JUNE 2026



BEAUMONT HEIGHTS
BUSINESS CENTRE PROJECT

PUBLIC REVIEW DRAFT | ENVIRONMENTAL IMPACT REPORT

PREPARED FOR:

BEAUMONT
CALIFORNIA

PREPARED BY:

Michael Baker
INTERNATIONAL

PUBLIC REVIEW DRAFT
ENVIRONMENTAL IMPACT REPORT

Beaumont Heights
Business Centre Project

SCH NO. 2024050220

Lead Agency:

CITY OF BEAUMONT
550 East 6th Street
Beaumont, California 92223
Contact: Melody Arechiga, Senior Planner
951.769.8518
marechiga@beaumontca.gov

Prepared by:

MICHAEL BAKER INTERNATIONAL
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707
Contact: Alan Ashimine
949.472.3505

June 2026

JN 198405

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DRAFT EIR AND TECHNICAL APPENDICES

The Notice of Availability (NOA), Public Review Draft EIR, and Technical Appendices are available for public review on the City's website:

https://www.beaumontca.gov/1125/Planning-Projects

In addition, these documents are also available for review on the Office of Planning and Research's (OPR) CEQAnet Online Database under State Clearinghouse No. 2024050220:

https://ceqanet.opr.ca.gov/2024050220

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Environmental Impact Report (EIR) addresses the environmental effects associated with the implementation of the proposed Beaumont Heights Business Centre Project (project). The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. The intent of this EIR is to analyze the potential environmental consequences of the project, inform the public, and support informed decisions by the City of Beaumont (City) and other local and State governmental agency decision makers. Issues considered potentially significant are addressed in Section 5.0, *Environmental Analysis*; issues determined to have no impact and how the determinations were made are provided in Section 8.0, *Effects Found Not to Be Significant*.

This EIR has been prepared pursuant to the requirements of CEQA and the City's CEQA procedures. The City of Beaumont, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this EIR are derived from field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature; and specialized environmental assessments (air quality and greenhouse gas emissions, biological resources, cultural resources, geological resources, hazards and hazardous materials, hydrology and water quality, noise, and transportation, among others).

1.2 ENVIRONMENTAL PROCEDURES

This EIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed 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.

1.2.1 EIR FORMAT

The Draft EIR is organized into the following sections:

- Section 1.0, *Executive Summary*, provides a brief project description and summary of the environmental impacts and mitigation measures.

- Section 2.0, *Introduction and Purpose*, provides CEQA compliance information.

- Section 3.0, *Project Description*, provides a detailed project description indicating project location, project characteristics, phasing and construction, objectives, and associated required discretionary actions.

- Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.

- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, existing regulatory setting, potential project impacts, potential cumulative impacts, recommended mitigation measures, and significant unavoidable impacts (if any) for the following environmental topic areas:

  - Land Use and Planning;
  - Aesthetics/Light and Glare;
  - Biological Resources;
  - Tribal and Cultural Resources;
  - Geology and Soils;
  - Hydrology and Water Quality;
  - Hazards and Hazardous Materials;
  - Population and Housing;
  - Public Services and Recreation;
  - Utilities and Service Systems;
  - Wildfire;
  - Transportation;

- Air Quality;
- Greenhouse Gas Emissions;
- Energy; and
- Noise.

- Section 6.0, *Other CEQA Considerations*, discusses long-term implications of the proposed action. Irreversible environmental changes that would be involved in the proposed action, should it be implemented, are considered. The project's growth-inducing impacts, including the potential for population growth, is also discussed.

- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the project or its location that could avoid or substantially lessen the project's significant impact and still feasibly attain the basic project objectives.

- Section 8.0, *Effects Found Not To Be Significant*, explains potential environmental topic areas and specific thresholds that have been determined not to be significant including the following:

  - Agriculture and Forestry Resources;
  - Biological Resources;
  - Cultural Resources;
  - Geology and Soils;
  - Hazards and Hazardous Materials;
  - Hydrology and Water Quality;
  - Land Use and Planning;
  - Mineral Resources
  - Noise; and
  - Population and Housing.

- Section 9.0, *Organizations and Persons Consulted*, identifies all federal, State, and local agencies, other organizations, and individuals consulted.

- Section 10.0, *Bibliography*, identifies reference sources for the EIR.

- Section 11.0, *Appendices*, contains the project's technical documentation.

1.2.2 TYPE AND PURPOSE OF THIS EIR

This EIR has been prepared as a "Project EIR," defined by Section 15161 of the *CEQA Guidelines* (California Code of Regulations, Title 14, Division 6, Chapter 3). This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.

1.3 PROJECT LOCATION

The City of Beaumont (City) is located in the westernmost portion of Riverside County (County); refer to Exhibit 3-1, *Regional Vicinity*. The City's Sphere of Influence (SOI) is located primarily to the south and west of City boundaries and covers an additional 11.2 square miles. Major transportation routes through the City include State Route 79 (SR-79), Interstate 10, and State Route 60. Surrounding jurisdictions include the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and the City of Banning to the east.

As shown on Exhibit 3-2, *Site Vicinity*, the project site encompasses approximately 629.27 acres primarily within the City's SOI to the west of the City's current incorporated boundary and adjacent to SR-79. A small portion of the northern segment of the project site along California Avenue enters the current City limits; the remainder of the project site is located within the City's SOI. Generally, the site is bounded by 1st Street to the north, an institutional use (Harmony Haven Children and Youth Center), single-family residences, and undeveloped land to the east, undeveloped land to the south, and SR-79 to the west; refer to Exhibit 3-2. Additionally, a Southern California Edison (SCE) easement bisects the southern portion of the site. Regional and local access to the site is provided via SR-79 and California Avenue.

1.4 PROJECT SUMMARY

As shown on Exhibit 3-5, *Conceptual Development Site Plan*, the project proposes to develop approximately 5,182,891 square feet of combined office and industrial building area encompassed within four industrial buildings and associated improvements within an approximately 385.60-acre area identified as Development Site on Exhibit 3-2. The Development Site and an approximately 182.14-acre area to the south of the Development Site, identified as Construction Staging/Earthwork Balance Area on Exhibit 3-2, are proposed to be annexed into the City's jurisdiction, which would require Riverside County Local Agency Formation Commission (LAFCO) approval.

An approximately 4.27-acre segment of the project site to the east of the Development Site is proposed for water and recycled water utility improvements. The Construction Staging/Earthwork Balance Area is proposed solely for temporary construction staging and earthwork balance activities; no permanent development is proposed in this portion of the project site. The remaining approximately 57.26-acres of the project site involve transportation improvements along SR-79 and utility installation (water, wastewater, electrical) along California Avenue. Anticipated uses of the industrial buildings consist of high-cube fulfillment center warehouse use (sort and non-sort facilities) and cold storage warehouse use. Since the project is being developed as a speculative industrial development, two tenant use options are considered in the Draft EIR technical analyses.

- Option A: Assumes 2,073,156 square feet of general warehousing and 3,109,735 square feet of high-cube fulfillment center (50/50 sort and non-sort), totaling 5,182,891 square feet; and

- Option B: Assumes 3,109,735 square feet of high-cube fulfillment center (50/50 sort and non-sort), 1,000,000 square feet of cold storage warehouse, and the remaining 1,073,156 square feet for general warehousing, totaling 5,182,891 square feet.

Refer to Section 3.0, *Project Description*, for additional details regarding the proposed project.

1.5 PROJECT GOALS AND OBJECTIVES

Pursuant to Section 15124(b) of the *CEQA Guidelines*, the EIR project description must include "[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project." The proposed project objectives are outlined below:

1. Consistent with the General Plan, provide employment-generating uses to enhance economic growth and development in the City while diversifying the City's job base.

2. Encourage fiscal performance within the City that provides fiscal and economic resiliency to the City.

3. Implement infrastructure improvements within the City's SOI to encourage future development.

4. Locate new development in undeveloped areas of the City's SOI near major transportation corridors to ensure connectivity with existing uses, services, and infrastructure.

5. Ensure complementary aesthetics of new development with the natural environment through proper site design, building height, building materials, colors, and landscaping.

6. Ensure new development considers compatibility with sensitive users and incorporates project features that reduce potential environmental impacts to adjacent uses.

7. Implement light industrial uses providing local and regional construction employment opportunities.

1.6 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the *CEQA Guidelines*, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public.

Prior to preparation of the EIR, a Notice of Preparation (NOP) was distributed for comment, which extended from May 8, 2024 through June 6, 2024. Additionally, a public scoping meeting was conducted by the City on May 29, 2024 at the Beaumont City Council Chambers located at 550 East 6th Street, Beaumont, CA 92223. NOP comment letters received during the review period are summarized in Table 2-1, *NOP and Scoping Meeting Comments Summary*, and provided in Appendix 11.1, *NOP and Comment Letters*.

The City invites any and all input and comments from interested agencies, persons, and organizations regarding the Notice of Availability (NOA) for the Beaumont Heights Business Centre Project Public Review Draft EIR.

1.7 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following summarizes the impacts, mitigation measures, and significance after mitigation analyzed in Section 5.0, *Environmental Analysis*, of this EIR. Refer to the appropriate EIR Section for detailed information.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.1	**Land Use and Planning**		
	LU-1: Project implementation could cause a significant environmental impact due to a conflict with a land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related projects, could conflict with land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.	No mitigation measures are required.	Less-Than-Significant Impact.
5.2	**Aesthetics/Light and Glare**		
	AES-1: Project implementation could have a substantial adverse impact on a scenic vista.	No mitigation measures are required.	Less-Than-Significant Impact.
	AES-2: Project implementation could substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.	No mitigation measures are required.	Less-Than-Significant Impact.
	AES-3: Project implementation could substantially degrade the existing visual character or quality of public views of the site and its surroundings.	No mitigation measures are required.	Less-Than-Significant Impact.
	AES-4: Project implementation could create new sources of light and glare, which could adversely affect day or nighttime views	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The project, combined with other cumulative projects, could result in significant impacts related to aesthetics and light and glare.	No mitigation measures are required.	Less-Than-Significant Impact.
5.3	**Biological Resources**		
	BIO-1: The proposed project could potentially result in 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.	BIO-1 MSHCP Local Development Mitigation Fee. The project applicant shall pay MSHCP Local Development Mitigation fees as established by the Western Riverside County Regional Conservation Authority (RCA) and implemented by the City of Beaumont. Five categories of the fee are defined and include: • Residential, density less than 8.0 dwelling units per acre: $4,236 per dwelling unit; • Residential, density between 8.1 and 14.0 dwelling units per acre: $1,766 per dwelling unit;	Less-Than-Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		• Residential, density greater than 14.1 dwelling units per acre: $781 per dwelling unit; • Commercial: $19,066 per acre; and • Industrial: $19,066 per acre. Proof of payment shall be provided by the applicant to the City and RCA prior to issuance of grading permits for each phase of the project. BIO-2 Crotch's Bumble Bee Surveys. At least six months prior to issuance of any grading permits, the following measure shall be implemented. To ensure the proposed action does not result in direct or indirect impacts to the Crotch's bumble bee, the applicant shall retain a qualified biologist/entomologist familiar with the Crotch's bumble bee species and associated habitat. Focused presence/absence surveys shall be initiated based on the California Department of Fish and Wildlife (CDFW) *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species Guidelines* (dated June 6, 2023). Focused surveys shall be initiated during the colony active period and when floral resources are present for the species by the qualified biologist/entomologist. Specifically, three surveys shall be conducted with at least two weeks between surveys from April to June. All regions where suitable floral/nesting resources are present shall be surveyed by walking meandering transects at least one hour after sunrise and/or at least two hours before sunset (ideally between 9:00 a.m. and 1:00 p.m.) on warm sunny days with winds below eight miles per hour. Focused surveys shall be conducted for a minimum of one person-hour of searching per three acres of suitable habitat. Bumble bees shall be captured with a net from blooms, avoiding destruction of the flower when possible. Each bee shall be carefully transferred into a sterile vial and moved to a cooler with only one bee per vial to avoid disease spread. The bee shall be kept in the vial for no more than 10 minutes in ambient temperature before being placed in a cooler as they have a tendency to over-heat (the amount of time shall be decreased on hotter days). The vial shall be placed in a cooler at a temperature above 25 degrees Fahrenheit, as lower temperatures could freeze and kill the bee. The results of the focused surveys shall be summarized in a letter report including graphics and recommendations, if detected, and submitted to the City of Beaumont Planning Department. If the species is detected on-site, the CDFW shall be contacted to determine appropriate	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		conservation measures to prevent direct/indirect impacts to the species, or acquisition of an Incidental Take Permit (ITP) prior to issuance of a grading permit. To initiate the ITP process, the applicant or representative shall contact the appropriate CDFW Regional Office and submit an ITP application. CDFW will accept applications in any form, but the application shall be submitted to the Regional Manager and shall include the following: 1. The appropriate application fee. 2. Applicant's full name, mailing address, and telephone number(s). If the applicant is a corporation, firm, partnership, association, institution, or public or private agency, the name and address of the person responsible for the project or activity requiring the permit, the president or principal officer, and the registered agent for the service of process. 3. The common and scientific names of the species to be covered by the permit and the species' status under CESA. 4. A complete description of the project or activity for which the permit is sought. 5. The location where the project or activity is to occur or to be conducted. 6. An analysis of whether and to what extent the project or activity for which the permit is sought could result in the taking of species to be covered by the ermit. 7. An analysis of the impacts of the proposed taking on the species. 8. An analysis of whether issuance of the ITP would jeopardize the continued existence of a species. A complete, responsive jeopardy analysis shall include consideration of the species' capability to survive and reproduce, and any adverse impacts of the taking on those abilities in light of: a. Known population trends, and b. Known threats to the species. 9. Reasonably foreseeable impacts on the species from other related projects and activities. 10. Proposed measures to minimize and fully mitigate the impacts of the proposed taking. 11. A proposed plan to monitor compliance with the minimization and mitigation measures and the effectiveness of the measures.	

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		12. A description of the funding sources and the level of funding available for implementation of the minimization and mitigation measures. 13. Certification in the following language: I certify that the information submitted in this application is complete and accurate to the best of my knowledge and belief. I understand that any false statement herein may subject me to suspension or revocation of this permit and to civil and criminal penalties under the laws of the State of California. BIO-3 MSHCP Burrowing Owl 30-Day Pre-Construction Surveys. Prior to issuance of any grading permits, the project applicant shall retain a qualified biologist familiar with the burrowing owl species and associated habitat. The qualified biologist shall conduct a pre-construction survey for burrowing owls 30 days prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the qualified biologist/project applicant shall immediately inform the City of Beaumont, Western Riverside County Regional Conservation Authority (RCA), and California Department of Fish and Wildlife (CDFW) regarding 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 shall again be necessary to ensure that burrowing owl have not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above shall be implemented. Documentation of surveys and findings shall be submitted to the City of Beaumont Planning Department for review and file. BIO-4 Nesting Bird Pre-Construction Surveys. Regulatory requirement for potential direct/indirect impacts to nesting common and sensitive bird species shall require compliance with the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game (CDFG) Code Section 3503, 3503.5, and 3513. Construction outside the nesting season (between September 1st and January 31st) will not require pre-removal nesting bird surveys. If construction is proposed between February 1st and August 31st, a qualified biologist retained by the project applicant shall conduct a pre-	

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		construction nesting bird and raptor survey(s) no more than three days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent to the project site. The survey(s) shall focus on identifying any bird nests that would be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by the qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by the qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Beaumont Planning Department for review and approval prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final monitoring report of the findings, prepared by the qualified biologist, shall be submitted to the City of Beaumont documenting compliance with the MBTA and CDFG Code. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA and CDFG Code. BIO-5 Pre-Construction Bat Survey. Prior to initiation of project activities and to avoid potential impacts to special-status bat species and identify roosting habitat, a pre-construction bat survey shall be conducted by a qualified bat biologist retained by the project applicant. The survey shall be conducted within the project site and 100-foot buffer during appropriate weather conditions per the bat biologist's recommendations. If bats are identified, the qualified bat biologist shall identify the bats to the species level and evaluate the colony to determine its size and significance, and presence of a maternal colony. If any evidence of bat occupation is identified during the survey, the qualified bat biologist shall provide additional measures to avoid impacts to roosting bats, and if the observed species has special status, as recommended by the California Department of Fish and Wildlife (CDFW). Measures provided shall be specific to the individual roost species present, and proposed construction activities, and shall include a) postponement of project activities within a no-work buffer specified by the bat biologist to outside of the bat maternity season (typically, maternity season is April 1st through August 31st) if a	

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		maternity colony is identified to be present and b) monitoring of project activities by a qualified bat biologist. Project activities that do not produce noise or vibrations substantially higher than ambient conditions may be conducted if a nonmaternal roosting colony is present at the qualified bat biologist's discretion. If the qualified bat biologist determines that nonmaternal colony roosting bats are disturbed by construction activities, construction activities shall cease immediately and additional avoidance measures (e.g., installation of a noise shroud or sound curtain) shall be required before activities resume. If a maternity colony is present, tree removal and/or building structure modification shall occur outside the bat maternity season (typically April 1st through August 31st) in the fall (after flightless young have become volant as determined by the qualified bat biologist) and under the supervision of a qualified bat biologist. A report of the findings prepared by a qualified bat biologist shall be submitted to the City of Beaumont Planning Department prior to initiation of construction.	
	BIO-2: Project implementation could potentially have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California department of Fish and Wildlife or U.S. Fish and Wildlife Service.	Refer to Mitigation Measure BIO-1.	Less-Than-Significant Impact With Mitigation Incorporated.
	BIO-3: The project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	BIO-6 RWQCB & CDFW Permitting. Prior to issuance of a grading permit, the project applicant shall obtain a 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirements permit issued by the Regional Water Quality Control Board (RWQCB) pursuant to the California Water Code Section 13260 to mitigate project impacts on CDFW and RWQCB jurisdictional areas. BIO-7 RWQCB & CDFW/MSHCP Riverine Resources. A total of 1.40 acres of permanent impacts to jurisdictional resources would result from project implementation. To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset 1.40 acres of impacts to Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.2 Riverine resources, which also encompass aquatic resources regulated by the Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW), as follows:	Less-Than-Significant Impact With Mitigation Incorporated.

