Project, cumulative development occurring within the vicinity and similar FHSZs would be subject to risk of wildfire hazards. Cumulative projects also would be subject to compliance with the California Building Code and California Fire Code, as well as local regulations and all proposed construction would be required

to meet minimum standards for fire safety. Development occurring within the City of Beaumont, or those future projects annexed from the County lands adjacent to and near the Project Site would be subject to review by the City and fire department to ensure cumulative development is designed to provide a minimum of fire safety and support fire suppression activities. This would include compliance with State and local fire codes, inclusion of fire sprinklers if required, proper fire hydrant system, paved access, and secondary emergency access routes. Implementation of these plans and policies, in conjunction with compliance with the California Fire Code, would ensure cumulative impacts with respect to wildfire hazards are less than significant.

3.16.7 REFERENCES

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4.0 ALTERNATIVES TO THE PROPOSED PROJECT

4.1 INTRODUCTION

The State CEQA Guidelines require analysis of a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the Project's basic objectives and avoid or substantially lessen any of the significant effects of the Project. The range of potentially feasible alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The potential feasibility of an alternative may be determined based on a variety of factors, including economic viability, availability of infrastructure, and other plans or regulatory limitations. Specifically, § 15126.6(f) (1) of the State CEQA Guidelines states, in part:

> *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 (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.*

In determining the range of alternatives to be considered in the EIR, it is important to acknowledge the objectives of the Project, the significant effects, and unique Project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in § 15126.6(a). The State CEQA Guidelines further require that the alternatives be compared to the Project's environmental impacts and that the "No Project" alternative is considered (§ 15126.6[d] [e]).

An EIR need not evaluate the environmental effects of alternatives in the same level of detail as the Project, but must include enough information to allow meaningful evaluation, analysis, and comparison with the Project. The requirement that an EIR evaluate alternatives to the Project or alternatives that address the location of the Project is a broad one; the primary intent of the alternatives analysis is to disclose other ways that the objectives of the Project could be attained while reducing the magnitude of, or avoiding, the environmental impacts of the Project. Alternatives that are included and evaluated in the EIR must be feasible alternatives. However, the Public Resources Code (PCR) and the CEQA Guidelines direct that the EIR need "set forth only those alternatives necessary to permit a reasoned choice." The ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body (see PRC § 21081[a] [3].)

4.2 CONSIDERATION OF ALTERNATIVES

4.2.1 PROJECT OBJECTIVES

As discussed above, one of the evaluation criteria for the alternative discussion is the ability of a specific alternative to attain most of the basic Project objectives. The basic Project objectives as listed in ***Section 2, Project Description*** are as follows:

1. Develop a warehouse use in proximity to nearby transportation corridors and truck routes near SR-60 and I-10.
2. Develop a single pad warehouse of sufficient size (greater than 500,000 square feet) to be competitive within the industrial warehouse marketplace, support multiple simultaneous warehouse operations, and support a high level of mechanization and automation to attract a high-end buyer or tenant.
3. Provide new land uses consistent with the designed flexibility of the City's General Plan and Zoning Code.
4. Increase employment and create a revenue generating use consistent with market opportunities.
5. Provide infrastructure and landscaping improvements to the Potrero Boulevard and 4th Street vicinity to enhance aesthetics as well as improve safety and traffic flow.
6. Develop a warehouse use in proximity to other similar planned uses south of SR-60 to the west and east.
7. Facilitate goods movement for the benefit of local and regional economic growth.
8. Provide new development that will generate a positive fiscal balance for the City moving forward.
9. Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.

4.2.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS OF THE PROJECT

Sections 3.1 through ***3.16*** of this Draft EIR address the environmental impacts of implementation of the Project. The analyses contained in these sections identified the following significant and unavoidable environmental impacts resulting from the Project:

Air Quality

The Project would result in the following significant and unavoidable air quality impacts, despite the implementation of all feasible mitigation measures: (1) conflict with or obstruct implementation of the applicable air quality plan, due to operational NO_x emissions; (2) result in a cumulatively considerable net increase in a criteria pollutant for which the region is non-attainment, due to operational NO_x emissions; and (3) result in cumulative air quality impacts, as a result of operational NO_x emissions.

Greenhouse Gas Emissions

The Project would result in the following significant and unavoidable greenhouse gas (GHG) emissions impacts, despite the implementation of all feasible mitigation measures: (1) generation of 13,259.79 $MTCO_2e$ per year of GHG emissions that could have a significant impact on the environment; and (2) conflict with an applicable plan, policy, or regulation of an agency, adopted for the purpose of reducing GHG emissions, as a result of total emissions.

Transportation

The Project would result in the following significant and unavoidable impact, despite the implementation of all feasible mitigation measures: (1) the Project would exceed the City's Vehicles Miles Traveled (VMT) thresholds of 8.9 VMT per Employee and 30.4 VMT per service population. The former threshold would be exceeded by 7.44 VMT and second by 1.7 VMT.

4.2.3 CRITERIA FOR SELECTING ALTERNATIVES

Per § 15126.6(b) of the State CEQA Guidelines, the discussion of alternatives shall focus on alternatives to a project, or its location, that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly. This alternatives analysis; therefore, focuses on project alternatives that could avoid or substantially lessen environmental impacts of the Project related to the environmental categories listed in Appendix G of the State CEQA Guidelines.

Per State CEQA Guidelines § 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed. For each alternative, the analysis below describes each alternative, analyzes the impacts of the alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessoned by the alternative, assesses the alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.

4.2.4 ALTERNATIVES REMOVED FROM FURTHER CONSIDERATION

Alternative Location

The analysis of alternatives to the Project must also address "whether any of the significant effects of the Project would be avoided or substantially lessened by putting the Project in another location" (CEQA Guidelines, § 15126.6(f)(2)(A)). Only those locations that would avoid or substantially lessen any of the significant effects of the Project need be considered. If no feasible alternative locations exist, the agency must disclose the reasons for this conclusion (§ 15126.6(f)(2)(B)). In this case, while it is feasible that an alternative site could be selected for the Project, an alternative site would entail either the same or new significant environmental effects as the Project Site, given that the air quality, GHG emissions, and vehicle miles traveled (VMT) impacts are not site-specific. For example, development of the Project on any suitable alternative site in or around the City may not avoid or substantially lessen the Project's air quality or GHG emissions impacts because emission related impacts would occur no matter where the development is located.

Additionally, these impacts could be greater if the alternative site is located further away from a major transportation corridor or on a site further from worker residents resulting in greater VMT. Moreover, an alternative site that is adjacent to undeveloped lands could result in increased impacts if utilities or services are extended, or service capacity is increased and it encourages or enables additional

development. Compared to the Project Site, which is largely surrounded by and contiguous with developed properties, or properties planned for development and that are close to existing utility lines, these considerations are not applicable.

Furthermore, viable alternative locations for the Project are limited to those that would feasibly attain most of the Project objectives. No other lots appropriately located along a major transportation corridor and that would satisfy the Project objectives and eliminate or reduce impacts from the Project were identified. The Project would offer an industrial use adjacent State Route (SR)-60 and within approximately one mile of Interstate (I)-10. Furthermore, the site is located adjacent to and would provide right-of-way (ROW) for the Potrero Boulevard and 4th Street improvements.

Mixed Housing and Industrial Alternative

This alternative was developed to satisfy the Project objective to provide for a revenue and employment producing use while still providing for housing to be consistent with the land use designations of the County general plan and zoning. This alternative, as its name implies, would include both residential and industrial uses onsite. The Mixed Housing and Industrial Alternative would use approximately half of the site, the City area and northerly County parcel for industrial use and the balance for residential use. The southerly County parcel would be annexed to the City at a similar density to Rural Residential, resulting in an approximate residential density of one du/five acres. The industrial use would include approximately 400,000 sf of warehouse and distribution facility. To account for spacing between uses, it is anticipated the drainage in the central portion of the overall Project Site would be preserved and no disturbance in this area would occur.

This alternative would increase the demand on public and utilities services due to the increase in population. Although this alternative is not anticipated to increase demand such that new facilities are required, it would make a greater contribution to the cumulative demand. This alternative's impacts to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, tribal cultural resources, and wildfire would be similar to those of the Project.

This alternative would not meet most of the Project objectives. Specifically, this alternative would not provide a warehouse of sufficient size (greater than 500,000 sf) to be competitive in the industrial warehouse marketplace and would not increase employment and generate revenue to the same extent as the Project. While the alternative would provide infrastructure and landscaping, development of new residential uses intermixed with industrial would not meet the objective of improving safety and traffic flow to the same extent as the Project. While the alternative would promote goods movement to some extent, the significantly reduced size of the warehouse pad would not promote goods movement to the same extent as the Project, for the benefit of local and regional economic growth. Finally, the alternative would not improve the local jobs to housing imbalance.