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		1. Permanent impacts to 1.40 acres of MSHCP 6.1.2 Riverine resources shall be mitigated through purchase of 1.40-acre off-site re-establishment and 1.40-acre off-site re-establishment or rehabilitation credits (2.80-acre total, 2:1) from the Riverpark Mitigation Bank or another approved bank. 2. A Determination of Biologically Equivalent or Superior Preservation (DBESP) shall also be prepared and submitted for review and approval by the City of Beaumont, Regional Conservation Authority (RCA), and MSHCP wildlife agencies.	
	BIO-4: The project could interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of wildlife nursery sites.	Refer to Mitigation Measures BIO-1 through BIO-5.	Less-Than-Significant Impact With Mitigation Incorporated.
	BIO-5: The project could conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.	Refer to Mitigation Measures BIO-1, BIO-3, BIO-4, and BIO-7.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could result in cumulatively considerable impacts to 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.	Refer to Mitigation Measures BIO-1 through BIO-5.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The project, in conjunction with cumulative projects, could result in cumulatively considerable impacts to riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	Refer to Mitigation Measure BIO-1.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The project, in conjunction with cumulative projects, could result in cumulatively considerable impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	Refer to Mitigation Measures BIO-6 and BIO-7.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The project, in conjunction with cumulative projects, could result in cumulatively considerable impacts to the movement of native resident or migratory fish or wildlife species or with established native resident or migrator wildlife corridors, or impede the use of wildlife nursery sites.	Refer to Mitigation Measures BIO-1 through BIO-5.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The project, in conjunction with cumulative projects, could	Refer to Mitigation Measures BIO-1, BIO-3, BIO-4, and BIO-7.	Less-Than-Significant Impact

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	result in cumulatively considerable impacts to conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.		With Mitigation Incorporated.
5.4	**Tribal and Cultural Resources**		
	CUL-1: The project could cause a significant impact to historical and/or archaeological resources.	CUL-1 Phase II Archaeological Site Testing and Evaluation. If avoidance is not possible for archaeological sites that are considered potential historical resources under CEQA, including MBI-BRM-01, Phase II archaeological site testing shall be undertaken by a qualified archaeologist prior to ground disturbing activities. The primary goals of Phase II testing and evaluation include identifying the vertical and horizontal boundaries, nature, and physical integrity of the site. This will allow for a formal determination of eligibility for the California Register for Historical Resources (California Register). Tasks to be included in the Phase II testing and evaluation include the following: • Research Design; • Native American Consultation; • Intensive Survey, Excavation, and Mapping; • Laboratory Analysis (e.g., lithics analysis, faunal analysis, paleoethnobotany, radiocarbon dating); • Technical Report; and • Curation of Archaeological Material. If a site is determined eligible for the California Register, additional mitigation in the form of Phase III archaeological data recovery shall be necessary prior to any ground disturbance at that archaeological site. A final report summarizing the Phase II testing and evaluation shall be submitted to the City of Beaumont Planning Department prior to issuance of any grading permits. All cultural resources shall be relinquished by the landowner. Additionally, the project Applicant shall be responsible for the removal of existing graffiti on stone boulders at P-33-005062/CA-RIV-5062. The graffiti shall be removed in the least invasive manner that shall not cause damage to the resource, and shall be performed in conjunction with the consulting Native American Tribe(s) Tribal Historic Preservation Officer (THPO) and/or designated Native American Monitor/Representative, and City of Beaumont. CUL-2 Archaeological and Native American Monitoring and Sensitivity Training. Archaeological and Native American monitors retained by the project applicant shall be present to observe ground disturbance in native soils with the potential to contain archaeological deposits, which is defined as within 100 feet of cultural resources.	Less-Than-Significant Impact With Mitigation Incorporated.

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		The monitors shall work under the direct supervision of a qualified archaeologist. 1. The qualified archaeologist shall be on-site at the preconstruction meeting to discuss monitoring protocols. The qualified archaeologist shall conduct a Cultural Resource Sensitivity Training for construction personnel to be involved in ground disturbing activities, in conjunction with the consulting Native American Tribe(s) THPO, and/or designated Native American Monitor/Representative. The training session shall focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event. The archaeological and Native American monitors shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program. 2. The archaeological and Native American monitors shall be present full-time during excavation within soils that have the potential to contain archaeological resources. If, after excavation begins, the qualified archaeologist with agreement from the THPO and/or Native American monitor, determines that the sediments are not likely to produce archaeological resources, monitoring efforts shall be reduced at the discretion of the qualified archaeologist and THPO and/or Native American monitor. 3. The monitors shall be empowered to temporarily halt or redirect grading efforts if archaeological resources are discovered. 4. In the event of an archaeological discovery, the monitors shall flag the area and notify the construction crew immediately. No further disturbance within 50 feet of the discovery area shall occur until the qualified archaeologist has cleared the area. If the discovery is prehistoric in nature, the consulting Native American Tribe(s) THPO shall be consulted. 5. In consultation with the qualified archaeologist and Native American monitor, the archaeological monitor shall quickly assess the nature and significance of the find. If the discovery	

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		is not significant, it shall be mapped, documented, removed, and the area cleared. If the discovery is prehistoric in nature, the consulting Native American Tribe(s) THPO shall be consulted. 6. If the discovery is significant, the qualified archaeologist shall notify the Applicant and the City of Beaumont Planning Department immediately. If the discovery is prehistoric in nature, the consulting Native American Tribe(s) THPO shall be consulted. 7. In consultation with the Applicant and the City of Beaumont Planning Department, the qualified archaeologist shall develop a plan of mitigation, which will likely include salvage excavation, laboratory analysis and processing, research, curation of the find in a local museum or repository, and preparation of a report summarizing the find. If the discovery is prehistoric in nature, the consulting Native American Tribe(s) THPO shall be consulted. All cultural resources shall be relinquished by the landowner. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. In addition, according to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and unauthorized disturbance of Native American cemeteries is a felony (Section 7052).	
	CUL-2: The project could cause a significant impact to tribal cultural resources.	Refer to Mitigation Measures CUL-1 and CUL-2, and the following: CUL-3 Resource Relocation and Artifact Disposition. Prior to ground disturbing activities, the project Applicant shall provide evidence to the City of Beaumont Planning Department that any potential tribal cultural resources discovered during	Less-Than-Significant Impact With Mitigation Incorporated.

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		ground disturbing activities shall be reburied in a portion of the project site that will not be disturbed. All cultural resources shall be relinquished by the landowner. Options for reburial shall be provided by the project Applicant, and selected in collaboration with the consulting Native American Tribe(s) THPO. Grading plans shall indicate an area that will be used, if needed, for reburial of any artifacts that have been identified during grading and cannot be avoided. This area shall be protected and not disturbed for the duration of the lifetime of the project. The location for reburial shall remain confidential and not subject to public disclosure. Any artifacts found on-site during grading activities, shall be reburied on the project site. The measures for reburial shall include, at a minimum, the following: a) Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources and as deemed appropriate in consultation with the consulting Native American Tribe(s). b) Any reburial processes shall be culturally appropriate in consultation with the consulting Native American Tribe(s). c) The location of any reburial shall not be subject to drainage features that may result in erosion that may damage or expose the reburied artifacts or be located beneath a roadway or other access feature where vehicles or equipment will travel. Reburial locations are preferred to have scenic views, if feasible. d) Listing of contents and location of the reburial shall be included in a confidential report. The confidential report shall be filed with the City of Beaumont Planning Department and not subject to public disclosure.	
	Cumulative Impacts: Project implementation, in conjunction with other cumulative projects, could result in cumulatively considerable impacts to historical and archaeological resources.	Refer to Mitigation Measures CUL-1 and CUL-2.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other related projects, could result in cumulatively considerable impacts to a tribal cultural resource.	Refer to Mitigation Measures CUL-1 through CUL-3.	Less-Than-Significant Impact With Mitigation Incorporated.
5.5	**Geology and Soils**		
	GEO-1: Project implementation could expose people and structures to potential substantial adverse effects, including the risk of loss, injury,	No mitigation measures are required.	Less-Than-Significant Impact.

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	or death involving strong seismic ground shaking.		
	GEO-2: Project implementation could expose people and structures to substantial adverse effects, including the risk of loss, injury, or death involving liquefaction.	GEO-1 Prior to issuance of grading permits, the project Applicant shall ensure the geotechnical recommendations outlined in the *Geotechnical Investigation Proposed Industrial Development SCE Beaumont Avenue (Highway 79) and Laird Street, Riverside County (Beaumont Area), California, September 25, 2024*, prepared by Southern California Geotechnical and dated September 25, 2024 (revised January 15, 2026), or an updated/finalized project-specific geotechnical investigation, are integrated into the project plans. The City of Beaumont City Engineer shall verify the recommendations are included in the final project plans during final plan check review.	Less-Than-Significant Impact With Mitigation Incorporated.
	GEO-3: Project implementation could result in substantial soil erosion or loss of topsoil.	No mitigation measures are required.	Less-Than-Significant Impact.
	GEO-4: Project implementation could be located on unstable or expansive soils and potentially result in geologic hazards.	Refer to Mitigation Measure GEO-1.	Less-Than-Significant Impact With Mitigation Incorporated.
	GEO-5: Project implementation could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	GEO-2 The project Applicant shall retain a paleontological monitor to monitor construction-related activities, including grading, trenching, drilling, and any other ground-disturbing activities that reach native sediments. The qualified monitor shall examine sediments exposed by grading activities and take photographs and may collect sediment samples for microfossil and sedimentary analysis, as safety conditions permit. Tools used on-site can include brushes, trowels, geology hammers, sieves, GPS units, and tablets for recordation during monitoring, as well as collection materials in instances of fossil discovery. Boring and drilling of deep holes may also be monitored on a part-time basis. These activities bring subsurface sediments to the surface as loosened spoils. Although the precise depth of discovery can be difficult to ascertain, fossils recovered from boring and drilling activities may still be significant. The paleontological monitor shall complete, at a minimum, a daily written monitoring log. The monitor shall also complete other documentation, such as photographic records and other forms, as determined by the qualified paleontologist. The monitoring logs and other monitoring documentation shall be submitted weekly to the City of Beaumont Department for review and verification. GEO-3 In the event that paleontological resources are encountered during earth-disturbing activities, all construction activities in the immediate area of the find shall be temporarily	Less-Than-Significant Impact With Mitigation Incorporated.

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		halted, and a qualified paleontologist retained by the project Applicant shall evaluate the find to determine the appropriate treatment in accordance with Society for Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance, recovery, or curation, as appropriate. Any fossils recovered during mitigation shall be deposited to an accredited and permanent scientific institution, such as the Western Science Center. A qualified paleontologist is a professional with a graduate degree in paleontology, geology, or a related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least two years of full-time professional experience or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology.	
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could expose people or structures to potential substantial adverse effects involving geology and soils.	Refer to Mitigation Measure GEO-1	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Refer to Mitigation Measures GEO-2 through GEO-3.	Less-Than-Significant Impact With Mitigation Incorporated.
5.6	**Hydrology and Water Quality**		
	HWQ-1: The proposed project could violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.	No mitigation measures are required.	Less-Than-Significant Impact.
	HWQ-2: The proposed project could decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	No mitigation measures are required.	Less-Than-Significant Impact.
	HWQ-3: The proposed project could substantially alter the existing drainage patterns of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.	No mitigation measures are required.	Less-Than-Significant Impact.
	HWQ-4: Future development associated with the proposed project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Future development, combined with other related cumulative projects, could violate water quality standards or waste	No mitigation measures are required.	Less-Than-Significant Impact.

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	discharge requirements, or otherwise substantially degrade water quality.		
	Cumulative Impacts: Future development, combined with other related cumulative projects, could decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Future development, combined with other related cumulative projects, could substantially alter the existing drainage patterns of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Future development, combined with other related cumulative projects, could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No mitigation measures are required.	Less-Than-Significant Impact.
5.7	**Hazards and Hazardous Materials**		
	HAZ-1: Project implementation could create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	HAZ-1 Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience. As part of the SMP, and prior to site clearing of existing foundations, the qualified environmental professional shall sample soils immediately adjacent to existing foundations for asbestos containing materials (ACMs), lead based paints (LBPs), and/or termiticides. Further, shallow soils in the western portion of the project site shall be sampled for pesticides and heavy metals to confirm property reuse and/or handling/hauling of such materials. The SMP shall present procedures for the excavation and construction contractors to use in the event that unknown structures (i.e., underground septic systems, etc.) are encountered during clearing/grading, or any other soil disturbance activities. The SMP shall provide guidance for the characterization, proper handling, and management of impacted, if present, in accordance with the law. The SMP shall also include a decision framework and specific risk management measures for characterization, proper handling, and management of impacted or suspected impacted soil, if any, including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements. The SMP shall be made available to the contractor and the City of Beaumont City Engineer for use during clearing and grading activities.	Less-Than-Significant Impact With Mitigation Incorporated.
	HAZ-2: Project implementation could create a significant hazard to the public or environment	HAZ-2 Prior to issuance of a grading permit, the project applicant shall prepare a Traffic Management Plan (TMP) for approval by the City	Less-Than-Significant Impact

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	through interference with an adopted emergency response or evacuation plan.	of Beaumont Public Works Department, City of Beaumont Police Department, and Riverside County Fire Department to minimize project impacts on existing traffic flow and emergency access in the project area. The TMP shall specify that travel in each direction on surrounding roadways shall always be maintained during project construction activities. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours of truck traffic, temporary striping plans, and, if necessary, use of construction flag person(s) to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.	With Mitigation Incorporated.
	HAZ-3: Project implementation could expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fire.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, combined with other related projects, could create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Refer to Mitigation Measure HAZ-1.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other related projects, could create a significant hazard to the public or environment through interference with an adopted emergency response or evacuation plan.	Refer to Mitigation Measure HAZ-2.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other related projects, could expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fire.	No mitigation measures are required.	Less-Than-Significant Impact.
5.8	**Population and Housing**		
	PH-1: Future development associated with the proposed project could potentially induce substantial unplanned population growth in an area, either directly or indirectly.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, combined with other related projects, could induce substantial unplanned population growth in an area, either directly or indirectly.	No mitigation measures are required.	Less-Than-Significant Impact.
5.9	**Public Services and Recreation**		
	PS-1: Future development associated with the proposed project could result in the need for additional fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	No mitigation measures are required.	Less-Than-Significant Impact.
	PS-2: Future development associated with the proposed project could result in the need for additional police protection facilities, the	No mitigation measures are required.	Less-Than-Significant Impact.

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	construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.		
	PS-3: Future development associated with the proposed project could potentially result in the need for additional school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives.	No mitigation measures are required.	Less-Than-Significant Impact.
	PS-4: Future development associated with the proposed project could potentially result in the need for additional parks and recreational facilities and/or the increased use of existing neighborhood and regional parks such that substantial physical deterioration could occur or be accelerated.	No mitigation measures are required.	Less-Than-Significant Impact.
	PS-5: Future development associated with the proposed project could potentially result in the need for additional public library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could create increased demand for fire protection services that could cause significant environmental impacts.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could create increased demand for police protection services that could cause significant environmental impacts.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could create increased demand for school services and facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could create increased demand for parks and recreational facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could create increased demand for other public facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less-Than-Significant Impact.
5.10	**Utilities and Service Systems**		
	USS-1: Project implementation would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and would not require or result in the construction of new water supply facilities or expansion of existing facilities, the construction	No mitigation measures are required.	Less-Than-Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	of which could cause significant environmental effects.		
	USS-2: Project implementation could 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, exceed wastewater treatment requirements of the applicable regional water quality control board, or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	No mitigation measures are required.	Less-Than-Significant Impact.
	USS-3: Project implementation could require the construction of new storm water drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.	No mitigation measures are required.	Less-Than-Significant Impact.
	USS-4: Project implementation could be served by existing landfills with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste.	No mitigation measures are required.	Less-Than-Significant Impact.
	USS-5: Project implementation could result in the relocation or construction of new or expanded dry utility facilities, the construction of which could cause significant environmental effects.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, in conjunction with cumulative development, would not require the relocation or construction of new or expanded water facilities.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, in conjunction with cumulative development would not require the relocation or construction of new or expanded wastewater treatment facilities which could cause significant environmental impacts.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, in conjunction with cumulative development, could require the relocation or construction of new or expanded stormwater drainage facilities.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, in conjunction with cumulative development, could significantly impact the capacity of existing solid waste facilities.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, in conjunction with cumulative development, could require the relocation or construction of new or expanded electrical, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental impacts.	No mitigation measures are required.	Less-Than-Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.11	**Wildfire**		
	WF-1: The proposed project could substantially impair an adopted emergency response plan or emergency evacuation plan.	No mitigation measures are required.	Less-Than-Significant Impact.
	WF-2: The proposed project could exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.	No mitigation measures are required.	Less-Than-Significant Impact.
	WF-3: The project could exacerbate fire risk or result in temporary or ongoing impacts to the environment by requiring the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities).	No mitigation measures are required.	Less-Than-Significant Impact.
	WF-4: The proposed project could 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.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, combined with other related projects, could substantially impair an adopted emergency response plan or emergency evacuation plan.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, combined with other related projects, could exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, combined with other related projects, could exacerbate fire risk or that may result in temporary or ongoing impacts to the environment by requiring the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities).	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Project implementation, combined with other related projects, could 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.	No mitigation measures are required.	Less-Than-Significant Impact.
5.12	**Transportation**		
	TRA-1: Project implementation could conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	No mitigation measures are required.	Less-Than-Significant Impact.
	TRA-2: Project implementation could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	TRA-1 The following vehicle miles traveled (VMT) reducing measures from the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*	Significant and Unavoidable Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		(December 2021) shall be implemented by the proposed project to reduce the project's total VMT. • *Commute Trip Reduction (CTR) Marketing*. The project applicant shall include a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing will promote and educate employees about their travel choices to the employment location beyond driving, such as carpooling, taking transit, walking, and biking, thereby reducing VMT. The project applicant shall provide employees with materials and online resources as a means to promote the CTR program. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness: o On-site or online commuter information services; o Employee transportation coordinators; o On-site or online transit pass sales; and o Guaranteed ride home service. • *Ridesharing Program*. Additionally, the project applicant shall provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing shall be promoted through a multifaceted approach. The project shall be designed to provide carpool/vanpool/electric vehicle (EV) parking designated spaces in locations of easy and convenient accessibility to the project buildings. Examples include the following: o Designating a certain percentage of desirable parking spaces for ridesharing vehicles. o Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles. o Providing an app or website for coordinating rides. • *End-of-Trip Bicycle Facilities*. The project applicant shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bicycle parking, bicycle lockers, showers, and personal lockers. The provision and maintenance of secure bicycle	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas (GHG) emissions. The project shall include building elements for bicycle trip end facilities (i.e., parking) for commuters that choose to bicycle as a mode of travel. This will promote an alternative mode choice of commuting for employees. • *Provide Employer-Sponsored Vanpool*. The project applicant shall implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT. Future tenant(s) of the industrial buildings shall provide an employer-sponsored vanpool service upon request. Future tenant(s) will require 10 tenant employees within a 10-mile radius of the project site to request this service. The purpose of this requirement is to ensure that the vanpool service is effective and efficient in reducing VMT.	
	TRA-3: Project implementation could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No mitigation measures are required.	Less-Than-Significant Impact.
	TRA-4: Project implementation could result in inadequate emergency access.	Refer to Mitigation Measure HAZ-2.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Consistency with transportation programs, the proposed project, in conjunction with cumulative development, could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or introduce incompatible uses (e.g., farm equipment).	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could result in inadequate emergency access.	Refer to Mitigation Measure HAZ-2.	Less-Than-Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.13	**Air Quality**		
	AQ-1: Short-term construction activities associated with the proposed project could 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.	AQ-1 During project construction, the project applicant shall utilize electrical hook ups to the power grid rather than use diesel-fueled generators for electric construction tools such as saws, drills, and compressors, and shall use electric tools. The project applicant shall demonstrate compliance with the City of Beaumont Planning Department. AQ-2 During project construction, the project applicant shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, on-site or at the contractor's office, and shall furnish documents to the City of Beaumont Planning Department upon request. AQ-3 During project construction, the project applicant shall provide information on transit and ridesharing programs and services to construction employees. The project applicant shall demonstrate compliance with the City of Beaumont Planning Department. AQ-4 During project construction, the project applicant shall include a note on grading plans that prohibit grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the www.airnow.gov system the day prior by the project applicant. The project applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-5 During project construction, the project applicant shall require all diesel-dueled offroad equipment of 25 horsepower or greater to comply with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 Final offroad emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Should Tier 4 Final equipment be unavailable, Tier 4 Interim equipment may be utilized. However, at least 50 percent of the equipment utilized during the mass grading phase of construction shall meet Tier 4 Final standards. The City of Beaumont Planning Department shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts prior to the start of construction activities. AQ-6 During project construction, to further reduce volatile organic compound (VOC) emissions associated with project-related	Less-Than-Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		architectural coating, the project designer and construction contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in South Coast Air Quality Management District's Rule 1113. Construction specifications shall be included in building specifications that ensure these requirements are implemented. AQ-7 During project construction, legible, durable, weather-proof signs shall be placed at construction staging areas within the project site. At a minimum, each sign shall include: 1) instructions for construction workers to shut off engines when not in use; 2) instructions for operators of heavy-duty diesel construction equipment to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager to report violations. The project contractor shall demonstrate compliance with the City of Beaumont Planning Department. AQ-8 During project construction, the project applicant shall identify a person to act as a community liaison concerning onsite construction activities and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the City of Beaumont Planning Department and be posted on the construction site prior to issuance of a demolition permit. The project contractor shall demonstrate compliance with the City of Beaumont Planning Department.	
	AQ-2: Long-term operational activities associated with the proposed project could 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.	AQ-9 Prior to the issuance of occupancy permits, the project applicant shall post both interior and exterior facing signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager. AQ-10 During project operations, the project applicant shall ensure that all building tenants utilize only electric service yard trucks (hostlers), pallet jacks, forklifts, and other onsite operational equipment through requirements in lease agreements and provide the necessary electrical charging stations. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.	Significant and Unavoidable Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		AQ-11 Prior to the issuance of occupancy permits, the project applicant shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically feasible as determined by the City of Beaumont Planning Department. AQ-12 Prior to the issuance of occupancy permits, the project applicant shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional for one charging station for every five light-duty truck parking spaces at the project. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-13 Prior to the issuance of occupancy permits, the project applicant shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-14 During project operations, the building owner or lessee shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-15 During project operations, the building owner or lessee shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking. The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-16 During project operations, the building owner or lessee shall post signs at every truck exit driveway providing directional information to the truck route. The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-17 During project operations, the building owner or lessee shall require that every tenant train	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles subject to 13 California Code of Regulations Section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make sure records are available for inspection by the local jurisdiction, air district, and state upon request. AQ-18 During project operations, the building owner or lessee shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers. The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-19 During project operations, the building owner or lessee shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets. The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-20 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the project that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager to report violations. Prior to issuance of an occupancy permit, the City of Beaumont Planning Department shall conduct an on-site inspection to ensure that the signs are in place. AQ-21 Prior to the issuing of each building permit, the project proponent and its contractors shall provide plans and specifications to the City of Beaumont Building Department that demonstrate that each project building is designed for passive heating and cooling and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights. AQ-22 Prior to the issuing of each building permit, the project proponent shall provide plans	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		and specifications to the City of Beaumont Building Department that demonstrate that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped in order that electrical equipment may be used for landscape maintenance. AQ-23 Prior to issuance of certificate of occupancy the warehouse/industrial buildings' electrical rooms design shall be demonstrated to be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines. AQ-24 Prior to issuance of certificate of occupancy each buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs. AQ-25 During project operation, upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding: • Building energy efficiency, solid waste reduction, recycling, and water conservation. • Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting. • Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies. • Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling. • The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the project vicinity.	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-26 Prior to issuance of a building permit, the project applicant shall provide the City with an onsite signage program that clearly identifies the required onsite circulation system, for the industrial portion of the project. This shall be accomplished through posted signs and painting on driveways and internal roadways. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-27 Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identify approved truck routes have been installed along the truck routes to and from the project site. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-28 Prior to issuance of an occupancy permit, the project applicant for the industrial portion of the project, shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 48 hours. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-29 Prior to issuance of a building permit for the industrial portion of the project, the project proponent shall provide the City with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request. AQ-30 During project operation, to reduce water demands and associated energy use, the project is required to implement a Water	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		Conservation Strategy and demonstrate a minimum 20 percent (%) reduction in indoor and outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). Prior to the issuance of building permits for the project, the project applicant shall provide building plans that could include the following water conservation measures • Install low-water use appliances and fixtures; • Restrict the use of water for cleaning outdoor surfaces and prohibit systems that apply water to non-vegetated surfaces; • Implement water-sensitive urban design practices in new construction; and • Install rainwater collection systems. The project applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.	
	AQ-3: Implementation of the proposed project could result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations.	Refer to Mitigation Measures AQ-1 through AQ-30.	Less-Than-Significant Impact With Mitigation Incorporated.
	AQ-4: Implementation of the proposed project could conflict with or obstruct implementation of the applicable air quality plan.	Refer to Mitigation Measures AQ-1 through AQ-30.	Significant and Unavoidable Impact.
	AQ-5: Implementation of the proposed project could create objectionable odors affecting a substantial number of people.	Refer to Mitigation Measures AQ-6 and AQ-7.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Short-term construction activities associated with the proposed project and other related cumulative projects, could result in increased air pollutant emission impacts or expose sensitive receptors to increased pollutant concentrations.	Refer to Mitigation Measures AQ-1 through AQ-8.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Implementation of the proposed project and other related cumulative projects could result in increased impacts pertaining to operational air emissions.	Refer to Mitigation Measures AQ-8 through AQ-30.	Significant and Unavoidable Impact.
	Cumulative Impacts: Implementation of the proposed project and cumulative projects could result in cumulatively considerable carbon monoxide hotspot impacts and localized health risk.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Implementation of the proposed project and related projects could result in cumulatively considerable inconsistencies with the applicable air quality plan.	Refer to Mitigation Measures AQ-1 through AQ-30.	Significant and Unavoidable Impact.
	Cumulative Impacts: Implementation of the proposed project and related projects could result in cumulatively considerable odor impacts.	Refer to Mitigation Measures AQ-6 and AQ-7.	Less-Than-Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.14	**Greenhouse Gas Emissions**		
	GHG-1: Greenhouse gas emissions generated by the project could have a significant impact on global climate change.	Refer to Mitigation Measures AQ-8 through AQ-30.	Significant and Unavoidable Impact.
	GHG-2: Implementation of the proposed project could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	Refer to Mitigation Measures AQ-8 through AQ-30.	Significant and Unavoidable Impact.
	Cumulative Impacts: Greenhouse gas emissions generated by the project and other related cumulative projects could have a significant impact on global climate change.	Refer to Mitigation Measures AQ-8 through AQ-30.	Significant and Unavoidable Impact.
	Cumulative Impacts: Implementation of the proposed project and other related cumulative projects could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	Refer to Mitigation Measures AQ-8 through AQ-30.	Significant and Unavoidable Impact.
5.15	**Energy**		
	EN-1: The project could result in wasteful, inefficient, or unnecessary consumption of energy resources.	Refer to Mitigation Measures AQ-8 through AQ-30.	Less-Than-Significant Impact With Mitigation Incorporated.
	EN-2: The project could conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Implementation of the project and other cumulative projects could result in wasteful, inefficient, or unnecessary consumption of energy resources.	Refer to Mitigation Measures AQ-8 through AQ-30.	Less-Than-Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Implementation of the project and other cumulative projects could conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	Refer to Mitigation Measures AQ-8 through AQ-30.	Less-Than-Significant Impact With Mitigation Incorporated.
5.16	**Noise**		
	NOI-1: Project construction activities could result in substantial temporary noise impacts to nearby noise sensitive receivers.	No mitigation measures are required.	Less-Than-Significant Impact.
	NOI-2: Project operations could result in a substantial permanent increase in ambient noise levels in the project vicinity and expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	No feasible mitigation measures are available.	Significant and Unavoidable Impact.
	NOI-3: Project implementation could result in substantial vibration impacts to nearby sensitive receptors and structures.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: Construction-related activities within the project area could result in significant temporary noise impacts to nearby noise sensitive receivers.	No mitigation measures are required.	Less-Than-Significant Impact.
	Cumulative Impacts: The proposed project could result in a significant increase in traffic and long-term stationary ambient noise levels.	No feasible mitigation measures are available.	Significant and Unavoidable Impact.
	Cumulative Impacts: Project implementation could result in significant vibration impacts to nearby sensitive receptors and structures.	No mitigation measures are required.	Less-Than-Significant Impact.

1.8 SIGNIFICANT UNAVOIDABLE IMPACTS

As detailed in Section 5.1 through Section 5.16 of this EIR, project implementation would result in the following significant and unavoidable impacts despite implementation of existing regulations and mitigation measures:

- Air Quality
  - Regional operational emissions
  - Air Quality Management Plan (AQMP) consistency
  - Cumulative air quality impacts
- Greenhouse Gas (GHG) Emissions
  - GHG emissions
  - GHG plan consistency
  - Cumulative GHG emissions
- Noise
  - Off-site mobile traffic noise (Beaumont Avenue and 1st Street)
  - Cumulative off-site mobile traffic noise
- Vehicle Miles Traveled (VMT)
  - Project-level VMT impacts

1.9 SUMMARY OF PROJECT ALTERNATIVES

1.9.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

In accordance with the *CEQA Guidelines*, "the no project analysis shall discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[1] The *CEQA Guidelines* continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."[2] The No Project/No Development Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation was published on May 8, 2024. The No Project scenario is described and analyzed to enable the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

Under the No Project/No Development Alternative, the proposed annexation and industrial development would not be implemented. Additionally, no off-site transportation and utility improvements would be installed. Similar to existing conditions, the site would remain vacant and undeveloped and remain within the City's SOI and County's jurisdiction.

1.9.2 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would reduce building intensity on the Development Site by 30 percent for a maximum buildout of 3,628,024 square feet of industrial warehouse space (i.e., 30 percent

1 *CEQA Guidelines Section 15126.6(e)(2).*
2 *CEQA Guidelines Section 15126.6(e)(3)(B).*

reduction from the proposed project's maximum buildout of 5,182,891 square feet). The proposed buildings would be proportionately reduced, including warehouse/office space square footages and dock doors. Provided vehicular and trailer parking spaces would also be proportionally reduced while maintaining consistency with the City's minimum parking standards. Nevertheless, mass grading of the entire Development Site would still occur. All on- and off-site circulation and utility improvements proposed by the project would remain the same. The proposed annexation would also similarly occur. This alternative was selected for further analysis to determine whether reducing building intensity would result in a substantial reduction or elimination of the project's significant and unavoidable air quality, GHG, noise, and/or VMT impacts. Similar to the proposed project, the Reduced Density Alternative would require the following City discretionary approvals: General Plan Amendment, Pre-Zone, Subdivision, and Development Agreement(s).

1.9.3 INDUSTRIAL/URBAN VILLAGE ALTERNATIVE

The Industrial/Urban Village Alternative would provide a mix of land uses that include: a) the proposed project's industrial use (which would require a General Plan Amendment); and b) development consistent with the City's Urban Village (UV) land use designation, which is consistent with the existing Beaumont General Plan designation for the site. Within the Development Site, this alternative would accommodate 50 percent of the proposed project's maximum industrial buildout (2,591,445 square feet), 25 percent regional serving commercial use (maximum 1.0 FAR), and 25 percent high density residential use (12-24 dwelling units per acre). The 2,591,445 square feet of industrial space includes a proportional reduction in associated office space and loading dock doors. Both the regional serving commercial and high density residential uses are allowable uses under the UV land use designation. Parking for the I and UV land use designations would be provided to meet the City's minimum parking standards. Mass grading of the entire Development Site would occur, and anticipated site improvements would be similar to the proposed project to accommodate buildout under this alternative. The proposed annexation would also occur. Similar to the proposed project, the Industrial/Urban Village Alternative would require the following City discretionary approvals: General Plan Amendment, Pre-Zone, Subdivision, and Development Agreement(s).

1.9.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project/No Development Alternative is the environmentally superior alternative, as it would avoid or lessen most of the project's environmental impacts. According to *CEQA Guidelines* Section 15126.6(e), "if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, the Reduced Intensity Alternative is considered environmentally superior to the proposed project.

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2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE OF THE EIR

The purpose of this Environmental Impact Report (EIR) is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures in order to avoid or lessen any potentially significant effects of the project. This EIR addresses the project's environmental effects, in accordance with *CEQA Guidelines* Section 15161. As referenced in *CEQA Guidelines* Section 15121(a), the primary purposes of this EIR are to:

- Inform decision-makers and the public generally of the significant environmental effects of a project;
- Identify possible ways to minimize the significant effects of a project; and
- Describe reasonable alternatives to a project.

The mitigation measures that are specified will be adopted as conditions of approval to minimize the significance of impacts resulting from the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the project.

As Lead Agency, the City of Beaumont (which has the principal responsibility of processing and approving the project) and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always mitigatable to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with *CEQA Guidelines* Section 15093(b), if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. *CEQA Guidelines* Section 15093 requires a "statement of overriding considerations" where the Lead Agency specifies the findings and public benefits for the project that outweigh the impacts.

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

2.2 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF THE DRAFT EIR

In accordance with *CEQA Guidelines* Sections 15087 and 15105, this Draft EIR will be circulated for a 45-day public review period. The Draft EIR will be made available to the public at the following locations:

- City of Beaumont Planning Department, 550 East 6th Street, Beaumont, CA 92223;
- Beaumont Library District, 125 East 8th Street, Beaumont, CA 92223; and
- City's website: https://www.beaumontca.gov/1125/Planning-Projects.

Interested agencies and members of the public are invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR and to identify where the information can be obtained. All comment letters received before the close of the public review period will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR.

Comment letters should be sent to:

Melody Arechiga, Senior Planner
City of Beaumont
Planning Department
550 East 6th Street
Beaumont, California 92223
marechiga@beaumontca.gov

CERTIFICATION OF THE FINAL EIR

Pursuant to *CEQA Guidelines* Section 15132, *Contents of Final Environmental Impact Report*, the Final EIR will consist of:

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;
d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and
e) Any other information added by the Lead Agency.

Additionally, pursuant to *CEQA Guidelines* Section 15088, *Evaluation of and Response to Comments*, at least ten days prior to anticipated certification of the EIR, the City will provide responses to comments provided by all commenting agencies.

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a negative declaration pursuant to Section 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or negative declaration. The Mitigation Monitoring and Reporting Program for the project will be included as part of the Final EIR and completed prior to consideration of the project by the City of Beaumont City Council.

PROJECT CONSIDERATION

Upon completion of the Final EIR, the City Council may consider approval of the proposed project and certification of the Final EIR. A decision to approve the project would be accompanied by specific, written findings, in accordance with *CEQA Guidelines* Section 15091, and if required, a specific written statement of overriding considerations, in accordance with *CEQA Guidelines* Section 15093.

2.3 NOTICE OF PREPARATION/ EARLY CONSULTATION (SCOPING)

In compliance with the *CEQA Guidelines*, the City has provided opportunities for various agencies and the public to participate in the environmental review process. During EIR preparation, efforts were made to contact various federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of the review in this document. This included the distribution of a Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties. The purpose of the NOP was to formally announce the preparation of a Draft EIR for the proposed project, and that, as the Lead Agency, the City was soliciting input regarding the scope and content of the environmental information to be included in the Draft EIR. The NOP provided preliminary information regarding the anticipated range of impacts to be analyzed within the Draft EIR. The NOP was distributed for a 30-day public review period from May 8, 2024 through June 6, 2024.

In addition, a public scoping meeting was conducted on May 29, 2024 at 5:30 p.m. at the Beaumont City Council Chambers located at 550 East 6th Street, Beaumont, CA 92223. The scoping meeting's purpose was to:

- Inform the public of the proposed project and the City's intent to prepare an EIR;
- Present an overview of the CEQA EIR process;
- Review the topics to be addressed in the EIR; and
- Receive public comments on issues of concern and environmental topics to be addressed in the EIR.

The NOP comments are provided in Appendix 11.1, *NOP and Comment Letters*, and have been addressed in each appropriate topical area of this Draft EIR. Table 2-1, *NOP and Scoping Meeting Comments Summary*, summarizes the comments received during the NOP public review period and during the public scoping meeting as well as where applicable environmental issues are addressed in this Draft EIR.