Because this alternative fails to reduce or eliminate the Project's significant and unavoidable impacts, would likely result in increased impacts when compared to the Project, and would not meet most of the Project's objectives or meet them to the same extent as the Project, this alternative has been removed from further consideration.

Community Commercial Alternative

This alternative was developed to evaluate an alternative to the proposed industrial warehouse use while providing revenue to the City. Under this alternative, the site would be developed with community serving commercial uses that would create jobs and increase economic benefit the City. Similar to the proposed Project, the Community Commercial Alternative would have the same area of disturbance, and leave the annexed County land undeveloped until such time when a future development is proposed.

Overall, this alternative would not reduce impacts associated with the Project. This alternative would increase the VMT because the commercial component would generate more vehicle trips than the proposed warehouse use and VMT would increase. These increased vehicle trips would generate additional air emissions and GHGs. Thus, this alternative would not avoid or reduce any of the Project's significant and unavoidable impacts. Further, this alternative would incrementally increase the demand on public and utilities services due to the likely commercial uses such as restaurants and other eating establishments such as food courts. Although this alternative is not anticipated to increase demand such that new facilities would be required, it would make a greater contribution to the cumulative demand. This alternative's impacts to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, tribal cultural resources, and wildfire would be similar to those of the Project.

This alternative would not meet most of the Project objectives. This alternative would not develop a warehouse, or a warehouse in proximity to transportation corridors and truck route. This alternative would not develop a warehouse competitive in the industrial warehouse marketplace, or development warehouse use in proximity to other planned use south of SR-60. No goods movement would be facilitated with this alternative. Therefore, this alternative has been removed from further consideration.

4.2.5 ALTERNATIVES TO THE PROPOSED PROJECT

Two alternatives to the Project are analyzed in additional detail in this EIR. First, as required by CEQA, the No Project Alternative is considered. Second, a Habitat Preservation Alternative is considered. Per the State CEQA Guidelines § 15126.6(d), additional significant effects of the alternatives may be discussed in less detail than the significant effects of the Project as proposed. In addition, the EIR is to include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Project. For each alternative, the analysis below describes each alternative, analyzes the impacts of the alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessoned by the alternative, assesses the alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.

No Project Alternative (Existing Zoning, General Plan, No Annexation Alternative)

This alternative focuses on impacts that would occur if no zoning map amendment, no General Plan Amendment, and no annexation was proposed. This alternative evaluates what development could occur if developed under the existing land use (Industrial) and zoning (Manufacturing) designations within the City APN 424-010-020. County APNs 424-010-009 and 424-010-010 are located in the County's

jurisdiction; the current land use designation for both parcels is Rural Residential (RR) and the current zoning designation for both parcels is Controlled Development Area (W-2-20). This alternative would eliminate the need for the annexation of the County lands and assumes subsequent development of that portion of the Project Site under County guidance.

Habitat Preservation Alternative

This alternative would reduce the overall development footprint by approximately 50 percent with a warehouse area of approximately 288,000 sf and would concentrate development outside of the riparian areas on the Project Site. This alternative would preserve the riparian and wetland habitat that has the greatest habitat value than the more heavily disturbed upland areas. This alternative would reduce overall impacts to the Project Site and decrease potential impacts to sensitive species and preserve the riverine connectivity through the Project Site to off-site and adjacent undeveloped areas.

4.2.6 COMPARISON OF PROJECT ALTERNATIVES

No Project Alternative

Consistent with State CEQA Guidelines § 15126.6, the No Project Alternative assumes that the existing land uses and condition of the Project Site at the time the NOP was published (May 2020) would continue to exist without the Project. The setting of the Project Sites at the time the NOP was published is described as part of the existing conditions within ***Section 2: Project Description*** and throughout ***Section 3*** of the Draft EIR. The discussion within the respective sections provides a description of the environmental conditions in regard to the individual environmental issues.

The No Project Alternative assumes the Project would not be implemented and proposed land uses and other improvements would not be constructed. Under this alternative none of the proposed improvements would occur. However, development allowed under the existing City and County General Plan designations and City and County zoning (as applicable) could occur and are analyzed as part of this Alternative.

The General Plan land use designation for the City portion of the Project site is Industrial (I) which allows for a range of industrial uses, including "standalone" industrial activities, general and light industrial, research parks, private trade schools, colleges, and business parks. The zoning designation for the City portion of the Project site is Manufacturing (M) which is intended to maintain the existing industrial and manufacturing uses and to promote the development of new business parks, light industrial use, research parks, manufacturing uses, warehousing activities, and ancillary and supportive uses.

Under this alternative the Riverside County area would not be annexed, and the Rural Residential (RR) land use designation and Controlled Development Zone (W-2-20) would remain. While the W-2-20 zone allows for a variety of land uses, this alternative assumed development in accordance with the residential densities allowed under the General Plan. Under the densities allowed in the Riverside General Plan, Rural Residential (RR) can be built with a minimum lot size of five acres. There are two parcels consisting of approximately 38.5 acres within the County. A total of seven rural residential single-family units could be

constructed without the need for additional discretionary permits from the County such as subdivision map.

Infrastructure improvements including water, wastewater, drainage, extension of electrical and natural gas, and roadway improvements and right-of-way dedications identified in the Project would still be required to be extended into the City portion of the Project Site. Because the County portion would not be annexed, this area would not be eligible for City services, and utilities would be provided by the County or through the use of well and alternative wastewater disposal systems.

Comparison of Project Impacts

An evaluation of the potential environmental impacts of the No Project Alternative, as compared to those of the Project, is provided below.

Aesthetics

Under the No Project Alternative, the City portion of the Project Site could be developed with industrial and manufacturing uses. The County portion of the Project Site could be developed with seven rural residential units without the need for additional discretionary permits from the County. Similar to the Project, any future use under the designations and allowable uses would result in changes to the onsite topography, vegetation, and offsite view corridors. The visual changes to the site as seen from off-site viewers including travelers on SR-60 and the future extensions of Potrero Boulevard and 4th Street, would be that of new development compared to the vacant property that currently exists. The Project was found to have less than significant impacts for aesthetics and development under this alternative would be incrementally greater. Industrial and manufacturing development would result in a similar architectural styles related to building articulation, structure heights, and densities. Overall, this element of this alternative would result in no changes in Project design, and ultimately would result in the construction of similarly sized structures all of which would be incongruous with the existing vacant site as viewed from off-site areas.

The seven rural residential units also would slightly change the visual environment of the southerly portion of the Project Site. These units would occur in an area where no development is proposed and change the visual characteristics of the area. In addition, this would result in additional nighttime light sources as viewed from offsite areas. Although changes to the visual environmental would occur, it is anticipated impacts would remain less than significant. Therefore, under this alternative, impacts regarding aesthetics, light, and glare also would be less than significant; but would be greater when compared to the Project.

Air Quality

Under this alternative, short-term construction and long-term operational air emissions would be similar but slightly elevated compared to construction of the Project. The overall size and square footage of the industrial and manufacturing structures would be similar and the overall development footprint of development would be similar. Ground disturbance under this alternative would occur over most of the City site to accommodate building(s) and parking lots. Although some additional work to extend utility lines to the industrial and manufacturing building(s) would be needed, the emissions from this work would

not result in a substantial increase compared to the Project. Therefore, construction emissions would be similar and temporary in nature and similar to the Project in this regard.

Under this alternative, daily trip generation would be slightly less as the Project Site for industrial and manufacturing use would be smaller, only occurring on APN 424-010-020. This alternative is anticipated to require a lesser number of employees, of which would generate a decreased volume of trips and decrease the VMT as a result of less employees travelling to and from the industrial and manufacturing uses. This would result in a decrease in mobile source emissions of criteria pollutants and a lesser contribution to air quality impacts.

In regard to the County area, the development of the rural residential uses would result in incrementally less contributions associated with construction of the homes and roads needed to access them. In addition, the decrease in VMT associated with seven single family units, which would be allowed by right under the General Plan and zoning designations, also would be less as compared to Project.

The Project would result in significant and unavoidable impacts on air quality as a result of NO_x emissions from transportation sources. Under the No Project Alternative there would be substantially fewer truck trips but similar overall car trips with the addition of car trips accessing rural residential uses. Therefore, impacts under this alternative would be equal to or less than the Project.

Biological Resources

Under the No Project Alternative, the Project would not be built in its entirety with industrial uses on the northerly portion of the site (APN 424-010-020) and rural residential uses on the southerly portion (APNs 424-010-009 and 424-010-010) of the site as allowed pursuant to the existing City and County General Plan and zoning designations. Development under the No Project Alternative would require implementation of the same mitigation as the Project to protect biological resources. This alternative; however, would place seven rural residential uses in the County lands. While the Project Site is disturbed it does contain sensitive biological resources including two drainages and wetland habitat. Sensitive species also are present, and there is the potential for nesting birds, and species to use the site for breeding and brooding.

Impacts under this alternative would be slightly increased because the residential uses would increase the disturbance to biological resources in an area that would not experience disturbance under the Project. This alternative still would minimize impacts to biological resources through the preservation of off-site habitat as part of the applicable Multiple Species Habitat Conservation Plan (MSHCP). Similar mitigation measures also would be required that would constrain the construction timeline to protect nesting birds and would increase the off-site habitat preservation that would be required. Similar to the Project, it is anticipated that would reduce impacts to less than significant. Therefore, this alternative would result in increased impacts to special-status species, sensitive habitats, nesting birds, and use of the site as a migration or transitional habitat. Similar to the Project, direct and indirect impacts on biological resources would be mitigated to less than significant under this alternative, but overall, impacts would be incrementally increased.

Cultural Resources and Tribal Cultural Resources

Under the No Project Alternative, the existing zoning and general plan designations would remain applicable to the Project Site. Under this alternative, the portion of the site within the City would be developed with manufacturing and industrial uses and the area within the County would not be annexed and developed with rural residential uses under the County designation. This alternative has the same potential as the Project to contain known and unknown cultural and tribal cultural resources. This alternative would increase the amount of ground disturbance and excavation needed to enable the proposed improvements to facilitate construction of the new buildings, interior roadways, parking areas, utilities, and roadway dedications because this alternative would develop all three parcels. Nonetheless, the Project Site does not contain any structures and effects in this regard would be the same as under the Project. Industrial, manufacturing, and residential development under the No Project Alternative still would require implementation of the same mitigation to protect cultural and tribal cultural resources as would be required under the Project. This would include construction monitoring in case unknown buried resources or human remains are found during construction. Similar to the Project, direct and indirect impacts on unknown buried cultural resources would be mitigated to less than significant. Nonetheless, due to the increased development on the County parcels with seven single-family residences, impacts would be increased compared to the Project.

Energy

The intensity of development of the No Project Alternative would be increased compared to the Project. Energy used for construction activities including that needed to operate machinery for excavation and grading would be increased because construction would occur over a greater area when compared to the Project.

The Project would build a structure with a greater overall square footage of building area and the No Project Alternative would be anticipated to include a smaller structure(s) to accommodate future industrial and manufacturing uses on the City parcel. This would result in reduced energy demands for construction as well as operational energy for heating and cooling. The operational energy use from the industrial and manufacturing development would be lesser when compared to the Project because of the reduced demand for energy needed as a result of fewer daily vehicle trips.

The energy use of the potential seven residential structures for both construction and operations would be small, and would contribute to a minimal increase in overall energy demand. Therefore, it is anticipated that this alternative would use similar energy in the form of vehicle fuels, compared the Project. Impacts under this alternative would be less than significant and lesser than the Project.

Geology and Soils

This alternative would include the industrial or manufacturing development in the City and rural residential uses (seven units) in the County. No annexation would occur under this alternative. The No Project Alternative would not change the existing geologic conditions under which the alternative uses would be developed. Although this alternative would result in less people visiting the industrial or manufacturing uses and be located in an area that could experience ground shaking and associated

hazards impacts, this would not substantially reduce the associated risk. The amount of grading and need for retaining walls would depend on the size and uses within the manufacturing and industrial uses and parking needs. For purposes of this analysis, it is assumed that, similar to the Project, retaining walls up to 26 feet in height would be required to maximize the developable area. All future residential uses that could be built within the Project Site also would be constructed to the most recent codes which would minimize potential effects from geologic and soil conditions. Neither these uses or development of the industrial or manufacturing uses would exacerbate any existing hazards. Potential geologic hazards at the site would be the same in terms of seismic shaking from faults, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes. Therefore, similar to the Project, development of this alternative would conform to all required codes related to development standards related to geology and soils. Thus, would be mitigated to less than significant. Impacts would be similar compared to the Project.

Greenhouse Gas Emissions

Under this alternative, GHG emissions similar when compared to the Project. Short-term construction impacts would be similar. Although this alternative would include the construction of seven rural residential uses on the County land, construction of the industrial or manufacturing uses on the City land would be similar. These areas would result in a smaller overall building footprint, but would involve a similar amount of grading and ground disturbance to create building pad(s) and parking area(s). Ultimately, construction emissions would be roughly equivalent. Operationally, the emissions from the industrial or manufacturing uses would be similar and the residential uses under this alternative would make an insignificant contribution. However, the daily vehicle trips from the industrial or manufacturing uses would be slightly less than the vehicle trips under the Project. Long-term operational emission of GHG would be similar when compared to operation of the Project. Accordingly, use of fossil fuels for energy and associated GHG emissions would be similar under this alternative. Therefore, although not anticipated to be substantial, impacts under this alternative would be similar than that under the Project.

Hazards and Hazardous Materials

Under the No Project Alternative, the Warehouse Site would be developed with industrial or manufacturing uses and approximately seven residential uses within the County land. The No Project Alternative would occur within the same development footprint as the Project. Although this alternative would disturb a greater area overall, and although the area is disturbed with evidence of previous off-road vehicle use, there are no recognized environmental conditions within the area. Thus, both this alternative and the Project would have a similar potential to contain known and unknown hazards and hazardous materials. Because all of the Project Site is vacant and has not experienced substantial previous development or previous uses, this potential is considered low.

Development of the industrial or manufacturing uses on the City parcel would include disturbance of the same area and similar construction techniques. Excavation, grading, and trenching for utilities would still be required and overall grading quantities on the City parcel would be reduced because of the smaller development footprint. Accordingly, impacts associated with accidental upset of materials or disturbance of an unknown hazardous material site would be similar. Development and operation of the residential components and potential for accidental upset also would be low. Residential and

industrial/manufacturing uses are anticipated to use some volume of hazardous materials. Such materials would consist of cleaners, pesticides and fertilizers for landscaping, and other materials for machinery and equipment need for day to day operations would be similar. Neither the Project nor any components of this alternative are anticipated to use acutely hazardous materials, but if they do, all applicable regulations related to the use, storage, handling, and disposal would be required. Therefore, these impacts for hazardous materials would be similar and substantial differences in the potential risk of upset would not occur. Impacts compared to the Project would be similar and mitigation would reduce impacts to less than significant.

Hydrology and Water Quality

This alternative would include industrial or manufacturing uses in the City parcel and rural residential uses within the County area. The No Project Alternative would not substantially change the hydrologic conditions compared to development of the site with a warehouse. This alternative would result in the creation of a similar amount of impermeable surface and would require similarly sized water detention basin, series of smaller basins, and stormwater management system to control runoff. This alternative; however, would decrease the area of disturbance and result in minor modifications to the County parcel if rural residential units are constructed. Both the Project and this alternative would be developed with design elements and drainage features to capture and control the timing of runoff. The Project Site, whether developed for use as a warehouse or industrial would include a SWPPP with BMPs to minimize effects from erosion both on-site and off-site. Development of the residential areas also would require erosion control plans during construction and while runoff from these site is not anticipated to be substantial, would be constructed with plans approved by the County. The drainage facilities would minimize the contribution of sediments and pollutants to downstream receiving water. The No Project Alternative would have a similar impact when compared to the Project.

Land Use and Planning

This alternative would include industrial or manufacturing uses in the City parcel. This alternative also would include construction of seven rural residential units on the County parcels. These uses within the City area would be consistent with the existing land use designations of Industrial (I) and the residential areas consistent with County general plan designation of Rural Residential (RR). This alternative would not require a general plan amendment or zone change, and would not result in annexation of the County land. This alternative also includes the development of seven residential homes on the County parcels but this is not considered a substantial change to the development context of the site. Neither this alternative nor the Project would physically divide an established community because there are no existing communities adjacent to the Project Site. The Project did not have any significant land use impacts, however, the No Project Alternative would not require a General Plan Amendment or Rezone and potential land use conflicts would be reduced under this alternative.