Table 2-1
NOP and Scoping Meeting Comments Summary

Commenter	Letter Dated	Summary of Comments	Issue(s) Addressed In
COMMENT LETTERS			
Agencies			
California Department of Justice	5/17/2024	The commenter expresses concerns regarding potential environmental and public health impacts related to the proposed project, specifically those associated with warehouse developments. The commenter expresses concerns related to air quality and greenhouse gas emissions from diesel truck activity; operational and construction noise activities, transportation; and safety hazards. The commenter identifies the need for mitigation and provides suggested mitigation measures.	• Section 5.1, *Land Use and Planning* • Section 5.7, *Hazards and Hazardous Materials* • Section 5.12, *Transportation* • Section 5.13, *Air Quality* • Section 5.14, *Greenhouse Gas Emissions* • Section 5.16, *Noise*
California Highway Patrol – San Gorgonio Pass Area	6/5/2024	The commenter expresses concerns related to emergency response times, project site access, transportation safety design, and transportation congestion.	• Section 5.7, *Hazards and Hazardous Materials* • Section 5.9, *Public Services and Recreation* • Section 5.12, *Transportation*
Department of Toxic Substances Control	6/4/2024	The commenter recommends that soil sampling be conducted to confirm no potential for vapor intrusion; recommends that all imported soil and fill material be tested; recommends the collection of appropriate samples for waste characterization and contacting the Department of Toxic Substances Control.	• Section 5.7, *Hazards and Hazardous Materials*
Regional Conservation Authority/Riverside County Transportation Commission	5/16/2024	The commenter identifies that portions of the project site are within criteria cells and the project has not gone through the Habitat Evaluation and Acquisition Negotiation Strategy/Joint Project Review (HANS/JPR) process.	• Section 5.3, *Biological Resources*
Riverside County Department of Waste Resources	6/5/2024	The commenter expresses concerns related to solid waste generation; suggests information to be included in the Utilities and Service Systems section of the Draft EIR; identifies measures that reduce solid waste impacts; and identifies that the Lamb Canyon Conservation Area is located near the Lamb Canyon Landfill. The commenter suggests	• Section 5.3, *Biological Resources* • Section 5.10, *Utilities and Service Systems*

Commenter	Letter Dated	Summary of Comments	Issue(s) Addressed In
		that the EIR evaluate impacts to the Lamb Canyon Conservation Area.	
Riverside County Flood Control and Water Conservation District	6/7/2024	The commenter indicates that the project would not be impacted by the District Master Drainage Plan facilities, nor are other facilities of regional interest proposed. The commenter also indicates that their comments dated April 22, 2024 for the Beaumont Heights Business Center Project PP 2024- 0022 are valid. The commenter indicates that the proposed project may need a National Pollutant Discharge Elimination System permit; that if the proposed project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, the City should require the applicant to provide information required to meet FEMA requirements. The commenter states that the project proponent shall comply with the applicable mitigation measures defined in the CEQA document and comply with all federal, state, and local regulations that may apply. The commenter states that if a natural watercourse or mapped floodplain is impacted by the proposed project, the City shall require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers.	• Section 5.6, *Hydrology and Water Quality*
Riverside Transit Agency	5/16/2024	The commenter indicates that the agency does not have any recommendations to submit for the project.	N/A
Southern California Association of Governments (SCAG)	6/6/2024	The commenter requests that a side-by-side comparison of the SCAG's goals and the proposed project be included; includes the growth forecasts for the region and applicable jurisdiction; and recommends that the City review the Connect SoCal 2024 Program EIR for guidance regarding CEQA mitigation measures.	• Section 5.1, *Land Use and Planning* • Section 5.14, *Greenhouse Gas Emissions*
South Coast Air Quality Management District (SCAQMD)	6/6/2024	The commenter recommends that the City use SCAQMD's *CEQA Air Quality Handbook* and website and recommends that the City use the CalEEMod land use emissions software. The commenter also recommends that the City use the SCAQMD's local significance thresholds. The	• Section 5.13, *Air Quality*

Commenter	Letter Dated	Summary of Comments	Issue(s) Addressed In
		commenter states that the Draft EIR should evaluate adverse air quality impacts during both construction and operation. The commenter recommends that a mobile health risk assessment be prepared. The commenter also identifies suggested mitigation measures to be included to reduce operational air quality impacts due to mobile sources.	
Individuals			
Amber Foley	5/16/2024	The commenter raises concerns related to traffic congestion, public services (schools), and emergency access.	• Section 5.7, *Hazards and Hazardous Materials* • Section 5.9, *Public Services and Recreation* • Section 5.12, *Transportation*
Bernard Newcomer	5/16/2024	The commenter expresses their objection to the proposed project.	N/A
Jennifer Cervantez	6/5/2024	The commenter expresses concerns related to land use and planning, air quality, biological resources, aesthetics, noise, and circulation.	• Section 5.1, *Land Use and Planning* • Section 5.2, *Aesthetics/Light and Glare* • Section 5.3, *Biological Resources* • Section 5.13, *Air Quality* • Section 5.12, *Transportation* • Section 5.16, *Noise*
Mary Daniel	5/31/2024	The commenter expresses their objection to the proposed project and concerns related to land use and planning, aesthetics, air quality, greenhouse gas emissions, biological resources, and transportation.	• Section 5.1, *Land Use and Planning* • Section 5.2, *Aesthetics/Light and Glare* • Section 5.3, *Biological Resources* • Section 5.12, *Transportation* • Section 5.13, *Air Quality* • Section 5.14, *Greenhouse Gas Emissions*

Commenter	Letter Dated	Summary of Comments	Issue(s) Addressed In
Nick Cervantez	6/6/2024	The commenter expresses their concerns related to aesthetics, land use and planning, and transportation.	• Section 5.1, *Land Use and Planning* • Section 5.2, *Aesthetics/Light and Glare* • Section 5.12, *Transportation*
Ronald Roy	6/6/2024	The commenter expresses their opinion related to what the residents do not want in their community. The commenter expresses concerns related to land use and planning, aesthetics, transportation, energy, hazards, wildfire, and alternatives to consider.	• Section 5.1, *Land Use and Planning* • Section 5.2, *Aesthetics/Light and Glare* • Section 5.7, *Hazards and Hazardous Materials* • Section 5.11, *Wildfire* • Section 5.12, *Transportation* • Section 5.15, *Energy* • Section 7.0, *Alternatives to the Proposed Project*
SCOPING MEETING COMMENTS			
Jennifer Cervantes	5/29/2024	The commenter is concerned about the loss of agricultural land in the area and stressed the importance of maintaining the City's small town character, including preservation of scenic hills to the south. The commenter raises concerns about project-generated air quality, light and noise pollution, lack of adequate access to the freeway from the project site, and impact of truck traffic on California Avenue.	• Section 5.1, *Land Use and Planning* • Section 5.2, *Aesthetics/Light and Glare* • Section 5.12, *Transportation* • Section 5.13, *Air Quality* • Section 5.16, *Noise* • Section 7.0, *Effects Found Not to be Significant*
Mary Daniels	5/29/2024	The commenter notes that the land south of SR-60 is already zoned industrial and would be a better location for the project that would not require a General Plan Amendment. The commenter expresses concerns regarding aesthetics, noise, biological resources, and increased traffic along SR-79. The commenter also notes that Laird Road is identified within the project site plan but is a private driveway.	• Section 5.1, *Land Use and Planning* • Section 5.2, *Aesthetics/Light and Glare* • Section 5.3, *Biological Resources* • Section 5.12, *Transportation*

Commenter	Letter Dated	Summary of Comments	Issue(s) Addressed In
			• Section 5.16, *Noise*
Nicholas Cervantes	5/29/2024	The commenter emphasizes the importance of preserving scenic views of the mountains and noted that the land is designated as a rural community. The commenter expresses concern about the continuous traffic that "mega warehouses" would bring and highlights existing traffic issues on California Avenue and Beaumont Avenue.	• Section 5.1, *Land Use and Planning* • Section 5.2, *Aesthetics/Light and Glare* • Section 5.12, *Transportation*
Tim Bushfelick	5/29/2024	The commenter is a resident in the Olivewood development and is frustrated with the view of an existing Amazon warehouse from his residence. The commenter highlights worsened traffic conditions on the Potrero Bridge, SR-60, and I-10 and is dissatisfied with past developers' control over traffic and community well-being.	• Section 5.2, *Aesthetics/Light and Glare* • Section 5.12, *Transportation*

Since the NOP was published in May 2024, the proposed project site boundaries have been refined based on comments made during the CEQA and entitlement process. As described in Section 3.0, *Project Description*, the project site acreage has been reduced to approximately 629.3 acres and the proposed annexation area has been slightly adjusted to remove the eastern area (the Harmony Haven Children and Youth Center property) and instead include the southern construction staging/earthwork balance area. Minor refinements were also made to the project boundary limits along State Route 79 and California Avenue to reflect slight changes to roadway and utility improvements associated with the project. These minor refinements of the project description provided in the NOP are evaluated as the proposed project within this Draft EIR.

2.4 FORMAT OF THE EIR

The Draft EIR is organized into the following sections:

- Section 1.0, *Executive Summary*, provides a brief project description and summary of the environmental impacts and mitigation measures.

- Section 2.0, *Introduction and Purpose*, provides CEQA compliance information.

- Section 3.0, *Project Description*, provides a detailed project description indicating project location, project characteristics, phasing and construction, objectives, and associated required discretionary actions.

- Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.

- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, existing regulatory setting, potential project impacts, potential cumulative impacts,

recommended mitigation measures, and significant unavoidable impacts (if any) for the following environmental topic areas:

- Land Use and Planning;
- Aesthetics/Light and Glare;
- Biological Resources;
- Tribal and Cultural Resources;
- Geology and Soils;
- Hydrology and Water Quality;
- Hazards and Hazardous Materials;
- Population and Housing;
- Public Services and Recreation;
- Utilities and Service Systems;
- Wildfire;
- Transportation;
- Air Quality;
- Greenhouse Gas Emissions;
- Energy; and
- Noise.

- Section 6.0, *Other CEQA Considerations*, discusses long-term implications of the proposed action. Irreversible environmental changes that would be involved in the proposed action, should it be implemented, are considered. The project's growth-inducing impacts, including the potential for population growth, is also discussed.

- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the project or its location that could avoid or substantially lessen the project's significant impact and still feasibly attain the basic project objectives.

- Section 8.0, *Effects Found Not To Be Significant*, explains potential environmental topic areas and specific thresholds that have been determined not to be significant including the following:

  - Agriculture and Forestry Resources;
  - Biological Resources;
  - Cultural Resources;
  - Geology and Soils;
  - Hazards and Hazardous Materials;
  - Hydrology and Water Quality;
  - Land Use and Planning;
  - Mineral Resources
  - Noise; and
  - Population and Housing.

- Section 9.0, *Organizations and Persons Consulted*, identifies all federal, State, and local agencies, other organizations, and individuals consulted.

- Section 10.0, *Bibliography*, identifies reference sources for the EIR.

- Section 11.0, *Appendices*, contains the project's technical documentation.

2.5 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

> *"Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)*
>
> *"Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include; The California Department of Fish and Game, The State Lands Commission; The State Department of Parks and Recreation and The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)*

2.6 INCORPORATION BY REFERENCE

Pertinent documents relating to this Draft EIR have been cited in accordance with *CEQA Guidelines* Section 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 Draft EIR. Information contained within these documents has been utilized for each section of this Draft EIR. These documents are available for review at the City of Beaumont Planning Department, located at 550 East 6th Street, Beaumont, California 92223.

- *City of Beaumont General Plan (adopted December 1, 2020).* The *City of Beaumont General Plan* (Beaumont General Plan) provides a blueprint to guide long-term growth, development, and decision-making in the City. It articulates specific steps to guide land use and planning focused on growth management, community character, circulation, quality of life, economic development, public health, and sustainability over the next 20 to 30 years. Additionally, the General Plan contains goals and policies that provide the framework for achieving the community's long-term vision. The General Plan consists of the following elements/plans: Land Use and Community Design, Mobility, Economic Development and Fiscal, Health and Environmental Justice, Community Facilities and Infrastructure, Conservation and Open Space, Safety, Noise, and Downtown Area Plan. The Housing Element is provided under separate cover and covers the 2021-2029 housing cycle.

- *City of Beaumont General Plan Final Program Environmental Impact Report (State Clearinghouse No. 2018031022; certified October 2020).* The *City of Beaumont General Plan Final Program Environmental Impact Report* (Beaumont General Plan EIR) evaluated the environmental impacts associated

with buildout of the General Plan. The General Plan EIR concluded that environmental impacts would be reduced to less than significant levels with implementation of existing regulatory requirements and mitigation measures with the exception of air quality, greenhouse gas emission, noise, and transportation (vehicle miles traveled).

- *Beaumont Municipal Code (current through Ordinance No. 1188, adopted September 2, 2025)*. The *Beaumont Municipal Code* (Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the City of Beaumont. The Municipal Code is one of the City's primary tools to implement control of land uses, in accordance with General Plan goals and policies. The Beaumont Zoning Ordinance, included as Municipal Code Title 17, *Zoning*, provides the legislative framework to implement and enhance the General Plan by classifying and regulating the uses of land and structures within the City.

- *County of Riverside General Plan (adopted December 8, 2015)*. The *County of Riverside General Plan* (County General Plan) covers the entire unincorporated portion of the County and is augmented by 19 more detailed Area Plans covering the County's territory with the exception of the undeveloped desert areas and the March Air Joint Reserve Base. The thrust of the County General Plan is to effectively manage the overall pattern of development. The County General Plan consists of the following elements, some of which have been updated since 2015: Land Use (2021); Circulation (2020); Multipurpose Open Space; Safety (2021); Noise; Housing (2021); Air Quality (2018); and Healthy Communities (2021).

- *The Pass Area Plan (revised September 28, 2021)*. The Pass derives its name from its location: the narrow gap between two major mountain ranges: the San Bernardino and San Jacinto Mountains. The *Pass Area Plan* (Area Plan) guides the evolving character of this area within unincorporated Riverside County as an extension of the County General Plan. The Area Plan describes the location and unique features, communities, and incorporated cities within the Pass and provides a land use concept, overlays and policy areas, and local policies related to land use, circulation, multipurpose open space, and hazards.

- *Riverside County Code of Ordinances (codified ordinances through October 7, 2025, updated November 19, 2025)*. The *Riverside County Code of Ordinances* (County Code) consists of all regulatory, penal, and administrative ordinances governing the unincorporated areas of Riverside County. The County Code helps implement control of land uses, in accordance with County General Plan goals and policies. With regards to land use development, Title 17, *Zoning*, classifies and regulates the uses of land and structures within unincorporated County areas consistent with the County General Plan.

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3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SETTING

3.1.1 PROJECT LOCATION

The City of Beaumont (City) is located in the westernmost portion of Riverside County (County); refer to Exhibit 3-1, *Regional Vicinity*. The City's Sphere of Influence (SOI) is located primarily to the south and west of City boundaries and covers an additional 11.2 square miles. Major transportation routes through the City include State Route 79 (SR-79), Interstate 10, and State Route 60. Surrounding jurisdictions include the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and the City of Banning to the east.

As shown on Exhibit 3-2, *Site Vicinity*, the project site encompasses approximately 629.27 acres primarily within the City's SOI to the west of the City's current incorporated boundary and adjacent to SR-79. A small portion of the northern segment of the project site along California Avenue enters the current City limits; the remainder of the project site is located within the City's SOI. Generally, the site is bounded by 1st Street to the north, an institutional use (Harmony Haven Children and Youth Center), single-family residences, and undeveloped land to the east, undeveloped land to the south, and SR-79 to the west; refer to Exhibit 3-2. Additionally, a Southern California Edison (SCE) easement bisects the southern portion of the site. Regional and local access to the site is provided via SR-79 and California Avenue.

3.1.2 PROJECT SETTING (EXISTING CONDITIONS)

The project site is vacant and undeveloped land with the exception of improved segments of SR-79, California Avenue, and a roadway through the Harmony Haven Children and Youth Center property; refer to Exhibit 3-2.

Topography across the site generally slopes downward from the northeast corner (approximately 2,700 feet height above mean sea level [amsl]) towards the southwest corner (approximately 2,300 feet amsl). The northern portion of the site is dominated by generally flat non-native grassland/ruderal vegetation and extends south toward an area of increased topographic relief characterized by several ridgelines and valleys of chamise chaparral and southern mixed chaparral. The southwestern portion of the site consists of large boulders and rock outcroppings. Several ephemeral drainages traverse the western and southwestern project area and ultimately flow in a southern direction off-site towards the San Jacinto River.

Historically, the site consisted of vacant land and unimproved roads as early as 1901. From at least 1901 to the early 1960s, California Avenue extended from north to south across the western portion of the project site. The western portion of the site was historically developed with a rural residence with a small orchard since before 1938 until the early 1950s. By 1953, this residence was demolished. Evidence of sparse structures that appear to be associated with residences from the 1950s through the

1970s have also occurred in the central, eastern, and southern portions of the site. However, by the 1990s to present day, no structures remain on-site.

Currently, several unpaved roads are present throughout the site, including unimproved access roads and evidence of recreational off-road trail use throughout the southern and western portions of the site. Illegal dumping of miscellaneous waste (tires, plastic, roofing materials, etc.) is found sporadically throughout the site. Remains of a former beehive farming operation are located in the center of the site. Additionally, small concrete foundations are located in the western portion of the site near SR-79 that may have been associated with past water-related facilities. Currently, no paved roadways or utilities serve the project site.

EXISTING LAND USE DESIGNATION AND ZONING

Based on the *Riverside County Map My County Map*, the site has a land use designation of Rural Community – Estate Density Residential (RC-EDR) and Rural Mountainous (RM) and is entirely zoned W-2 (Controlled development areas); refer to Exhibit 3-3, *Existing County General Plan Designations and Zoning*. The project site's County land use designations are defined as follows:

- RC-EDR: Single-family detached residences on large parcels of two to five acres; limited agricultural, intensive equestrian, and animal keeping uses are expected and encouraged.

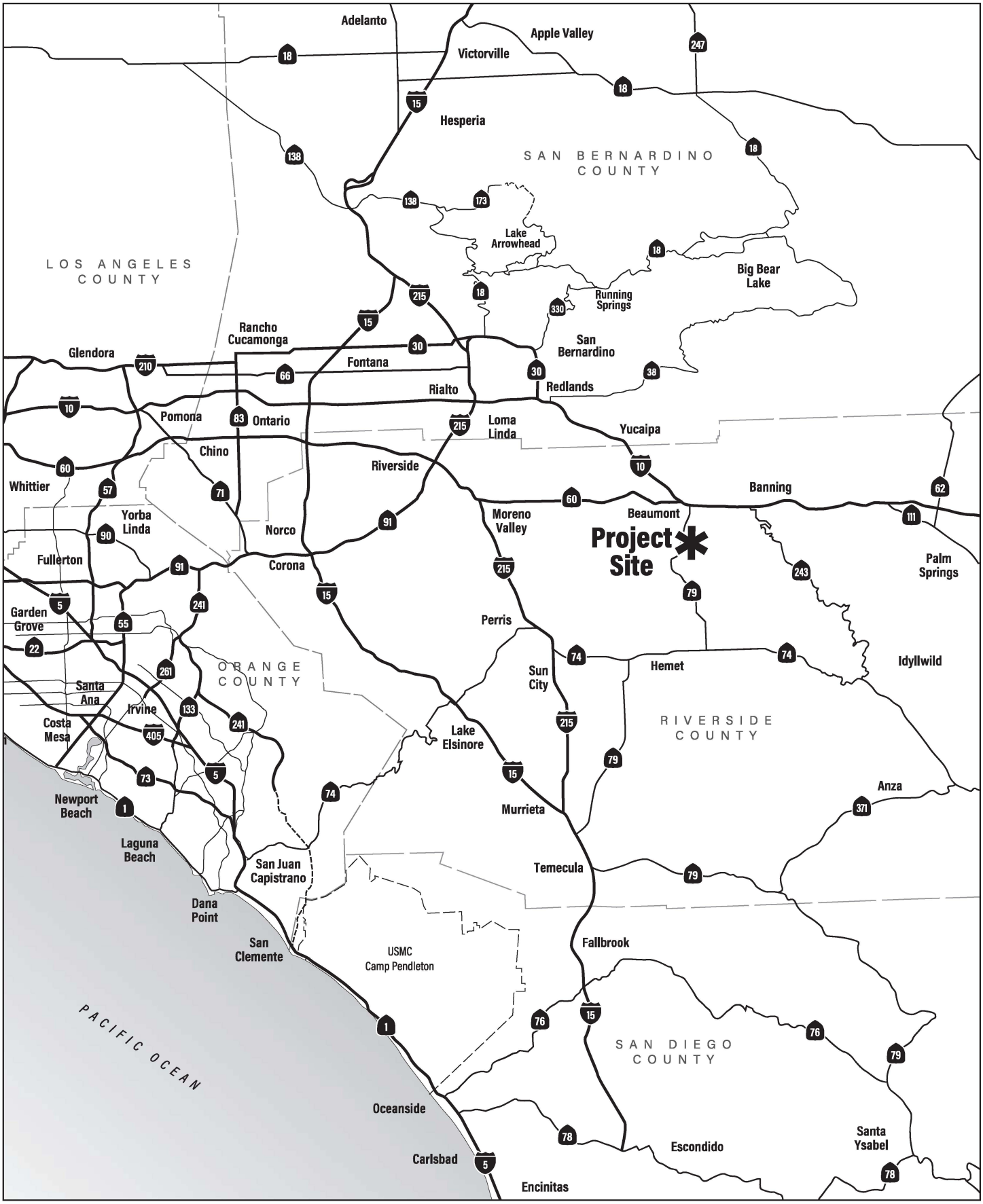
- RM: Single-family residential uses with a minimum lot size of 10 acres; areas of at least 10 acres where a minimum of 70 percent of the area has slopes of 25 percent or greater; allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources), and associated uses and governmental uses.