Noise

Under this alternative, short-term construction and long-term operational noise emissions would be similar to the Project. Construction noise associated with building the industrial/manufacturing uses under this alternative would be similar to the construction of the Project. Both the Project and this

alternative would use similar grading and excavation practices and similar construction techniques to build the structure(s). Noise generated from these activities would be in a similar proximity to off-site receptors. Operationally, both the Project and alternatives would generate similar volumes of noise, but this alternative would generate slightly greater levels of noise due to the anticipated increase in vehicle trips from residents driving to and from the rural residential uses. Noise generated by the vehicles; however, is not anticipated to exceed thresholds nor would it occur in proximity to sensitive land uses. Most of the operational noise from the Project would be from truck traffic driving to and leaving the site for shipping operations. Some intermittent noise from the loading and unloading process may be audible and would occur under both alternatives. This alternative also would include the construction noise and a slight increased vehicle noise from the potential residential uses. These sources of noise, however, would be minimal and not make a substantial contribution to the ambient noise environment. Lastly, the Warehouse Site is not in proximity to (i.e., less than 500 feet from) any sensitive receptors and neither the Project nor this alternative would have significant impacts in this regard. Therefore, a substantial increase in noise is not anticipated under the No Project Alternative and overall impacts from noise would be similar compared to the Project.

Public Services

This alternative would result in the development of industrial or manufacturing uses within the City jurisdiction and the residential uses on the County parcels. This alternative would directly increase population which would increase the potential demand for public services including police, fire, school, library, and other municipal services. This increase; however, because of the limited number of residential units, would not be substantial. In addition, this alternative would result in an incremental increase in demand for public services from the industrial or manufacturing sites and residential uses. While increases are anticipated, the increase would not to be substantial or result in the need for expansion of existing facilities or construction of new facilities to house more law enforcement or fire services. In addition, all buildings would be constructed with required fire control elements such as sprinklers and emergency access as would occur under the Project. Lastly, this element of this alternative would not increase demands on schools or other services because the industrial or manufacturing uses would not directly increase population. The residential component would directly increase population, but the increase would be small and existing services, including fire and police protection services and schools are anticipated to be sufficient. No new schools or expansion of existing schools beyond that which is already planned would be required. Therefore, increased demand for public services including fire protection and emergency medical services, law enforcement, schools, and other general governmental services under this alternative would be considered to be similar to the Project.

Transportation

This alternative would decrease the average daily trips to the City parcel and hence, decrease the vehicle miles travelled (VMT). It is anticipated that the total number of employees would be less and a corresponding decrease in VMT would occur. It should be noted that all access points to the Project would be designed to conform to all safety standards under this alternative and the Project, and both dedications for Potrero Boulevard and 4th Street would still occur. Impacts in these regards would be the similar as under the Project. The seven new residential units would result in new vehicle trips, and residential uses

in this area could result in decreased VMT given the small number of trips generated by the residences. Therefore, this alternative would result in similar impacts associated with transportation and overall VMT because it would generate a similar number of daily trips than the Project. Therefore, impacts under this alternative would be similar to that under the Project.

Utilities and Service Systems

This alternative would result in the development of industrial or manufacturing uses on the City parcel and seven residential sites on the County parcels. Uses associated with industrial or manufacturing businesses would result in a slight decrease in demand of utilities including electricity, natural gas, water, solid waste, and wastewater due to a smaller development footprint. Although the decrease is not anticipated to be substantial, depending on the nature of different industrial or manufacturing uses, a decrease would occur.

The seven rural residential properties would require utility services as well, but these increases would be small. In addition, water and sewer, depending on the proximity to existing service lines, could be provided by water wells or on-site wastewater disposal systems such as septic tanks. If these systems are used, it would eliminate increased demand for these services. Therefore, depending on the future mix of industrial or manufacturing uses and how the residential uses are served, a decrease in utility demand would be anticipated under this alternative. Although the overall demand for services would increase, adequate capacity to serve this alternative is anticipated. Therefore, while demand under this alternative would increase, impacts would remain less than significant under both this alternative and the Project.

Wildfire

This alternative would not increase the developable area and would not place any structures in an area susceptible to wildlife or at any greater risk than under the Project. This alternative would occur on the same site that contains the heavily disturbed but native vegetated habitat and communities. The surrounding areas adjacent to these areas have similar vegetation patterns and are typically classified as high fire hazard severity zones. The project footprint under this alternative would be decreased compared to the Project and would be located adjacent to undeveloped areas. Under this alterative the industrial or manufacturing uses would have similar buffers and defensible space between the built uses and surrounding undeveloped areas.

Under this alternative, the residential structures built within the County area also would be developed with appropriate defensible space and buffers between the residences and undeveloped native habitat. This project would incorporate all required fire access routes and would not encroach into any emergency route or interfere with any emergency plan or evacuation plan. Lastly, the Project does not require construction of any infrastructure that would exacerbate hazards. Nonetheless, this alternative would enable the construction of seven rural residential units in an upland area that could experience wildfire and exacerbate associated risk. This would incrementally increase effects of wildfire compared to the Project.

Habitat Preservation Alternative

This alternative would reduce the overall development footprint by approximately 50 percent with a warehouse area of approximately 288,960 sf. This alternative would concentrate development outside of the riparian area on the Project Site. Under this alternative, parking areas and retention basins would be reduced commensurate with the reduced building size. This alternative also would avoid impacts to riparian corridors through the Project Site. The annexation of Riverside County Parcels 424-010-009 and 424-010-010 would still occur under this alternative, and development would still occur on a portion of 424-010-009; however, no development would occur within the existing natural drainage area. This alternative would preserve the riparian and wetland habitat with more significant habitat value than the heavily disturbed upland areas. Under this alternative, the natural drainage would remain in its current condition and would not be converted to an underground storm drain.

Comparison of Project Impacts

An evaluation of the potential environmental impacts of the No Project Alternative, as compared to those of the Project, is provided below.

Aesthetics

Under the Habitat Preservation Alternative, approximately half the site would remain undeveloped. This would reduce visual impacts that would occur during construction and operation of the Project. This would reduce the magnitude of the changes occurring on the Project Site as seen from off-site viewers. However, because the intervening land uses, and existing landforms would remain, view would still be obscured. This would include views from residences and views from travelers along nearby roadways. Although the development footprint would be reduced, this alternative would still alter the visual appearance of the site as seen by adjacent viewers. Because the Project would not interfere with views of the San Bernardino or San Jacinto mountains, this alternative would not substantially reduce any effects with the related changes and impacts in this regard would be the similar to the Project. The existing environment in terms of proximity to state scenic highways would be the same and impacts would not occur. Overall, this alternative would reduce the on-site disturbance and land area upon which development would occur, but slopes and similar landform modifications would be required. While this would reduce the visual changes, impacts to aesthetic resources would be roughly equivalent and remain less than significant.

Air Quality

This alternative would reduce development on the Project Site by approximately 50 percent and thereby reduce construction and operational air emissions by a similar amount. Accordingly, emissions of criteria pollutants from construction equipment and truck trips would be reduced, and dust emissions from ground disturbance during construction would be reduced. Under this alternative the Project would conform to applicable air quality management plans. The Project would not exceed construction emission thresholds for any of the criteria pollutants including reactive organic gases (ROG), nitrogen oxide (NO_x), carbon monoxide (CO), sulfur dioxide (SO_2), fine particulate matter ($PM_{2.5}$), or coarse particulate matter (PM_{10}). The Project would exceed the 55 pounds per day maximum threshold NO_x under mitigated conditions. Transportation sources represent the largest contributions to NO_x emissions. Under the Habitat Preservation Alternative, emissions would be reduced as a result of fewer employees and fewer

trucks coming to the Project Site. Reducing the development on the Project site will reduce emissions proportionally. For operations, all emissions are below thresholds except NO_x which is 139.66 lbs/day and over the 55 lbs/day threshold. Reducing the project size would roughly reduce the operational emissions to 70 lbs/day, which is still over the 55 lb/day threshold. Therefore, impacts would remain significant and unavoidable. Therefore, while this alternative project may still exceed the NO_x threshold, potential impacts would be reduced compared to the Project. All other impacts associated with air quality would be incrementally reduced and remain less than significant.

Biological Resources

Under this alternative, approximately half of the proposed developable area would remain undeveloped and in its current state. This would reduce impacts to biological resources and improve the habitat value of the site compared to the Project. With the proposed building footprint reduced to approximately half, disturbance to existing scrub, riparian, wetland, nesting bird, and other habitats would be reduced. Under this alternative, the unnamed tributary to Cooper's Creek that traverses the Project Site would not be impacted and the drainage would not be converted to an underground pipeline. Therefore, this alternative would avoid the drainage and adjacent riparian area. This alternative also would have less effect on wildlife movement as it would retain open areas that could be used for connections to off-site areas. This alternative also would require less mitigation land to be dedicated per MSHCP mitigation requirements. Thus, impacts would be less than the Project. Similar to the Project, impacts on biological resources would be less than significant with mitigation incorporated, this alternative would further reduce impacts.

Cultural Resources and Tribal Cultural Resources

This alternative would reduce the building footprint by approximately 50 percent on the Project Site and reduce the developable area by avoiding the onsite drainage and subsequently reducing the area where unknown buried archaeological resources could be disturbed. Similarly, this would reduce the potential to damage or destroy unknown human remains. Similar to the Project, potential impacts would be less than significant with the same mitigation measures incorporated. Overall, this would reduce potential impacts on cultural resources and tribal cultural resources compared to the Project.

Energy

Like the Project, this alternative would require energy during both construction and operation phases. This alternative would reduce energy demand during construction and energy consumption during operation because the structure would be approximately half the size and operate at approximately half of the building energy demand. This would reduce the demand for energy for heating and cooling, fuels for on-site operations, and fuels needed for trucks and other employee transportation needs. Similar to the Project, this alternative would comply with applicable state and local plans related to renewable energy and fuel efficiencies. Thus, when compared to the Project, the Habitat Preservation Alternative would result in fewer energy-related impacts than the Project, and impacts would remain less than significant.

Geology and Soils

This alternative would reduce the proposed building size by approximately 50 percent. Although this alternative would reduce the area potentially affected by ground shaking and associated hazards including faults and seismicity, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes, similar to the Project this alternative would not exacerbate any of the listed geologic conditions. Although this alternative would reduce the soil disturbance within the Project Site, both projects would conform to an approved Stormwater pollution prevention plan (SWPPP) and implement associated best management practiced (BMPs) as required by the National Pollution Discharge Elimination System (NPDES). Thus, while the overall area of impact would be greater and potentially fewer workers and/or employees would be exposed to potential geologic hazards, and less land would be susceptible to soils impacts from erosion, overall impacts would remain less than significant. Therefore, compared to the Project, geology and soil impacts would be the similar as under this alternative.

Greenhouse Gas Emissions

This alternative would reduce proposed building size by approximately 50 percent and reduce GHG emissions from construction and operation by commensurate amount. The Project related emissions associated with development of the entire Project and larger warehouse footprint were found to exceed the 10,000 $MTCO_2e$ per year threshold for both unmitigated (13,638.93) and mitigated (13,259.79) emissions. The Project had significant and unavoidable impacts from GHG emissions. This resulted in a significant and unavoidable impact finding. Similarly, because the Project would exceed thresholds, the Project also was found to conflict with applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. Because this alternative would reduce the building size by approximately 50 percent, GHG emissions would be reduced as a result of reduced energy demand from the building as well as reduced energy needs from transportation as a result of few cars and fewer trucks, including refrigerated trucks. It is anticipated that such as reduction would reduce unmitigated GHG emissions to below the 10,000 $MTCO_2e$ emissions threshold. Therefore, compared to Project, impacts found under the Habitat Preservation Alternative, would be reduced and less than significant, including cumulatively, and significant and unavoidable impact would be avoided.

Hazards and Hazardous Materials

This alternative would reduce the building footprint by approximately 50 percent and as such, the potential for accidental upset of unknown hazardous materials is reduced by an incremental amount. Similarly, this alternative would reduce the potential area in which work would occurring or areas in which potentially hazardous materials are handled. Similar to the Project, this alternative would still require the handling and storage and use of materials but this would be in conformance with all applicable rules and regulations. No acutely hazardous materials are anticipated for use under either alternative. Depending on the specific nature and quantity of materials used, a Hazardous Materials Business Plan which would be used to regulate the storage and handling of hazardous materials through education, facility inspections and enforcement of State law. For any hazardous materials stored onsite, all applicable rules and regulations regarding their storage, use, and handling of those materials would be required. Therefore, while the potential for impacts hazardous materials would be reduced under this alternative, potential impacts would remain less than significant.

Hydrology and Water Quality

This alternative would reduce the developable area to avoid the existing drainage onsite. Under this alternative the existing natural drainage would continue to covey offsite flows and discharge both the offsite and onsite flows into Cooper's Creek to the southwest of the Project Site. Under this alternative there would be no need to convert the drainage to an underground pipeline. This alternative would still have onsite retention basins to collect and treat onsite surface water before releasing the flow into the drainage. The detention basins would be smaller due to less impervious surface area (less building rooftop and less parking area) within the development envelope. This would reduce the potential for water quality impacts because less of the Project site would be disturbed and subject to erosion during construction and decreased stormwater flows during operation. Because fewer impervious surfaces such as parking lots and building roof area would be introduced, the detention basins and storm water discharge system would be reduced in scale. Under this alternative a SWPPP and BMPs would be still be implemented, would still conform with applicable NPDES and RWQCB permitting procedures permitting, and would still be anticipated to reduce potential effects to downstream waters from sediments and other pollutants in stormwater runoff. Because this alternative would leave the natural drainage and landscape, fewer modifications to the onsite drainages and existing surface water flow regime would be required. Overall, this alternative would reduce the potential effects to hydrology and water quality compare to the Project, and impacts would remain less than significant with mitigation incorporated.

Land Use and Planning

As discussed above, this alternative would reduce the overall building footprint by approximately 50 percent. This alternative would still locate the Warehouse on the same parcel would include the same land use entitlements. Land use impacts to the developable areas would be the same as under the Project. Although this alternative would reduce the developable area and overall warehouse footprint, it would not substantially reduce impacts associated with land use. The annexation of the Riverside County parcels would still occur under this alternative. Regardless of its size, under the Project or under this alternative, the warehouse would not be in a location that would physically divide an established community. The reduced size also would not conflict with any goals or policies of applicable plans leading to environmental impacts. Therefore, while the overall development footprint would be reduced, there would not be an appreciable difference in the severity of the impacts related to land use. Impacts would remain less than significant.

Noise

This alternative would reduce the building footprint on the Warehouse Site by approximately 50 percent. This alternative would occur within the same site and would be surrounded by the same surrounding uses including vacant land, proposed roadways, and nearby ongoing industrial development. None of the immediately surrounding uses are considered sensitive receptors. Because the warehouse would be smaller in size, there would be less construction and operational noise generated during these project phases. Operational impacts would be reduced because there would be fewer truck trips and less noise associated with loading and unloading, vehicle movements around the facility, and less machinery needed to operate. There also would be less noise generated by the HVAC system. Overall, while the potential for impacts would be reduced because less area would be used, the impacts conclusion would remain the

same and would be less than significant. Therefore, noise impacts would be incrementally reduced compared to the Project and impacts would remain less than significant.

Public Services

This alternative would result in the construction of a warehouse building approximately 50 percent less in size as would occur under the Project. Because this alternative would reduce the warehouse size by approximately half, it is anticipated that the demand for employees would be similarly reduced. This also would reduce the potential for increased calls for police and fire services. As discussed in population and housing above, although it is anticipated that most employees would come from within the City and surrounding areas, this alternative would slightly reduce the potential demand for new housing and reduce the potential for inducing people to move to the City or surrounding areas for work at the warehouse. Because of this there also would be an incremental decrease in the potential for emergency services as well as other City municipal services and use of libraries, medical facilities, and parks. Again, because the change in population would relatively small, these reductions would be similarly small and would not have a substantial effect or appreciable change compared to the Project. Analysis of the Project found these impacts to be less than significant and the change under this alternative does not reduce the severity impact and it would remain less than significant.

Transportation

The alternative would result in the construction of a warehouse building approximately 50 percent less in size as would occur under the Project. Regarding the Warehouse Site, because a smaller building would be developed under this alterative, the length of construction time would be reduced. This would reduce the length of time the construction workers would commute to the Project Site. Similarly, with the warehouse being approximately half the size, fewer employees would be needed, and this would result in fewer daily trips to and from the site. Also, because the warehouse would be able to accommodate less materials, fewer truck trips would be needed to deliver and remove goods. Therefore, under this alternative the vehicle traffic including both personal vehicle and truck trips would be reduced by half. Impacts under the Project were found to be significant and unavoidable with regard exceeding the City's VMT Thresholds. Similar to the Project, implementation of a TDM plan would be required as mitigation. While, this alternative would reduce the overall number of trips generated from the site, it would not necessarily reduce VMT under the City's VMT thresholds because the smaller site would also reduce the number of employees and service population on which the VMT calculations are based. Therefore, the impacts under this alternative, while reduced, would remain significant and unavoidable.