The W-2 zone permits one-family dwellings, home occupations, agricultural crops, nurseries and greenhouses, and noncommercial keeping of farm animals; other complementary uses are also conditionally permitted within the zone.

According to the *Beaumont General Plan* (General Plan) Land Use Map, the project site is designated Urban Village, High Density Residential, Rural Residential 40, and Open Space; refer to Exhibit 3-4, *Existing City General Plan Designations*. The City does not currently identify any zoning districts for the project site. The project site's City land use designations are defined as follows:

- Urban Village: Variety of specialized land uses, including a regional-serving commercial, higher density residential development, educational uses, and abundant open space and recreation amenities. Permitted density is 12 to 24 dwelling units per acre (du/ac) and permitted floor area ratio (FAR) is up to 1.0.

- High Density Residential: Multi-family housing (townhomes, condominiums, apartments, etc.); neighborhood commercial uses permitted in specified locations. Minimum permitted density is 12 du/ac, maximum permitted density is 30 du/ac, and maximum permitted FAR is 0.35.



Michael Baker INTERNATIONAL

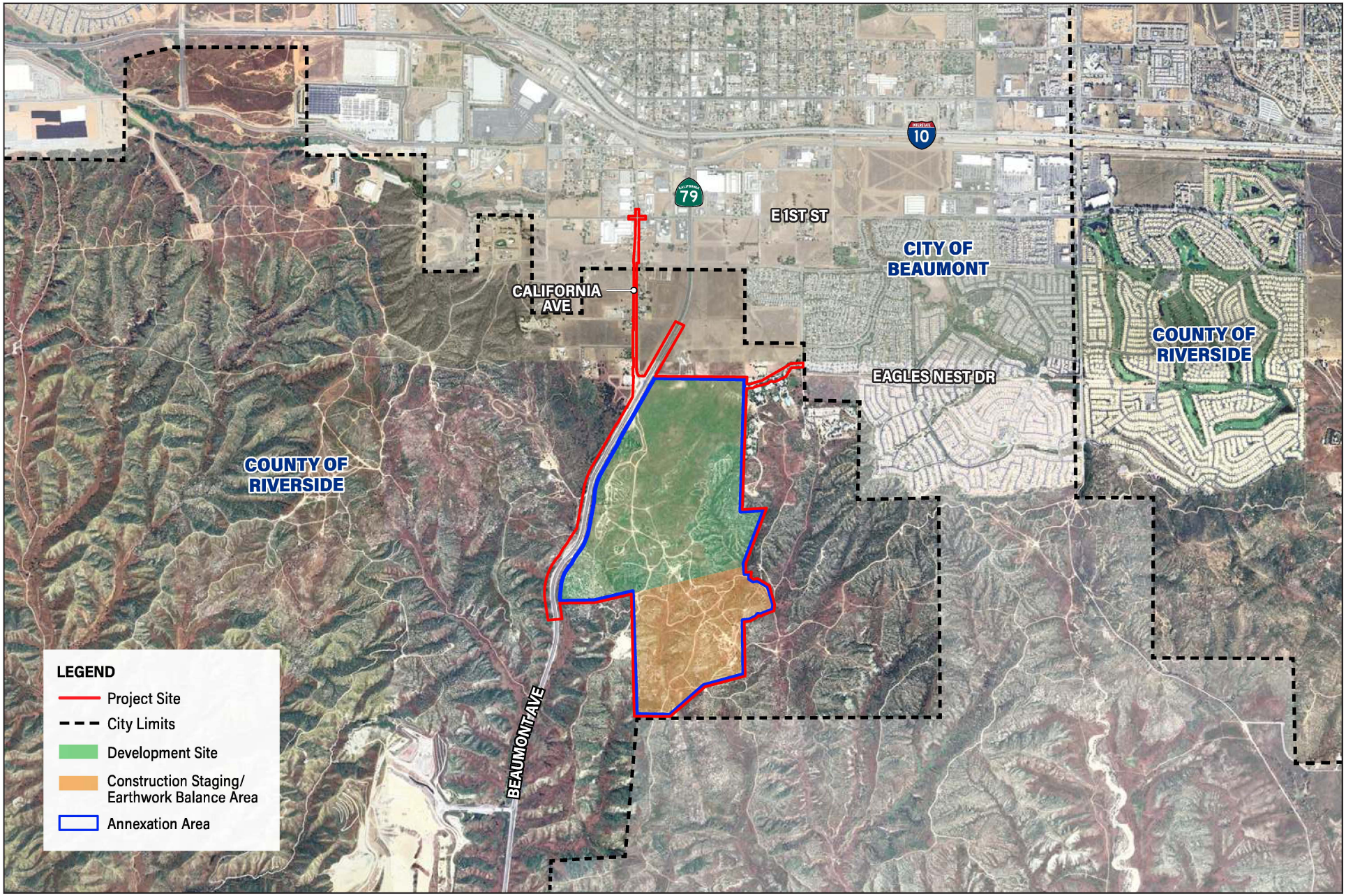
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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Regional Vicinity

Exhibit 3-1



Source: Google Earth Pro, September 2025

Michael Baker INTERNATIONAL

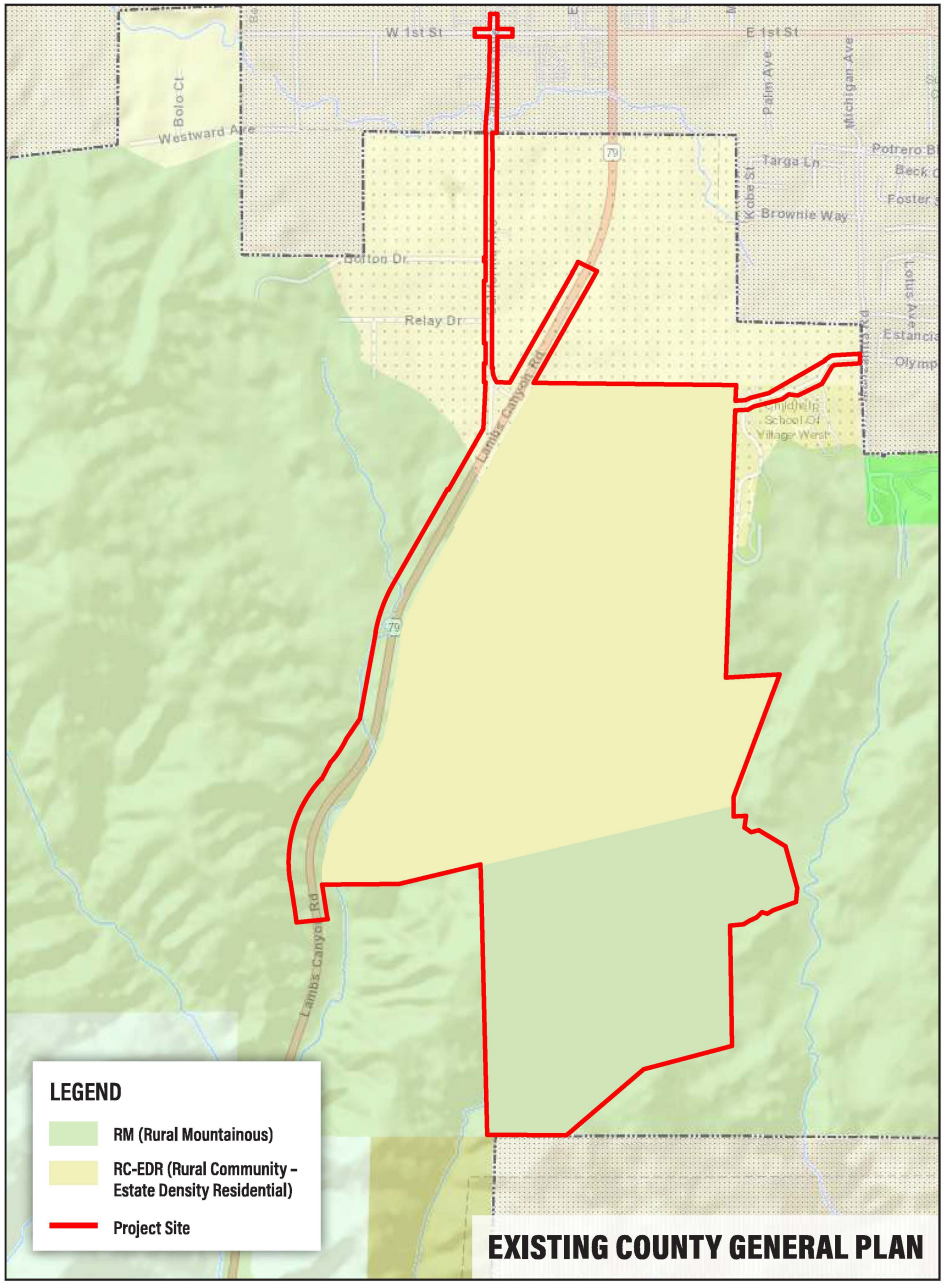
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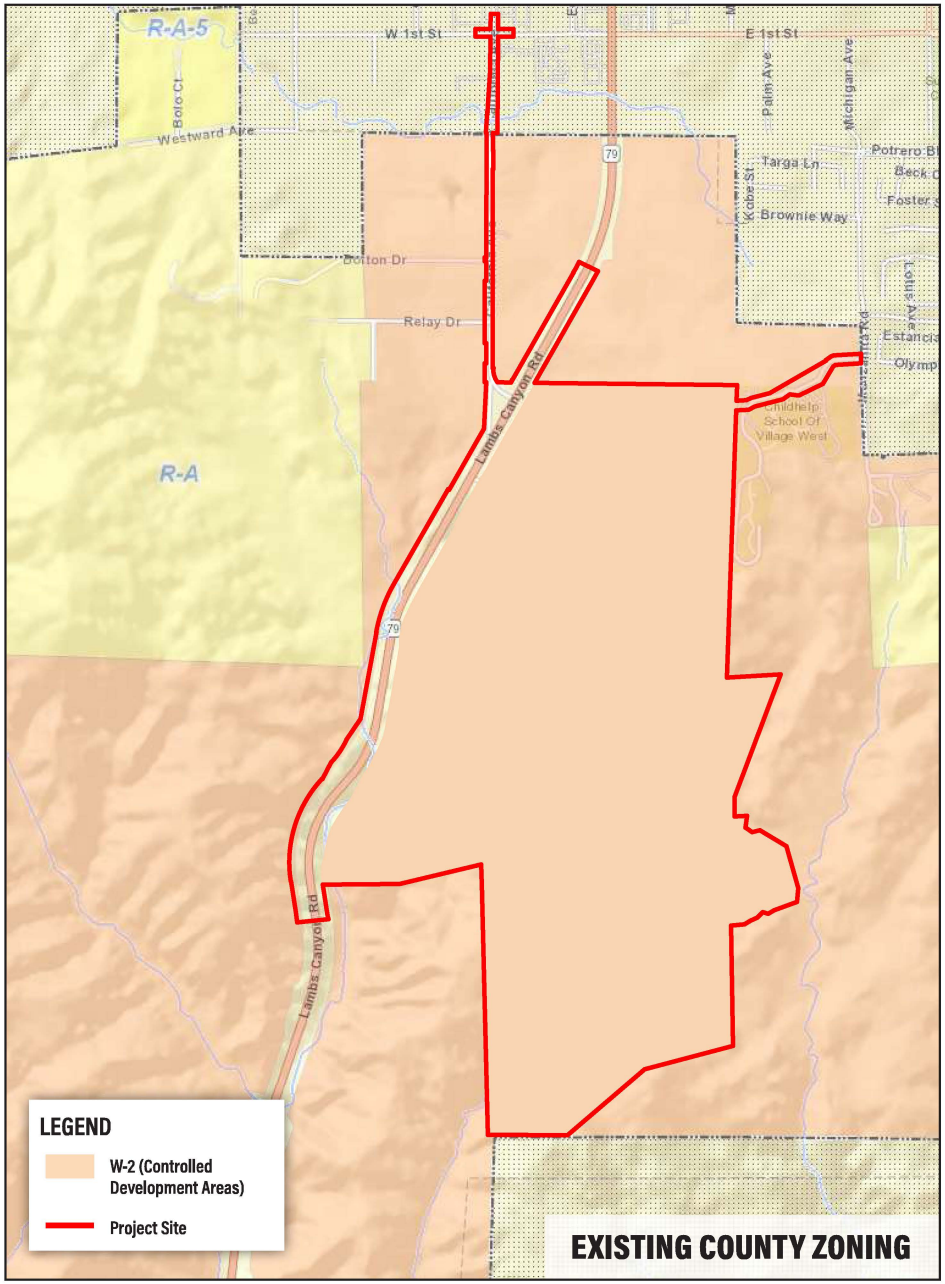
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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 3-2





Source: County of Riverside, 2025.

Michael Baker INTERNATIONAL

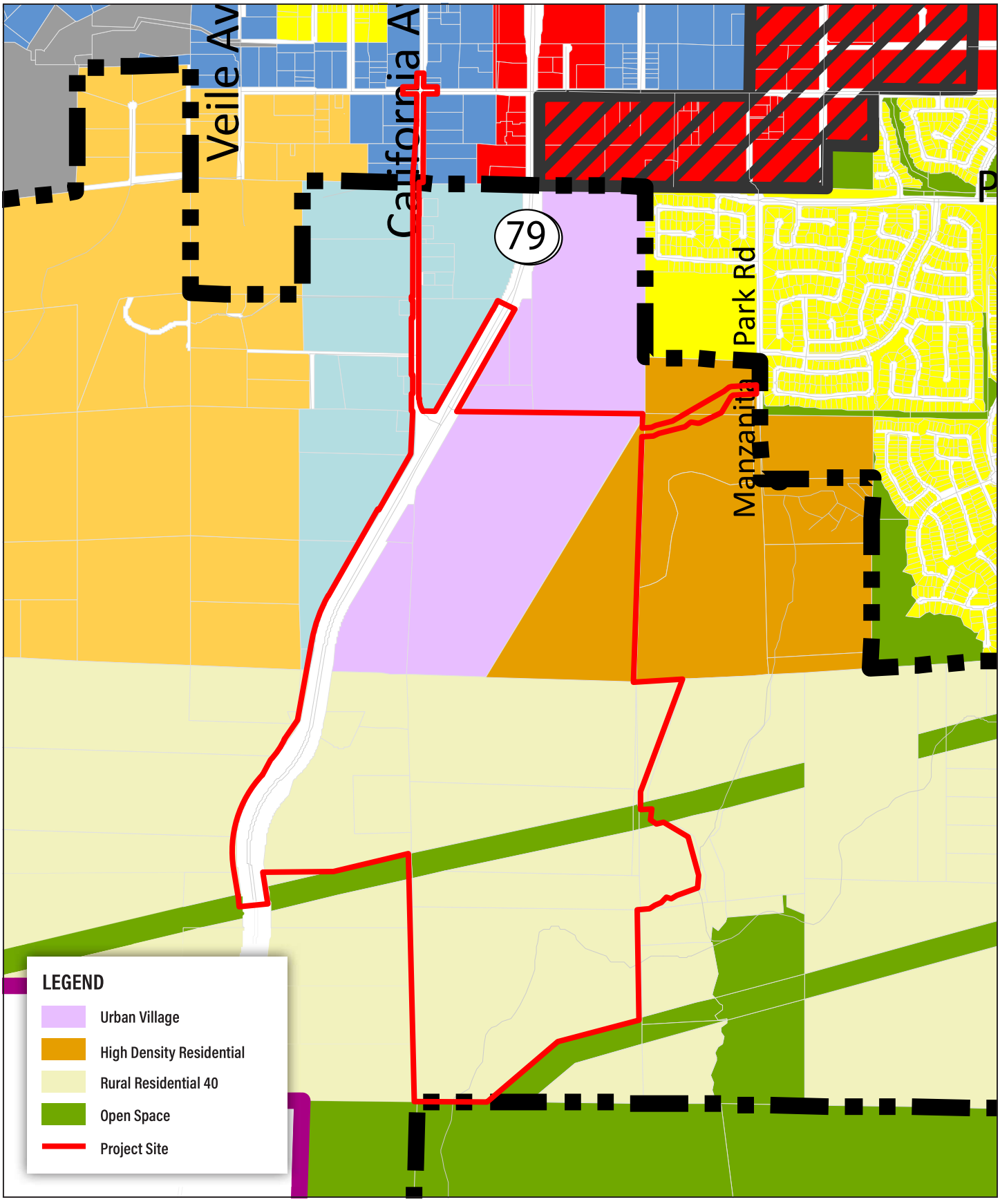
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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Existing County General Plan Designations and Zoning

Exhibit 3-3



Source: City of Beaumont, 2020.

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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Existing City General Plan Designations

Exhibit 3-4

- Rural Residential 40: Single-family detached homes on 40 acre lots in a rural mountainous setting.

- Open Space: Passive and active parks, trails, golf courses, community centers, supportive maintenance sheds, etc.

SURROUNDING LAND USES

Surrounding land uses predominantly include undeveloped vacant land with some scattered residential uses, which are further described as follows:

- *North*: Undeveloped vacant land and single-family residences are located to the north of the project site. Uses to the north are located both within the City limits and SOI.