Utilities and Service Systems

This alternative would reduce the warehouse building size by approximately 50 percent. Because this alternative would reduce the warehouse size by approximately one half, it is anticipated that the demand for utility services, including electricity and natural gas, volume of water, and the amount of wastewater and waste materials produced, would be reduced by approximately half. This would have a corresponding reduction in demand on services providers. Under the Project service providers would have an adequate capacity to serve the development as designed and impacts would be less than significant. Under this alternative, while the warehouse footprint would be reduced, on-site improvements and tie-ins to existing

utility lines would still be required. This would occur in the same areas, same rights-of-way, and same adjacent areas as under the Project. Analysis of the Project found these impacts to be less than significant and although this alternative would reduce the demand on utility services, it would not change the areas of disturbance needed to serve the warehouse. Thus, this alternative would not result in a reduction of the impact severity determination and impacts would remain less than significant.

Wildfire

This alternative would reduce the developable area on the Warehouse Site by approximately 50 percent and leave approximately 50 percent of the site with the existing vegetation and habitat. The warehouse would be located within an area that contains native vegetated habitat characterized by coastal sage scrub, grassland, and other similar habitat communities. Immediately adjacent to the Project Site are undeveloped areas as well as roadways and areas that are urbanizing with other commercial/industrial uses. The developed areas are not prone to wildfire. Because this alternative would be located on the same site, the on-site and surrounding fire hazard designations would be the same. The northerly portion of entire Project Site is within a local responsibility area (LRA) and is designated as a very high fire hazard severity zone (VHFHSZ). The southerly parcels are within the state responsibility area (SRA) and designated as high fire hazard severity zone (HFHSZ). The adjoining areas to the south and east of the Project Site are designated as HFHSZ, and a small portion to the west is moderate fire hazard severity zone (MFHSZ) with the balance being a HFHSZ designated as a VHFHSZ.

While this alternative would reduce the size of the warehouse development area, it would remain within the same environment and risks from wildfire would be similar. Under both the Project and under this alternative, the warehouse would be developed with appropriate defensible space and buffers between undeveloped native habitat and structures. Neither this alternative nor the Project would interfere with any emergency plan or evacuation plan. This alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the Project nor this alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, while the developable area of this alternative would be less than the Project, there would be no appreciable difference in impacts associated with wildfire between this alternative and those of the Project.

4.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As shown in ***Table 4-1***, below, the Habitat Preservation Alterative would be the environmentally superior alterative. This alternative, however, would meet only approximately half of the Project Objectives. This alternative would locate a warehouse in proximity to other such uses, and would be consistent with the existing general plan and zoning, but would not take advantage of the flexibility to maximize development potential in consideration of environmental constraints. This alternative also would dedicate lands for roadway and other infrastructure improvements, and which would enable movement of goods and services. However, this alternative would not make the most of the site and would not as effectively facilitate the movement of goods and services, would not result in as great a benefit to regional economic growth, would not generate the volume of revenue to the city, would not result in as many additional employment opportunities and would not enhance the fiscal balance of the City to the extent as would the Project.

Table 4-1: Comparison of Project Alternatives Environmental Impacts with the Proposed Project

EIR Chapter	Alternatives		
	Proposed Project - Level of Impact After Mitigation	Alternative 1 - No Project	Alternative 2 – Habitat Preservation
3.1 – Aesthetics	Less Than Significant	+	=/-
3.2 – Air Quality	Significant and Unavoidable	=/-	-
3.3 – Biological Resources	Less Than Significant	+	-
3.4 and 3.14 – Cultural Resources and Tribal Cultural Resources	Less Than Significant	+	-
3.5-- Energy	Less Than Significant	-	-
3.6 – Geology and Soils	Less Than Significant	=	=/-
3.7 – Greenhouse Gas Emissions	Significant and Unavoidable	=	-
3.8 – Hazards and Hazardous Materials	Less Than Significant	=	=/-
3.9 – Hydrology and Water Quality	Less Than Significant	=	-
3.10 – Land Use and Planning	Less Than Significant	-	=
3.11 – Noise	Less Than Significant	=	=/-
3.12 – Public Services	Less Than Significant	=	=/
3.13 – Transportation	Significant and Unavoidable	=	-
3.15 – Utilities and Service Systems	Less Than Significant	+	=/-
3.16--Wildfire	Less than Significant	+	=
Attainment of Project Objectives	Meets all of the Project Objectives	Meets some of the Project Objectives	Meets some of the Project Objectives

Notes:
A minus (-) sign means the Project Alternative has reduced impacts from the Project.
A plus (+) sign means the Project Alternative has increased impacts from the Project.
An equal sign (=) means the Project Alternative has similar impacts to the Project.
An =/- sign means the Project Alternative has a similar but slightly less impacts from the Project.
An =/+ sign means the Project Alternative has a similar but slight greater impact than the Project.

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5.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

During the evaluation of the Project, certain impacts were found to have "no impact" or a "less than significant." This was due to the fact the Project Site did not have certain characteristics that would be affected, or because the Project was not of a scope or scale to create significant impacts on a particular resource. This section briefly describes effects found to have no impact or a less than significant impact based on the analysis conducted during the Draft Environmental Impact Report (EIR) preparation process. Several issues indicated as having no impact or less than significant impact are nonetheless addressed in ***Sections 3.1*** through ***3.16*** of this Draft EIR as a matter of clarification or convenience for the reader.

5.1 AGRICULTURE AND FORESTRY RESOURCES

AGRICULTURAL RESOURCES

According to available historical sources, the Project site has been undeveloped since as early as 1901; developed with rural residential or farming related structures from the 1930s to approximately late 1960s, but is currently undeveloped and unoccupied.[1] A small portion of land along the southern property line is designated as Farmland of Local Importance, while most of the site is designated as Other Farmland.[2] The site is not designated as either Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, the Project site is not subject to a Williamson Act Contract.

FORESTRY RESOURCES

The Project site is in an area surrounded by existing and planned development to the north and east. Onsite vegetation includes seasonal grasses, non-native trees, and remnants of a coastal sage scrub vegetation community.[3] Although there are some trees on-site, the Project site does not meet the definition of lands designated as forestland or timberland as defined by Public Resources Code (PRC) §§ 12220(g), 4526, and 51104(g).

Impact 5.1-1: ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

Impact 5.1-2 ***Conflict with existing zoning for agricultural use, or a Williamson Act contract?***

Impact 5.1-3 ***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))?***

[1] Partner Engineering and Science, Inc. 2018. *Phase I Environmental Site Assessment Report*.
[2] California Department of Conservation (DOC). 2019. *California Important Farmland Finder*. https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed June 2019).
[3] BCR Consulting, LLC. 2019. *Cultural Resources Assessment*.

Impact 5.1-4 ***Result in the loss of forest land or conversion of forest land to non-forest use?***

Impact 5.1-5 ***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 (5.1-1 through 5.1-5). The Project site is a vacant lot that is not currently zoned for agriculture or forest resources, but for manufacturing development. Therefore, the Project would not result in a conversion of zoning or land use because it would be consistent with the manufacturing zoning. According to the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP), the Project site is located on land mapped as "Urban and Built-Up Land" and "Farmland of Local Importance."[4]The Project site is not enrolled under the Williamson Act nor does it currently contain forestland. Therefore, no impact to agricultural or forest resources would occur**.**

Mitigation Measures

No mitigation is necessary.

Cumulative Impacts

The Project would have no impact on agricultural and forestry resources. Therefore, the Project would not contribute to a cumulatively considerable impact in the conversion of farmland to non-farmland or forest land to non-forest use.

5.2 MINERAL RESOURCES

A mineral resource is any naturally occurring rock material with commercial value. The Beaumont General Plan does not identify the City as having Mineral Resource areas. Similarly, the California Geological Survey (CGS) does not designate the Project site as containing mineral resources.[5] As such, the Project site is not designated for mineral resource recovery and does not contain any known mineral resources and is not used for mining or mineral production.

Impact 5.2-1: ***Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

Impact 5.2-2: ***Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

No Impact (5.2-1 and 5.2-2). There are no known or identified mineral resources of regional or statewide importance in the City. Because there are no known mineral resources on the Project site or in the vicinity of the site, the Project would have no impact on the availability or recovery of mineral resources. The

[4] Department of Conservation's (DOC). Farmland Mapping and Monitoring Program. https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed September 2020).
[5] DOC. 2019. Mineral Land Classification. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc (accessed June 2019).

proposed Project's construction and operation would not affect a known locally important mineral resource delineated on any planning documents.

Mitigation Measures

No mitigation is necessary.

Cumulative Impacts

The Project would have no impact on mineral resources. Therefore, the Project would not contribute to a cumulatively considerable to mineral resources impact.

5.3 POPULATION AND HOUSING

Impact 5.3-1 ***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)?***

Impact 5.3-2 ***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

Less than Significant Impact. This section discusses the potential impacts associated with implementation of the Project in the context of existing and forecasted population and housing for the City. The Project is located on undeveloped land in the southwestern portion of the City. The site is undeveloped with the exception of a concrete pad from a formerly demolished home. There are no existing residential uses or human communities on the site.

The Project would not result in a direct increase in population because the Project would not be developed with any new residential units and would not generate any new residents within the City. Construction of the Project site would result in temporary increased demand for construction workers. Construction is planned for a single phase beginning mid-2022 and to be completed in the same year. The majority of workers are anticipated to come from the local and regional areas. The unemployment rate in the Riverside-San Bernardino-Ontario Metropolitan Statistical Areas (MSA) was 6.6 percent in September 2021 based on the California Employment Development Department (EDD, 2021). This compares with an unadjusted unemployment rate of 6.4 percent for California and 4.6 percent for the nation during the same period. The unemployment rate was 6.6 percent in Riverside County.

The majority of workers for construction and operation of the Project are anticipated to come from within the City or surrounding jurisdictions and commute daily to the jobsite. Although it is possible that demand for workers could induce some people to move to the area, this is anticipated to be a small number relative to total employment opportunities. It is anticipated that with the recent and continuing growth of the City and within the Riverside County region, there are adequate numbers of people already residing in the area to work on or at the Warehouse Site. As such, construction would not induce substantial unplanned growth or unaccounted for growth in the City or in regional forecasts.

Operationally, the warehouse would be approximately 577,920 square feet (sf) and represents an opportunity for employment for new workers in the City. Based on the average number of workers per square foot provided by EnergyStar as applied to unrefrigerated or refrigerated buildings that are used to store goods, manufactured products, merchandise or raw materials, the Warehouse would require approximately 0.59 persons/employees per 1,000 square feet. Considering these values, the warehouse would result in a demand for approximately 341 new employees post construction. Considering both City projections for growth as well as growth within the region, this is not unaccounted for and is not substantial considering existing populations and projected population.

In addition, construction of the Warehouse Site is consistent with overall intent of the City of Beaumont General Plan. While services would be extended into the Project site, these lines and utilities would be only be used to serve the Project and would not be sized to accommodate future development in off-site areas. The Project does include dedication of right-of-way; however, the roadway extensions of both Potrero Boulevard and 4th Street are planned for by the City. In this way, this roadway construction would not result in access to an area not already served, but it would not induce substantial unplanned growth either directly or indirectly. Lastly, the Project does not remove any existing residential units and does not propose to construct any residential units.

Mitigation Measures

No mitigation is necessary.

Cumulative Impacts

The Project would have a less than significant impact on population and housing. Therefore, the Project would not contribute to a cumulatively considerable to impact to population and housing.

5.4 RECREATION

Impact 5.4-1: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact. The demand for parks is determined by changes in housing and population. In this instance, the Project site is vacant and undeveloped; thus, not currently creating a need for neighborhood or regional parks. Development of the Project would result in the construction of an approximately 577,920 square foot warehouse. As discussed above under ***Section 5.3: Population and Housing***, the Project would not directly increase population, and therefore would not result in increased use of parks. The Project site is currently vacant and there are no recreational facilities present in the immediate vicinity. Therefore, the Project would not result in the need for new or altered recreational facilities. Development of the Project would have a less than significant impact related to parks and recreation.

Mitigation Measures

No mitigation is necessary.

Impact 5.4-2: ***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?***

No Impact. As discussed above, the Project consists of an Industrial warehouse and does not include the provision or development of any new recreational facilities. Therefore, no impacts from the provision of such resources would occur.

Mitigation Measures

No mitigation is necessary.

Cumulative Impacts

The Project would have a less than significant impact on recreation. Therefore, the Project would not contribute to a cumulatively considerable to impact to recreation.

5.5 REFERENCES

Beaumont, City of. 2020. *Beaumont General Plan*. https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.

BCR Consulting, LLC. 2019. *Cultural Resources Assessment*.

California Department of Conservation (DOC). 2019. *California Important Farmland Finder*. https://maps.conservation.ca.gov/DLRP/CIFF/.

DOC. *Farmland Mapping and Monitoring Program*. https://maps.conservation.ca.gov/DLRP/CIFF/.

DOC. 2019. *Mineral Land Classification*. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

Partner Engineering and Science, Inc. 2018. *Phase I Environmental Site Assessment Report*.

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6.0 OTHER CEQA CONSIDERATIONS

This section of the Environmental Impact Report (EIR) provides a discussion of other CEQA impact considerations, including Significant Irreversible Environmental Changes and any Mandatory Findings of Significance.

6.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The CEQA Guidelines § 15126.2(d), require that an EIR address any significant irreversible environmental changes that would occur should the proposed Project were implemented. As stated in CEQA Guidelines Section 15126.2(d):

> *"…..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 likely, 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."*

Future development of the Project would consume limited, slowly renewable, and non-renewable resources. Accordingly, construction on the Project site would result in the direct consumption of resources, which would occur during the construction phase and would continue throughout its operational lifetime of the Project. Development of the Warehouse Site would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and persons to and from individual development sites. Construction would require the consumption of resources that are not renewable or which may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed to power construction vehicles and equipment. However, the temporary use of these resources during construction of the Project would be on a relatively small scale and in a regional context and would not cause a permanent significant regional impact.

Resources that would be permanently committed to consumption by the operation of the Project would be consistent with those currently used in similar warehouses within the City. The resources used by the Project include water, electricity, natural gas, and fossil fuels. However, new construction in California is required to conform to energy conservation standards specified in Title 24 of the California Code of Regulations (CCR). The 2019 California Building Energy Efficiency Standards (CBEES) were adopted on May 9, 2018 and take effect on January 1, 2020. Under the 2019 standards, nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards. To conform to CCR Title 24, efficient energy use would be designed into all new buildings developed within the Project site. In addition, all new development would be required to comply with all applicable building codes, development standards, and design requirements related to sustainability and energy conservation contained in the City's Municipal Code and required pursuant to then-current State legislation, executive

orders, and regulatory guidance. Along with applicable City policies and State standards, mitigation measures contained in this EIR would help ensure that all affected natural resources are conserved or recycled to the maximum extent feasible, minimizing the impact significance on each resource to the lowest amount possible.

Energy resources and consumption is discussed in greater detail within ***Section 3.5: Energy***.

6.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. The environmental effects of the Project are addressed in ***Sections 3.1*** through ***3.16*** of this EIR. Alternatives to the Project are addressed in ***Section 4.0*** and growth inducing effects of the Project are addressed in ***Section 6.3***. Implementation of the Project would result in potentially significant impacts in some areas of the following topical issues: Aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, tribal and cultural resources, noise, and transportation. Where needed, implementation of standard conditions and requirements (SCs) and mitigation measures (MMs) provided in ***Sections 3.1*** through ***3.16*** would reduce many of these impacts to levels considered less than significant. Other environmental issues would have no impacts because SCs and requirements are mandated. Significant, unavoidable impacts are noted below.

Air Quality: Impact 3.2-1

The Project would not violate construction emission standards and would be consistent with Criterion No. 1, with the exception of NO_x emissions which would exceed thresholds even with mitigation.

Greenhouse Gas Emissions: Impact 3.7-1

Long term operational impacts (including construction impacts amortized over 30 years at 47.6 $MTCO_2$ eq/yr) would total approximately 13,259.79 $MTCO_2$ eq/yr with mitigation. This would exceed the threshold of 3,000 $MTCO_2$eq/yr by 10,259.79 $MTCO_2$. The majority of emissions would occur from mobile sources and energy use. There are no feasible mitigation measures to beyond those which are already proposed to further reduce mobile source emissions and overall Project emissions would remain above the yearly threshold. Therefore, impacts in this regard would be significant and unavoidable.

Greenhouse Gas Emissions: Impact 3.7-2

The Project's long-term operational GHG emissions would exceed SCAQMD's threshold of 3,000 $MTCO_2$e per year despite the implementation of mitigation and thus could impede California's statewide GHG reduction goals for 2030 and 2050. Therefore, impacts in this regard are significant and unavoidable.