- *East*: The Harmony Haven Children and Youth Center, single-family residences, and undeveloped vacant land are located to the east of the project site. These areas are located within the City's SOI.

- *South*: Undeveloped vacant land is located to the south of the site and both within the City limits and SOI.

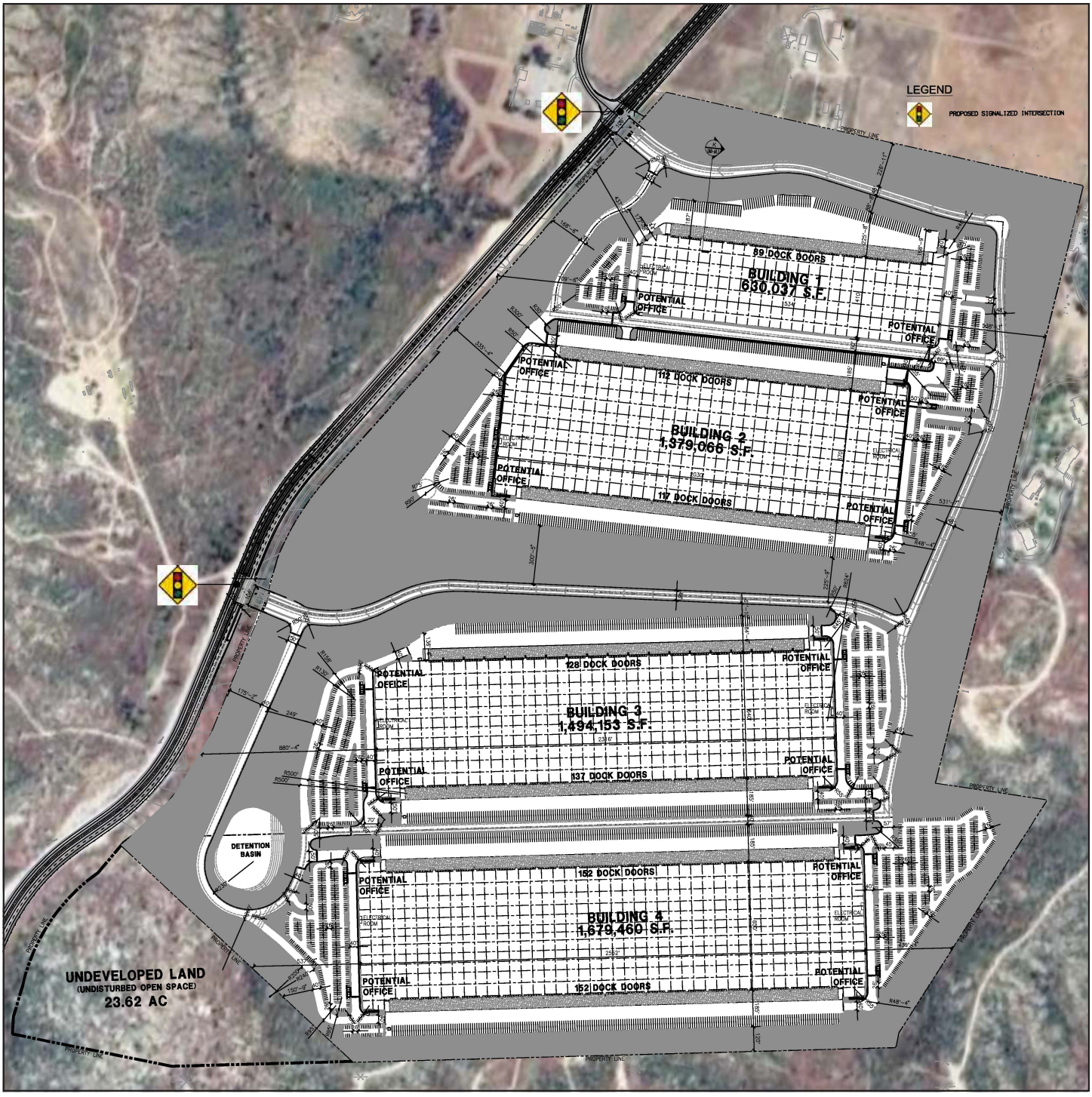
- *West*: SR-79 bounds the site to the west. Undeveloped vacant land is located further west of SR-79 within the City's SOI.

3.2 PROJECT CHARACTERISTICS

PROPOSED DEVELOPMENT

As shown on Exhibit 3-5, *Conceptual Development Site Plan*, the project proposes to develop four industrial buildings and associated improvements within an approximately 385.60-acre area identified as Development Site on Exhibit 3-2. The Development Site and an approximately 182.14-acre area to the south of the Development Site, identified as Construction Staging/Earthwork Balance Area on Exhibit 3-2, are proposed to be annexed into the City's jurisdiction, which would require Riverside County Local Agency Formation Commission (LAFCO) approval.

An approximately 4.27-acre segment of the project site to the east of the Development Site is proposed for water and recycled water utility improvements. The Construction Staging/Earthwork Balance Area is proposed solely for temporary construction staging and earthwork balance activities; no permanent development is proposed in this portion of the project site. The remaining approximately 57.26-acres of the project site involve transportation improvements along SR-79 and utility installation (water, wastewater, electrical) along California Avenue.



Source: HPA Architecture, 2025

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Conceptual Development Site Plan

Exhibit 3-5

Table 3-1, *Proposed Development*, provides details regarding each proposed building's site area, building square footage, and provided parking stalls. As shown, the proposed development would include approximately 5,182,891 square feet of combined office and industrial building area. The proposed project includes all on-site and off-site improvements necessary for the construction and operation of the Beaumont Heights Business Centre Project, including off-site street and infrastructure improvements.

Table 3-1
Proposed Development

	Building 1	Building 2	Building 3	Building 4	Total
Site Area	2,652,605; 60.90	4,582,131; 105.19	4,201,279; 96.45	5,377,851; 123.46	**16,813,866 SF; 385.99 ac**
Building Area					
Office	12,000	17,500	17,500	17,000	**64,000 SF**
Warehouse	618,037	1,361,566	1,476,653	1,662,460	**5,118,716 SF**
Total	*630,037*	*1,379,066*	*1,494,153*	*1,679,460*	***5,182,716 SF***
Dock Doors	89	229	265	304	**887 doors**
Parking					
Auto	383	756	869	1,213	**3,221 stalls**
Trailer	111	301	347	410	**1,169 stalls**

Notes: SF = square feet; ac = acres
[1] The total proposed buildout shown in this table (5,182,716 square feet) is slightly less than the maximum project buildout analyzed in the EIR (5,182,891 square feet) due to minor site plan design variations. The EIR analysis utilizes the more conservative buildout assumption.

Operations

Anticipated uses of the industrial buildings consist of high-cube fulfillment center warehouse use (sort and non-sort facilities) and cold storage warehouse use. High-cube fulfillment center warehouses primarily store and/or consolidate manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. Sort facilities are described as fulfillment centers that ship out smaller items, requiring extensive sorting, typically by manual means. In comparison, a non-sort facility is a fulfillment center that ships large box items that are processed primarily with automation rather than through manual means. Limited assembly and repackaging may occur within the non-sort facility as well. Cold storage warehouses are short-term, automated, temperature controlled facilities for perishable products.

As shown on Exhibit 3-5, dock doors are proposed on both sides of Buildings 2, 3, and 4; dock doors are proposed only on one side for Building 1. The two-sided docks could be utilized as cross-docks depending on future tenant use.

Since the project is being developed as a speculative industrial development, two tenant use options are considered in the Draft EIR technical analyses.

- Option A: Assumes 2,073,156 square feet of general warehousing and 3,109,735 square feet of high-cube fulfillment center (50/50 sort and non-sort), totaling 5,182,891 square feet; and

- Option B: Assumes 3,109,735 square feet of high-cube fulfillment center (50/50 sort and non-sort), 1,000,000 square feet of cold storage warehouse, and the remaining 1,073,156 square feet for general warehousing, totaling 5,182,891 square feet.

Based on these assumptions, under Option A, the project is expected to generate a total of 16,380 two-way trips per day at buildout, including 14,478 two-way passenger vehicle trips per day and 1,902 two-way truck trips per day. Under Option B, the project is expected to generate a total of 16,792 two-way trips per day at buildout, including 14,738 two-way passenger vehicle trips per day and 2,054 two-way truck trips per day. Refer to Section 5.12, *Transportation*, for a full discussion on methodology and trip generation rates.

The proposed development is also anticipated to generate approximately 58 acre-feet per year of water demand, 229,524.31 gallons per day of wastewater, and 80,231.52 pounds per day of solid waste. Refer to Section 5.10, *Utilities and Service Systems*, for a full discussion on methodology and assumed generation rates.

The project would not utilize natural gas; however, the project would generate an electricity demand of approximately 28,810 MWh per year under Option A and 40,302 MWh per year under Option B; refer to Section 5.15, *Energy*.

For the purposes of this analysis, the proposed buildings are assumed to operate up to 24 hours a day, seven days a week and employ up to approximately 6,114 employees in total. Structure heights would not exceed 50 feet as measured from the adjacent grade. Automobile and trailer parking stalls would be provided on all sides of each building, and landscaping would be installed throughout the site in accordance with City standards. Nighttime parking lot use, vehicular access, and building security lighting are proposed on-site.

Circulation

Site access is proposed at two access points from SR-79, one near the northerly boundary of the Development Site, and the other further south along SR-79 near the center of the Development Site.

On-Site Circulation Improvements

On-site truck and passenger vehicle circulation would be provided with new drive aisles (public and private roads) around and between the four industrial buildings as illustrated on Exhibit 3-5. All drive aisles and internal roadways would be designed to accommodate emergency access vehicles and range in width from 30 to 48 feet. Knox boxes would also be provided to provide emergency vehicle entry.

Off-Site Circulation Improvements

The project would be required to construct improvements along SR-79 which is under the jurisdiction of the California Department of Transportation (Caltrans). Construction of these improvements would require issuance of an Encroachment Permit from Caltrans. Caltrans would require all improvements to meet American Association of State Highway and Transportation Officials (AASHTO), State of California's Highway Design Manual (HDM), the State of California's Manual

of Uniform Traffic Control Devices (MUTCD), and all City requirements. Specifically, the project proposes improvements at two main entrances off SR-79 at the following locations:

- SR-79 at California Avenue
    - Construct the easterly leg with one westbound left turn lane, one through lane, one right turn lane, and two receiving lanes.
    - Southbound – Add two southbound left turn lanes, maintain one southbound through lane, maintain one southbound shared through/right lane, maintain two receiving lanes, and add one new receiving lane.
    - Northbound – Restripe for one northbound left turn lane, two through lanes, one right turn lane, and maintain two southbound receiving lanes.
    - Eastbound – Maintain existing configuration of one shared left, through, and right lane.
    - Modify the existing traffic signal.

- SR-79 at the southerly entrance (new T-intersection)
    - Construct the easterly leg with one westbound left turn lane, one through lane, one right turn lane, and two receiving lanes.
    - Southbound – Add two southbound left turn lanes, maintain two southbound through lanes, and maintain two receiving lanes.
    - Northbound – Maintain two through lanes, add one northbound right turn lane, and maintain two southbound receiving lanes.
    - Install a traffic signal.

Implementation of these improvements would ensure safe passage for all vehicle types, as well as meet Caltrans and City requirements.

Parking

Automobile and trailer parking stalls would be provided surrounding each industrial building. Based on Municipal Code Table 17.05-1, *Off Street Parking Requirements*, the proposed warehouse use is required to provide one automobile space per 300 square feet of office space and one automobile space per 2,000 square feet of warehouse space. In total, the project is required to provide 2,807 automobile spaces.

As detailed in Table 3-1, the project would provide a total of 3,221 automobile parking stalls and 1,169 trailer parking stalls. Thus, the project would meet and exceed the City's minimum parking standard for the proposed warehouse and office uses.

Utilities

The project would construct on-site utility improvements, including water, wastewater, storm drain, and dry utilities, to accommodate operations of the proposed industrial development.

Water

The project proposes water and recycled water lines to connect to existing Beaumont Cherry Valley Water District (BCVWD) infrastructure within Manzanita Park Road to the east of the project site and would require installation of water and recycled water pipelines through approximately 4.27 acres of the Harmony Haven Children and Youth Center property; refer to Exhibit 3-2. Domestic water lines are also proposed on-site within the proposed public and private roadways, and fire water lines are proposed along the perimeter of all four buildings to ensure adequate fire water supply and infrastructure. Further, domestic water and recycled water lines are proposed within California Avenue, traveling northerly from the project site along SR-79 to 1st Street.

The project site lies outside the current BCVWD service area but is within BCVWD's SOI. To provide adequate water and recycled water services to the site, the project would require annexation into the BCVWD service area. Refer to Section 5.10, *Utilities and Service Systems*, regarding the project's estimated water demand and BCVWD water supply analysis.

Sewer

Sanitary sewer lines are proposed on-site within the proposed public and private roadways, parallel with the domestic water lines. All sewer flow would be conveyed to a sanitary sewer force main proposed in California Avenue, traveling northerly from the project site along SR-79 to 1st Street, where it would be conveyed to the City-owned Beaumont Wastewater Treatment Plant No. 1.

Storm Drain

Storm drain lines are proposed along the perimeter of each building and around the entire Development Site. The site would utilize low-impact development (LID) best management practices in the form of biofiltration basins and modular wetland units for filtration-based treatment. A detention basin is proposed in the southwestern corner of the Development Site and would provide approximately 30 acre-feet of storage. Approximately 13 acre-feet would be reserved for water quality volume capture and would be metered to the proposed biofiltration basin. The remaining volume would be for peak flow attenuation. Runoff within on-site drainage areas would be conveyed through the proposed on-site storm drain system and into proposed detention basins. Flows would be diverted from the basin outlet pipe into a biofiltration basin for stormwater treatment. Mitigated and treated flows would then be discharged to existing channels near the project boundaries.

Dry Utilities

The proposed development would not utilize any natural gas. Electricity demand generated by the project would be serviced by Southern California Edison (SCE) with proposed transformers on-site and electrical lines installed to accommodate project operations. All electrical plans would be reviewed and approved by SCE prior to issuance of service. Additionally, Building 1 would include installation of a 250 kilowatt (kW) solar photovoltaic system, and Buildings 2 through 4 would each include a 500-kW solar photovoltaic system.

The project would also implement energy efficiency features consistent with the City's climate action plan, *Sustainable Beaumont*, to contribute towards overall Citywide GHG reduction. Specifically, the

project would comply with applicable provisions of the California Building Energy Efficiency Standards, install low flow water fixtures, plant drought-tolerant landscaping, incorporate light-colored building materials to reduce urban heat island effect, and comply with solid waste regulations (Assembly Bill 939) related to diverting 50 percent of solid waste from landfills.

Architectural Features

Exhibit 3-6a, *Building Elevations – Building 1*, through Exhibit 3-6d, *Building Elevations – Building 4*, provides an illustration of the proposed building elevations for each of the four buildings, including architectural features, building material, and colors. The four industrial buildings would be constructed with concrete tilt-up panels with maximum building heights of 50 feet. The buildings would be painted with grays, browns, and dark blues and would include metal canopies in black, gray, and white; refer to Exhibit 3-7, *Enlarged Building 1 Elevation and Material Board*. All doors would be designed with aluminum storefront framing with tempered glazing. Main and accent canopies are proposed along the building main entrances and windows. Vision, spandrel, and insulated vision glass are proposed for windows and main entrances and would not include any highly reflective glass.

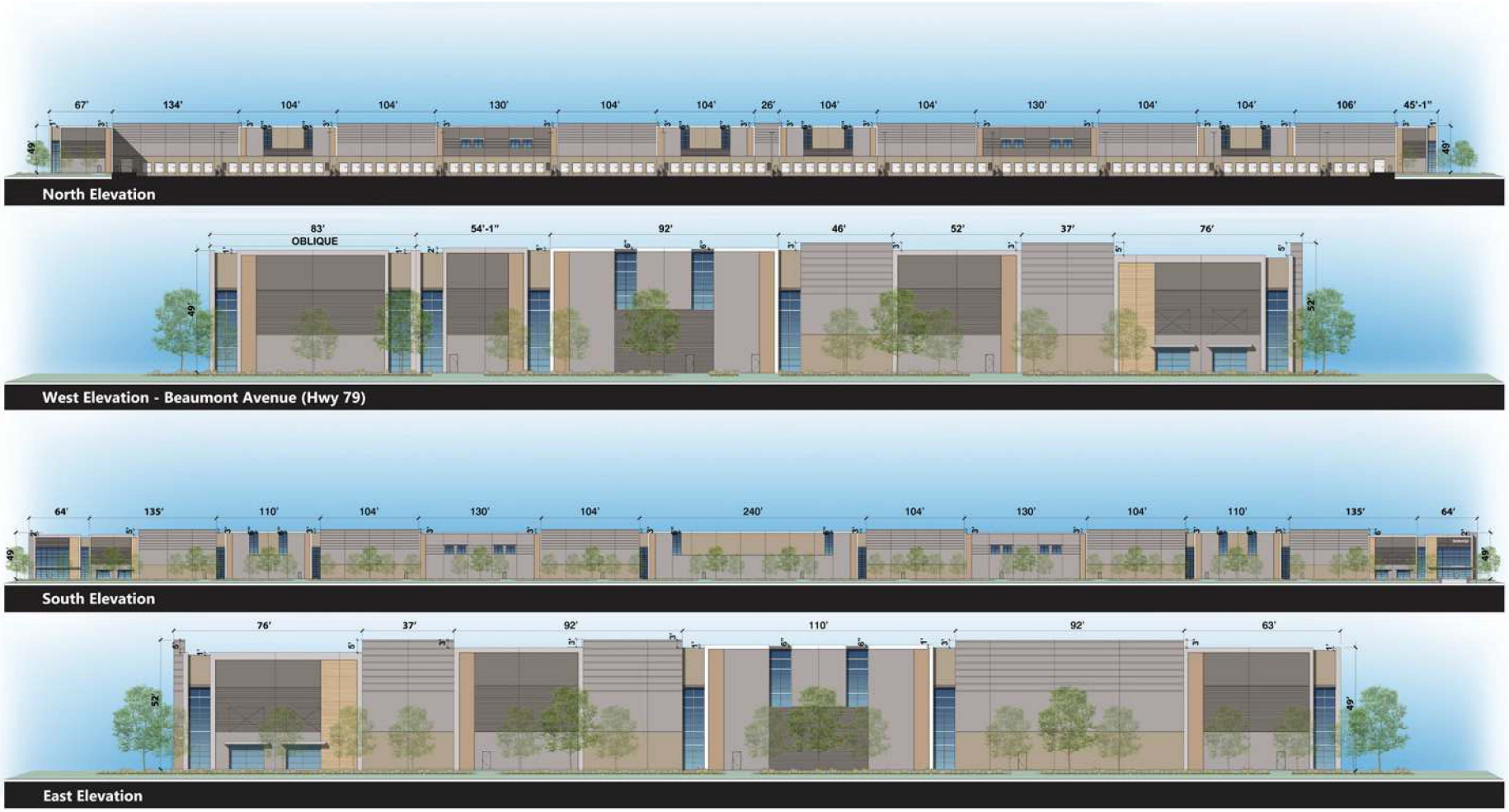
Walls, Fencing, Lighting

Eight-foot high metal fencing is proposed around the perimeter of the loading dock areas of each building to ensure building security, and 8-foot high metal sliding gates on both ends of the metal fencing would provide pedestrian and vehicular access into the loading dock areas. Additionally, 8-foot high screen walls are proposed on the eastern fence boundaries.