Transportation: Impact 3.13-2

The Project would exceed the vehicle miles traveled (VMT) threshold of 8.9 for home-based work VMT per employee and 30.4 VMT per service population. The former threshold would be exceeded by 7.44 VMT and second by 1.7 VMT. The Project would include mitigation requiring a Transportation Demand Management Strategy (TDM) to reduce trips; however, even with this, the threshold would still be exceeded. Thus, a significant unavoidable impact would remain.

6.3 GROWTH-INDUCEMENT

Section 15126 of the CEQA Guidelines requires that an EIR address the "growth inducing" effects of the Project. Pursuant to § 15126.2(d) of the Guidelines, a project would be considered to have a growth-inducing effect if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Tax existing community services or facilities, requiring the construction of new facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Should the Project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the Project are evaluated against these four criteria in this section.

Section 15126.2(d) of the CEQA Guidelines requires that an EIR "discuss the ways" a project could be growth inducing and to, "discuss the characteristics of some projects that may encourage activities that could significantly affect the environment." However, the CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur.

This section of the EIR analyzes the potential environmental consequences of the foreseeable growth that could be induced by implementation of the Project. Section 15126.2(d) states that: "It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment." Typically, the growth-inducing potential of the Project would be considered significant if: "[The project] fosters growth or a concentration of population above what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies such as the Southern California Association of Governments (SCAG). Significant growth impacts could also occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies." In general, a project may foster growth in a geographic area if it meets any one of the following criteria:

Section 15126.2(d) of the State CEQA Guidelines (14 California Code of Regulations [CCR]) requires the evaluation of the growth-inducing impacts of a project. This Section is required to determine the manner

in which a project could encourage substantial economic or population growth or construction of additional housing in the surrounding area, either directly or indirectly. Growth inducement is distinguished in various ways: (1) growth that is induced as a result of construction of the project or the infrastructure needed for the project; (2) direct employment, population, or housing growth that would occur on the Project site; (3) growth that is induced by lowering or removing barriers to growth; and/or (4) growth that is induced by creating an amenity or facility that attracts new population or economic activity.

The analysis provided below evaluates whether the Project would directly, or indirectly, induce population, housing, or economic growth in the surrounding environment.

Direct Growth-Inducing Impacts in the Surrounding Environment

Growth inducement can be defined as the relationship between a project and growth within the surrounding area. This relationship is often difficult to establish with any degree of precision and cannot be measured on a numerical scale because there are many social, economic, and political factors associated with the rate and location of development. Accordingly, the State CEQA Guidelines instruct that an EIR should focus on the ways growth might be induced. This relationship is sometimes looked at as either one of facilitating planned growth or inducing unplanned growth. Both types of growth, however, should be evaluated.

In assessing the growth-inducing impacts of a project, § 15126.2(d) of the State CEQA Guidelines (14 CCR) indicates that the lead agency is not to assume that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment. Typically, growth-inducing impacts result from the provision of urban services and the extension of infrastructure (including roadways, sewers, or water service) into an undeveloped area. Growth-inducing impacts can also result from substantial population increase, if the added population may impose new burdens on existing community service facilities, such as increasing the demand for service and utilities infrastructure and creating the need to expand or extend services, which may induce further growth.

To address this issue, potential growth-inducing effects are examined through analysis of the following questions:

1. **Does the Project directly or indirectly foster economic or population growth, or the construction of additional housing?**

The Project's development would not foster significant economic and population growth within the City directly or indirectly. Any growth will also be indirect as the Project is intended to be a warehouse facility though it does not have an intended owner.

Economic Growth

The Project would not directly or indirectly create significant economic growth within the City. However, the Project may cause an indirect economic growth due to its development. While the Project site would generate revenue to the City through taxes on its revenue, comparative to the City overall it is a relatively

small increase. Construction of the Project would generate employment consistent with other similar construction activities, but this would only be temporarily until construction activities are complete. Most construction workers would be anticipated to come from within the City or from the nearby region, which already has a population of substantial size to supply the needed workers. Upon completion of construction, the Project would require a permanent workforce, but this would not cause a substantial permanent increase in employment. The Project would require approximately 188 new employees. Similar to the above, these jobs would likely be filled by local and regional residents. While a few new workers may relocate to the area, this number would be incrementally small comparted to the existing working population.

Population

Beaumont has a population of approximately 48,630 people with a labor force of approximately 22,800 individuals. As of June 2020, approximately 3,100 people were unemployed, creating an unemployment rate of 13.7 percent within the City. The Project, as previously stated, is estimated to indirectly produce approximately 341 new jobs after its completion. The unemployed population, approximately, 3,100, within the City is larger than the potential jobs indirectly generated by the Project. The development would therefore not create a demand for increased population or induce substantial population growth as the current employment demand would not be met by the Project.

Additional Housing

The Project does not directly propose new housing units and it would not indirectly result in the creation of, or demand for new housing stock within the City. As discussed above, the Project would not create an increase in the City's population because the majority of the jobs created would be filled by City residents or those from surrounding areas with similarly high unemployment rates. The County of Riverside has a total of 162,300 unemployed residents; approximately 14.8 percent of the population. Therefore, the demand for potential workers would come from existing residents and would not prompt the creation or demand for additional housing stock. Refer to the above sections for further discussion of the Project's employment generation and its relation to employment demand within the City.

2. Does the Project remove obstacles to population growth?

The location of the Project site is currently vacant and undeveloped. The development of the Project site and any appurtenant improvements would not require the removal or demolition of existing structures. The Project is located within area of City and County land. The land in the City has a land use designation of Industrial (I) and a zoning designation of Manufacturing (M). The County land, on which no development would occur on the southerly parcel, has a current land use designation for Rural Residential (RR) and the current zoning designation for both parcels is Controlled Development Area (W-2-20). The Project would result in changes to the land use designations and upon annexation of the County land proposes a General Plan Amendment (GPA) designation for the County parcels to Industrial (I) and a prezoning (for County parcels) to Manufacturing (M).

Doing this would enable use of the site for a non-residential use. The annexation, GPA, and prezone would not remove an obstacle for population growth since the zone change would reduce the amount of areas in the City that could develop housing. This has the effect, were the site to be developed with other non-residential uses or limiting the growth potential and leading to population increase.

3. Does the Project require the construction of new or expanded facilities that could cause significant environmental effects?

The Project does include a dedication for the future extension and construction of Potrero Boulevard and 4th Street by the City. The Project also includes the extension of other utility infrastructures into the Project site. The Project; however, does not propose construction of the roadways and would not make utility services available to any off-site or non-project uses. Refer to ***Section 3.13: Transportation*** for transportation related impacts.

The Project would involve the development of a 577,920 sf warehouse along with landscaping and other appurtenant improvements. The development of the entire Project site has the potential to create some significant environmental effects. However, any effects of the Project associated with expansion of utilities would be mitigated to remove or reduce their significance. In addition, the Project site would not require expansion of utilities or infrastructure outside the scope of the Project. Existing utility lines would be tied into within the adjacent expansion of Potrero Boulevard and 4th Street, and their associated rights-of-way. The Project would make a right-of-dedication to both roadways. The area into which expansion of the roadways was evaluated in the EIR and impacts were disclosed. Each potentially significant environmental impact and their associated mitigations are fully discussed in the analysis chapters of this EIR. Refer to ***Sections 3.1*** through ***3.16*** for those discussions.

4. Does the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Construction activities for Project site would be temporary in nature and properly mitigated in an effort to reduce their significance to the lowest possible levels. Activities associated with the operation of the Project would be similar to those of other similar projects in the City. This includes daily commutes for passenger vehicles and material trucks. The use of the facilities would require the use of energy for lighting, heating, and cooling. These activities and their potential impacts are fully discussed and analyzed within the analysis chapters of this EIR. Refer to ***Sections 3.1*** through ***3.16*** for those analyses.

7.0 AGENCY CONTACTS AND PREPARERS

7.1 LEAD AGENCY

CITY OF BEAUMONT

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- Carole Kendrick, Senior Planner
- Mark Teague, Consulting Planner

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- Alex Pohlman, Energy
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7.3 TECHNICAL STUDY PREPARATION

BIOLOGICAL RESOURCES

- Ecological Sciences, Inc.
- Jericho Systems, Inc.

CULTURAL RESOURCES

- BCR Consulting, LLC

GEOTECHNICAL

- Southern California Geotechnical

HYDROLOGY AND WATER QUALITY

- Thienes Engineering, Inc.

PHASE I ENVIRONMENTAL SITE ASSESSMENT

- Partner Engineering and Science, Inc.