Lighting would be provided along the Development Site perimeter, surrounding the industrial buildings, and within the parking areas to provide security lighting, landscape lighting, and parking lot lighting, among others. Lighting fixtures would have cast black paint with finned metal housing and have input power ranging from 173.5 to 259.4 watts. The project would comply with the City's industrial lighting standards and a lighting plan would be developed consistent with the City's lighting standards for City review and approval prior to the issuance of the first building permit.

Landscaping

Extensive landscaping is proposed along the Development Site perimeter, between the four industrial buildings, and within the parking areas as shown on Exhibit 3-8, *Conceptual Landscape Plan*. A variety of tree, shrub, accent, and groundcover species are proposed throughout the Development Site. Tree species include desert willow, toyon, Chinese flame tree, Canary Island pine, Afghan pine, Chinese pistache, and California sycamore, among others. Shrub species include artemisia, coyote bush, dwarf bottle brush, silverleaf cassia, fortnight lily, and emu bush, among others. Accent plants include century plant, blue flame agave, blue glow agave, agave, desert spoon, afterglow echeveria, and red yucca. Groundcover species include dwarf acacia, prostate natal plum, yellow day lily, and yellow lantana, among others. The total number of trees and shrubs planted on-site would be required to comply with the City's landscaping standards pursuant to Municipal Code Section 17.06.040, *Landscape requirement for nonresidential uses*, and Section 17.06.050, *Parking lot landscape requirements*. No landscaping would be provided within the truck yard.



Source: HPA Architecture, 2026

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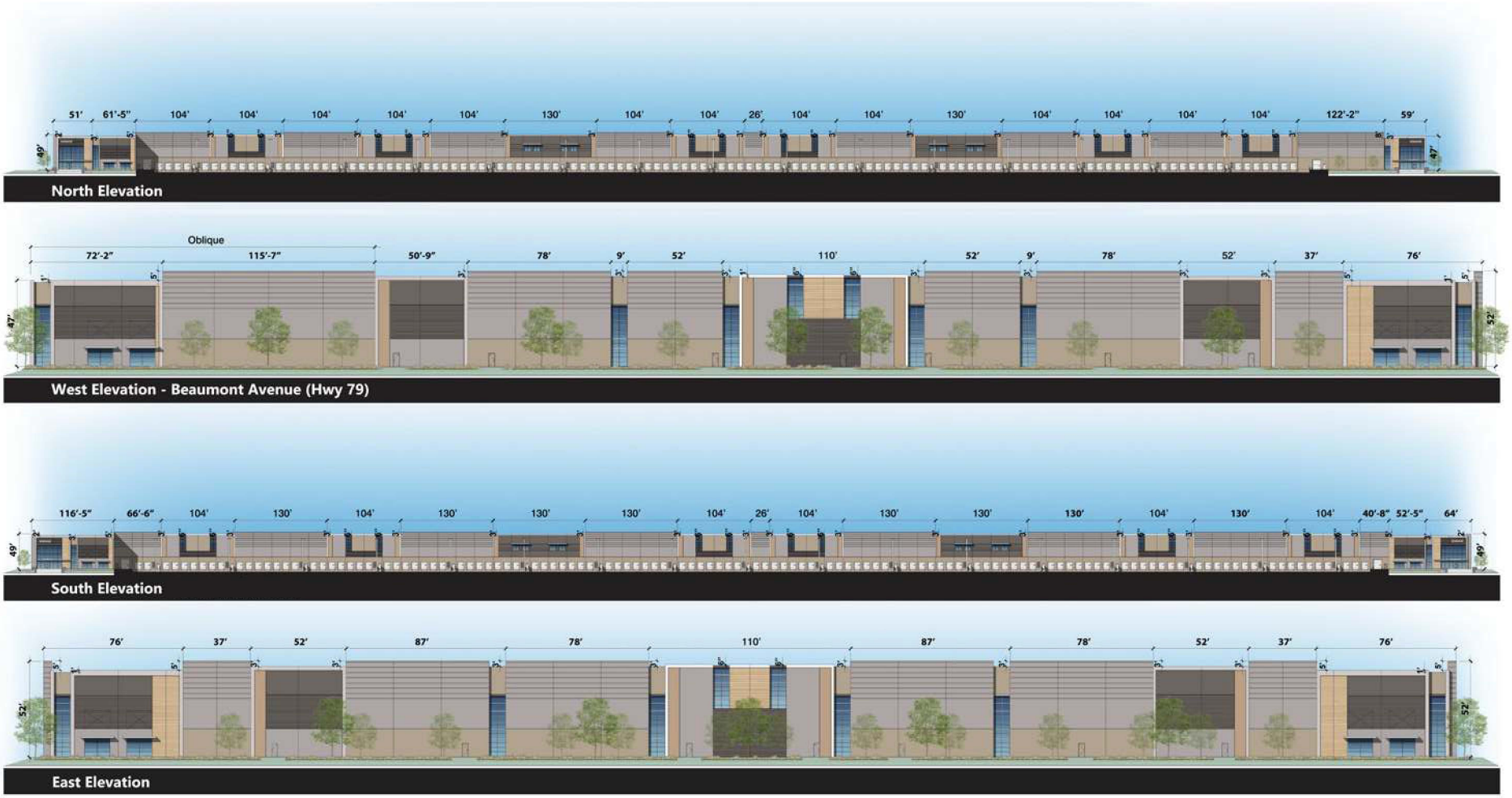
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ENVIRONMENTAL IMPACT REPORT

Building Elevations – Building 1

Exhibit 6a



Source: HPA Architecture, 2026

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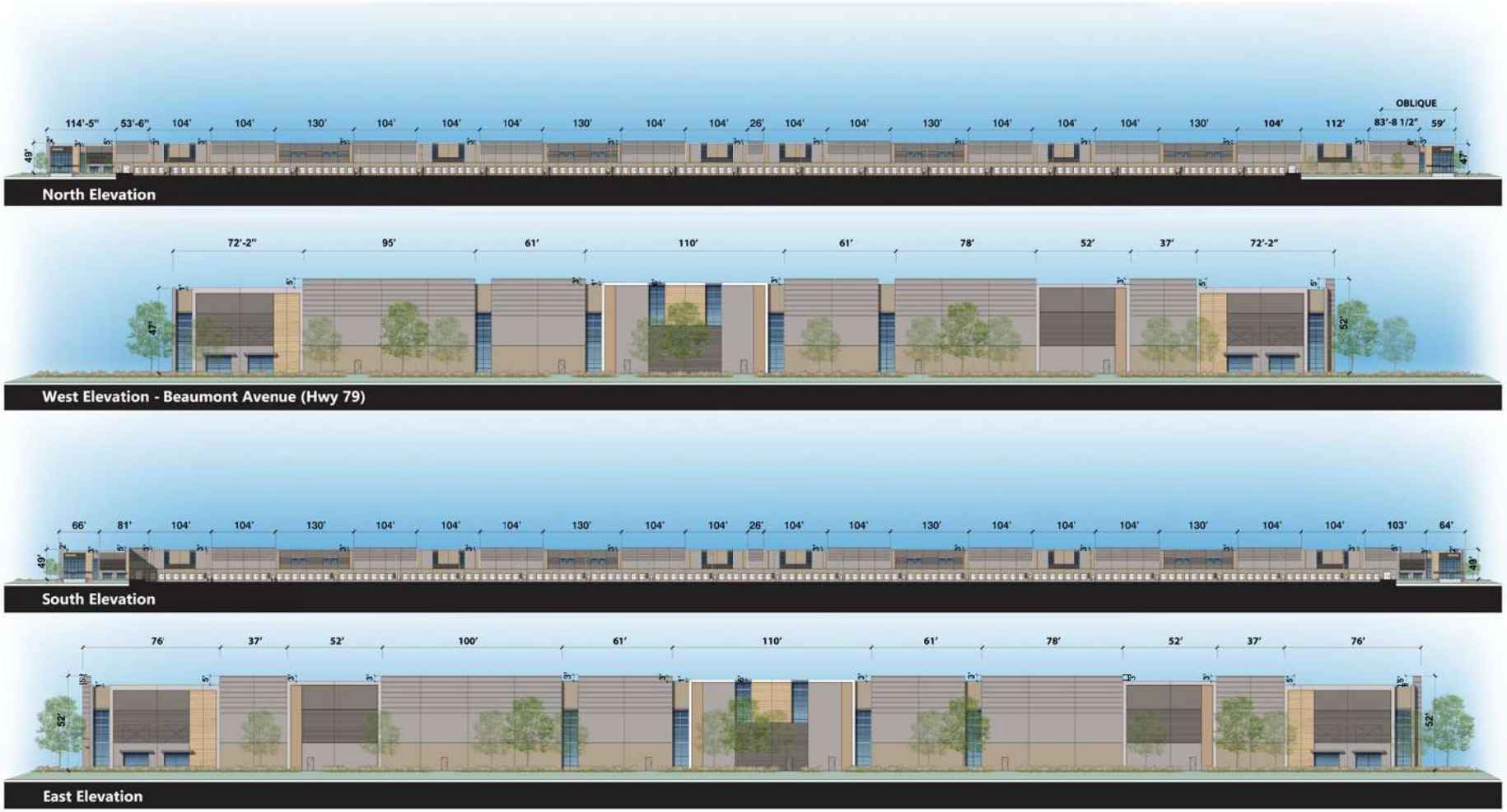
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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
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Building Elevations – Building 2

Exhibit 6b



Source: HPA Architecture, 2026

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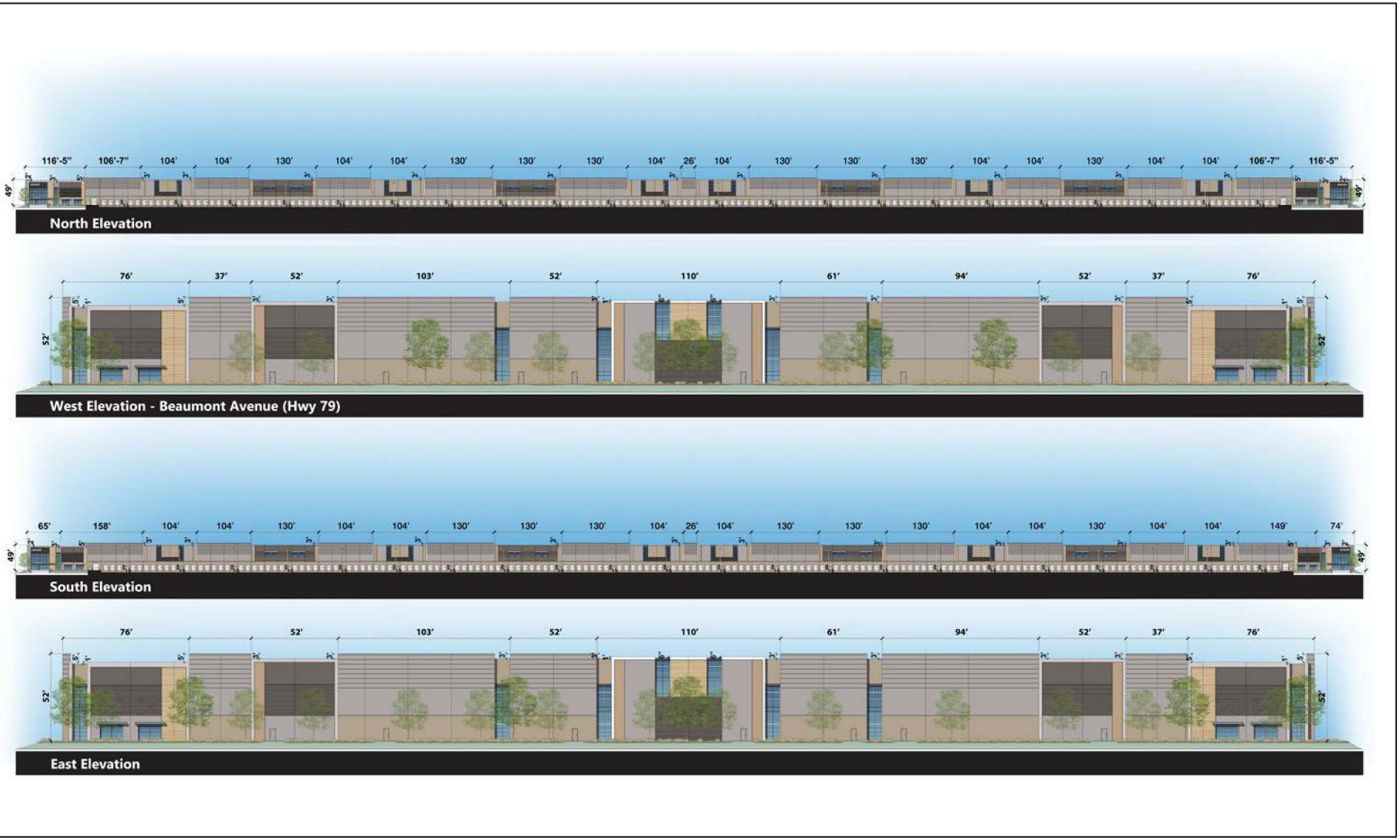
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Building Elevations – Building 3

Exhibit 6c



Source: HPA Architecture, 2026

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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Building Elevations – Building 4

Exhibit 6d

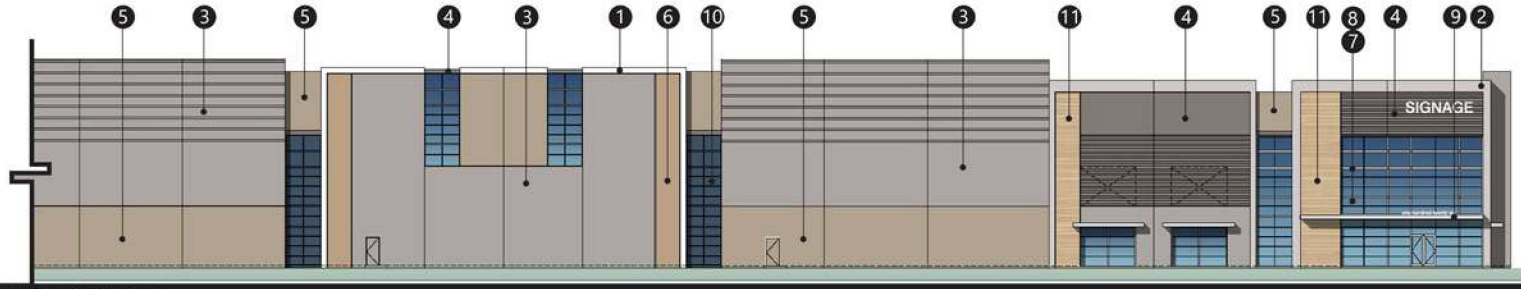


West Elevation - Beaumont Avenue (Hwy 79)



South Elevation





Enlarged View of South Elevation

Source: HPA Architecture, 2026

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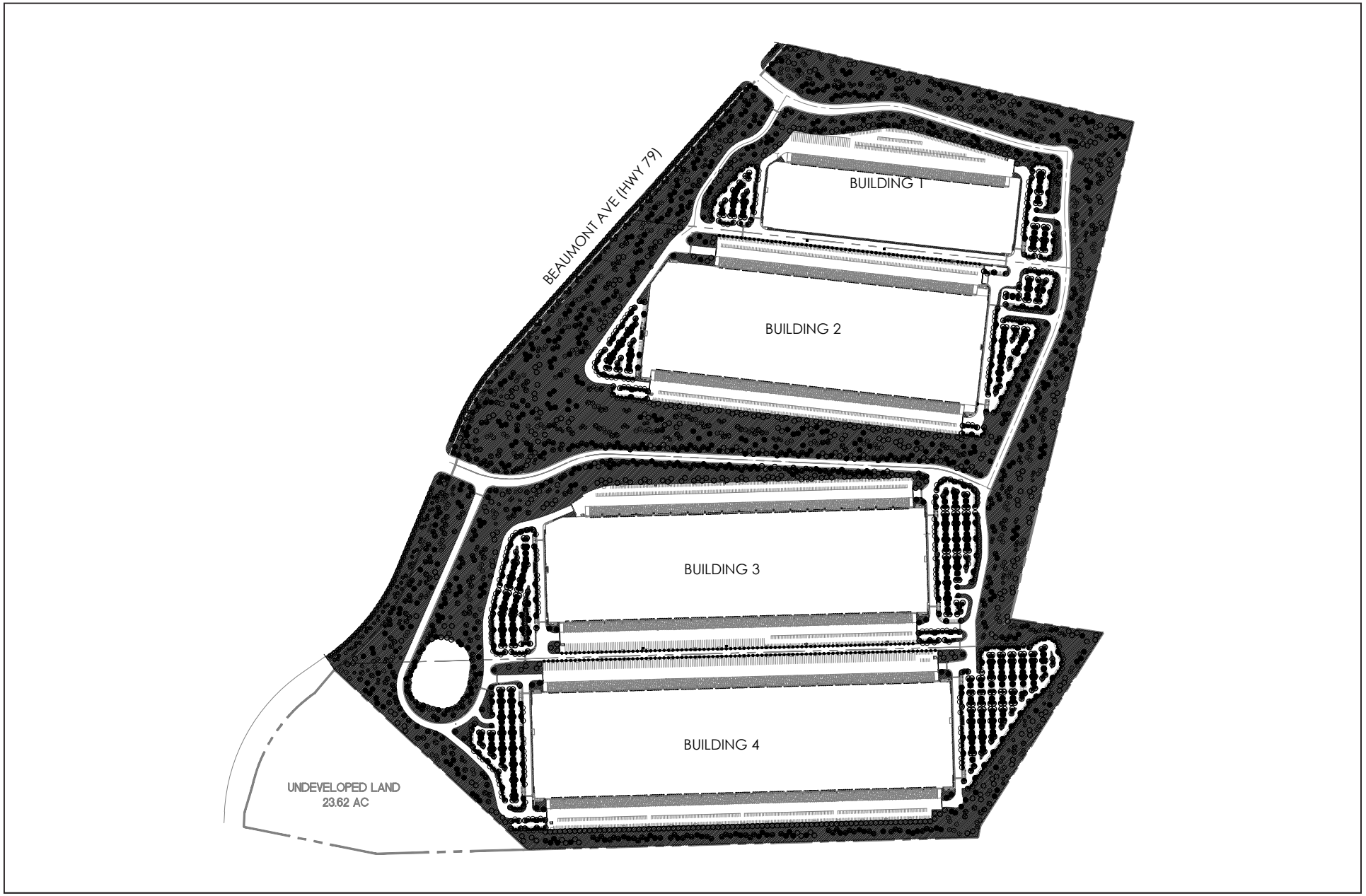
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Enlarged Building 1 Elevation and Material Board

Exhibit 3-7



Source: HPA Architecture, 2025

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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Conceptual Landscape Plan

Exhibit 3-8

Fire Protection Design Features

The project site is located in a wildland-urban interface and spans an area statutorily designated as a Very High Fire Hazard Severity Zone State Responsibility Area by the California Department of Forestry and Fire Protection. As such, a Fire Protection Plan was prepared for the project to provide guidance for vegetation maintenance for the proposed fuel maintenance zones and landscaped areas on the project site; refer to Section 5.11, *Wildfire*. Based on the results of the Fire Protection Plan, the following project design features are proposed to reduce wildfire risk and enhance fire protection:

- Project buildings would be constructed of ignition resistant construction materials and include automatic fire sprinkler systems based on the latest adopted Building and Fire Codes for occupancy types.

- Fuel modification would be provided as needed around the perimeter of the project site as required by the Riverside County Fire Department (RCFD) and would be a minimum of 100 feet wide.

- If any modifications to the site plan or building square footage described in the Fire Protection Plan occurs, the applicant would be required to submit a revised fire protection plan for RCFD approval.

- Landscape plantings would not utilize prohibited plants that have been found to be highly flammable.

- Fire apparatus access roads (i.e., public and private streets) would be provided throughout the industrial development and would vary in width and configuration but would all provide at least the minimum required unobstructed travel lanes, lengths, turnouts, turnarounds, and clearances required by applicable codes. Primary access and internal circulation would comply with RCFD requirements.

- Buildings would be equipped with automatic fire sprinkler systems designed to National Fire Protection Association (NFPA) 13 standards and meet RCFD requirements.

- The project would be required to demonstrate provision of water capacity and delivery to ensure a reliable water source for operations and during emergencies which may require extended fire flow.

- Should future iterations of the project's site plan result in buildings that do not achieve a minimum of 100 feet of defensible space, then alternative materials and methods may be proposed to provide the functional equivalency of a full 100 feet of defensible space. Alternative materials and methods would be to the satisfaction of RCFD and may include structural hardening enhancements or landscape features, like non-combustible walls.

- On-going maintenance of all fuel modification shall be managed by Owner's, Property Management Company, or another approved entity, at least annually or as needed.

- The Property Owner(s) or Property Management Company will provide business owners informational brochures at time of occupancy, which will include an outreach and educational role to ensure fire safety measures detailed in the Fire Protection Plan have been implemented and prepare development-wide "Ready, Set, Go!" plans.

GENERAL PLAN AMENDMENT

The project proposes a General Plan Amendment to amend the Beaumont General Plan to reflect annexation of the project site and application of the Industrial (I) land use designation on the Development Site and maintain the City's underlying land use designations for the Construction Staging/Earthwork Balance Area (Rural Residential 40 and Open Space) as illustrated on Exhibit 3-9, *Proposed City General Plan Designations and Zoning*. Based on the General Plan, the I land use designation is intended for a range of industrial uses, including "standalone" industrial activities, general and light industrial, research parks, private trade schools, colleges, and business parks. Other General Plan elements would be amended as required to reflect the project.

PRE-ZONING

Prior to its annexation, the Development Site and Construction Staging/Earthwork Balance Area would be pre-zoned to allow for implementation of the proposed project. The Development Site would be pre-zoned Manufacturing (M); refer to Exhibit 3-9. Per Municipal Code Section 17.03.100, *Manufacturing Zone (M Zone)*, the M zone is intended to maintain 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.

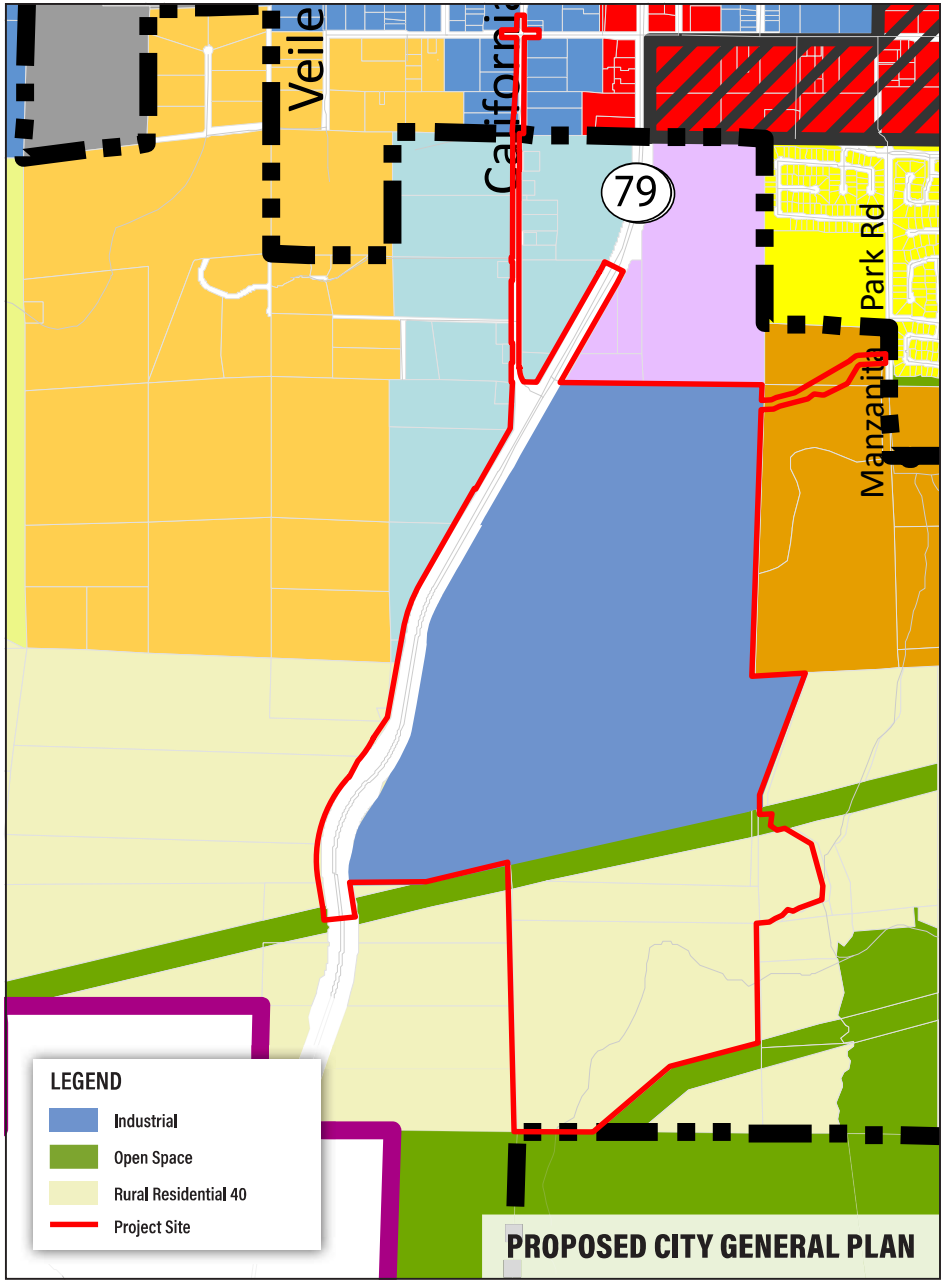
The Construction Staging/Earthwork Balance Area would be pre-zoned Residential, Rural (RR) and Recreation/Conservation (RC); refer to Exhibit 3-9. The RR and RC pre-zones would be consistent with the underlying land use designations (i.e., Rural Residential 40 and Open Space, respectively).

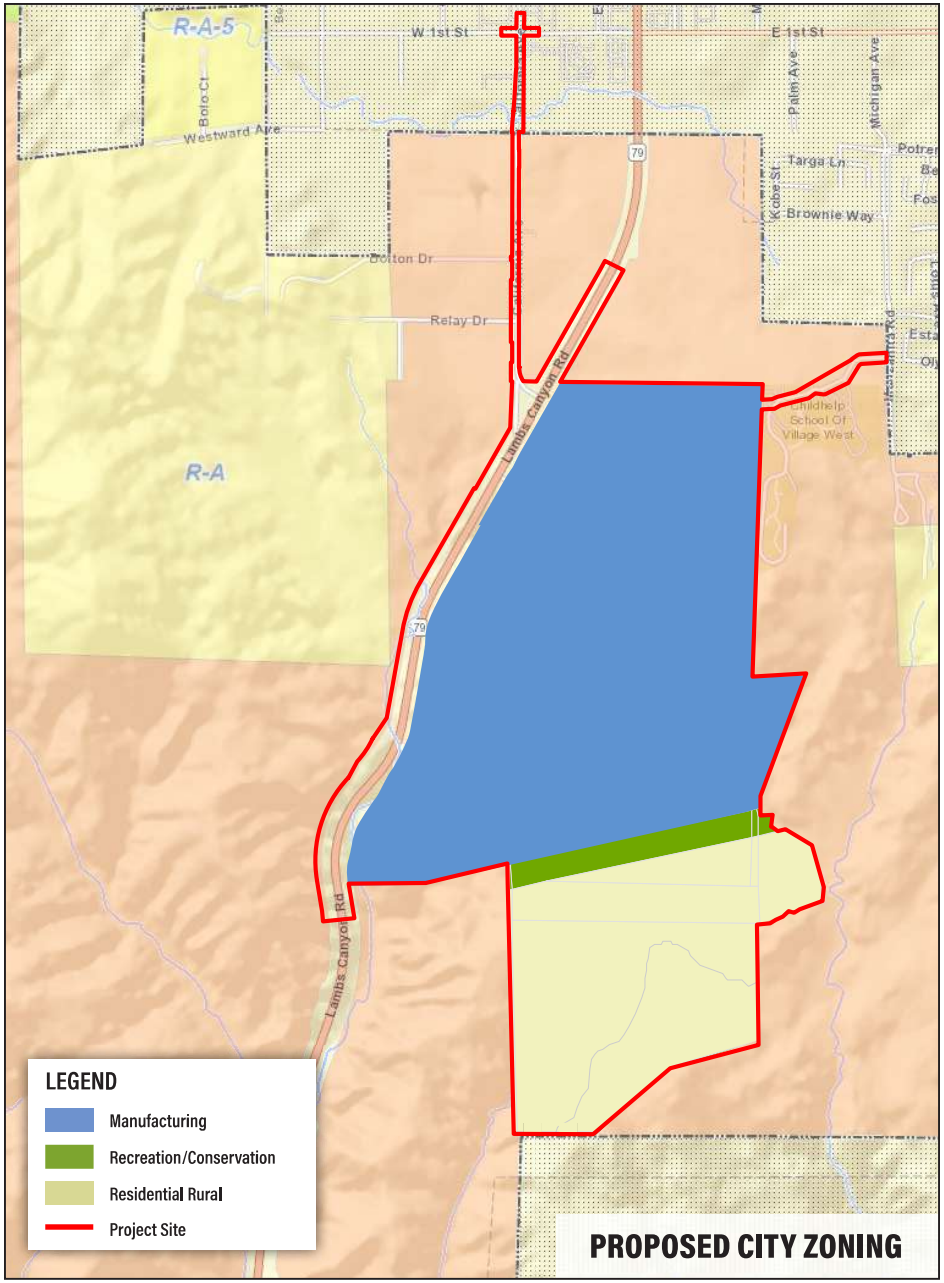
SUBDIVISION

Subdivisions are created by dividing a larger parcel of land into smaller, individual lots or parcels to allow the efficient use of land and facility the planned development of various uses. The project proposes a subdivision to subdivide the Development Site into four parcels, one for each proposed building.

DEVELOPMENT AGREEMENT

A Development Agreement identifies methods for the financing, acquisition, and construction of infrastructure systems and provides assurance that development of a property may proceed subject to the City's rules and regulations in effect at the time of project approval. A Development Agreement between the project applicant and the City is proposed to ensure proper development and conditions are met for both parties. The DA would be subject to review and approval by the City pursuant to the City's established Development Agreement process.





Source: City of Beaumont, 2020.

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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
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Proposed City General Plan Designations and Zoning

Exhibit 3-9

3.3 PHASING AND CONSTRUCTION

The Development Site would be mass graded in its entirety; subsequently, the proposed industrial development would be constructed in four phases, one phase per building. Anticipated grading consists of approximately 9,000,000 cubic yards of cut and approximately 10,000,000 cubic yards of fill material with a net import of approximately 1,000,000 cubic yards. Construction staging of equipment and soils would occur in the Construction Staging/Earthwork Balance Area identified on Exhibit 3-2. Construction activities would comply with all applicable construction transportation management requirements, including City and Caltrans standards.

The project is expected to commence in June 2026 and would end in December 2032 under both tenant use options. The duration of construction activity and associated equipment detailed in Table 3-2, *Construction Schedule*, and Table 3-3, *Construction Equipment Assumptions*, represents a reasonable approximation of the expected construction fleet.

Table 3-2
Construction Schedule

Phase	Construction Activity	Start Date	End date	Days
Mass Grading	Site Preparation	6/1/2026	7/24/2026	40
	Mass Grading	7/25/2026	1/8/2027	120
Phase 1 (2028 Opening Year)	Remedial Grading	1/9/2027	4/2/2027	60
	Building Construction	4/3/2027	12/31/2027	195
	Paving	9/20/2027	12/31/2027	75
	Architectural Coating	9/20/2027	12/31/2027	75
Phase 2 (2029 Opening Year)	Remedial Grading	1/1/2028	3/24/2028	60
	Building Construction	3/25/2028	7/31/2029	352
	Paving	2/28/2029	7/31/2029	110
	Architectural Coating	2/28/2029	7/31/2029	110
Phase 3 (2030 Opening Year)	Remedial Grading	8/1/2029	10/23/2029	60
	Building Construction	10/24/2029	12/31/2030	310
	Paving	7/31/2030	12/31/2030	110
	Architectural Coating	7/31/2030	12/31/2030	110
Phase 4 (2032 Opening Year)	Remedial Grading	1/1/2031	3/25/2031	60
	Building Construction	3/26/2031	12/31/2032	463
	Paving	7/31/2032	12/31/2032	110
	Architectural Coating	7/31/2032	12/31/2032	110

Source: Refer to Appendix 11.10, *Air Quality Analysis/HRA*.

Table 3-3
Construction Equipment Assumptions

Phase	Construction Activity	Equipment	Quantity	Hours Per Day
Mass Grading	Site Preparation	Crawler Tractors	12	8
		Rubber Tired Dozers	9	8
	Mass Grading	Crawler Tractors	6	8
		Excavators	6	8
		Graders	3	8
		Rubber Tired Dozers	3	8
		Scrapers	16	8
Phases 1-4	Remedial Grading	Crawler Tractors	3	8
		Excavators	3	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	4	8
	Building Construction	Cranes	2	8
		Forklifts	6	8
		Generator Sets	2	8
		Tractors/Loaders/Backhoes	6	8
		Welders	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8

Source: Refer to Appendix 11.10, *Air Quality Analysis/HRA*.

3.4 GOALS AND OBJECTIVES

CEQA Guidelines Section 15124(b) states that an EIR project description must include "[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project." The proposed project objectives are outlined below.

1. Consistent with the General Plan, provide employment-generating uses to enhance economic growth and development in the City while diversifying the City's job base.

2. Encourage fiscal performance within the City that provides fiscal and economic resiliency to the City.

3. Implement infrastructure improvements within the City's SOI to encourage future development.

4. Locate new development in undeveloped areas of the City's SOI near major transportation corridors to ensure connectivity with existing uses, services, and infrastructure.

5. Ensure complementary aesthetics of new development with the natural environment through proper site design, building height, building materials, colors, and landscaping.

6. Ensure new development considers compatibility with sensitive users and incorporates project features that reduce potential environmental impacts to adjacent uses.

7. Implement light industrial uses providing local and regional construction employment opportunities.

3.5 DISCRETIONARY APPROVALS

The City of Beaumont is the Lead Agency for the project and has discretionary authority over the project proposal. Anticipated City discretionary approvals include, but are not limited to, the following.

- EIR Certification;
- General Plan Amendment;
- Pre-Zoning;
- Subdivision; and
- Development Agreement.

In addition, anticipated discretionary actions, consultation, and/or permits necessary to realize the project would or may include the following:

- Annexation approval would be required by Riverside County LAFCO to annex the Annexation Area identified on Exhibit 3-2 into the City of Beaumont;
- Annexation approval by Beaumont Cherry Valley Water District to annex the Annexation Area identified on Exhibit 3-2 into BCVWD's water service area;
- Approval from the County of Riverside for temporary construction activities within the Construction Staging/Earthwork Balance Area identified on Exhibit 3-2;
- Permitting by/through the Regional Water Quality Control Board (RWQCB) pursuant to requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit;
- Permitting by/through the California Department of Fish and Wildlife (CDFW) and RWQCB allowing for implementation of proposed mitigation to biological resources and jurisdictional areas;
- Consultation and coordination with the Western Riverside County Regional Conservation Authority (RCA), including a Minor Amendment to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP);
- Permitting by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented pursuant to the project;
- Permitting (i.e., utility construction and connection permits) from affected utility purveyors; and
- Other ministerial permits necessary to realize on- and off-site improvements related to the development of the project.

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4.0 BASIS OF CUMULATIVE ANALYSIS

CEQA Guidelines Section 15355 provides the following definition of cumulative impacts:

> *"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*
>
> *(a) The individual effects may be changes resulting from a single project or a number of separate projects.*
>
> *(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA Guidelines Section 15130 further addresses the discussion of cumulative impacts, as follows:

> *(1) An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.*
>
> *(2) If the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR should briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR.*
>
> *(3) If the combined cumulative impact associated with the project's incremental effect and the effects of other projects is significant, the EIR must determine whether the project's contribution is cumulatively considerable.*
>
> *(4) The EIR may conclude the project's contribution to a significant cumulative impact is less than cumulatively considerable and thus is not significant, if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.*

Section 5.0, *Environmental Analysis*, assesses the cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact's severity and likelihood of occurrence.

In accordance with *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

> *1. Either:*
>
> *A. 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, or*
>
> *B. 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.*

Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

2. *When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.*

3. *Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.*

4. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.*

5. *A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

This EIR evaluates the project's potential cumulative impacts using both the list and summary of projections approaches depending upon which approach is appropriate/relevant for each environmental issue area. The geographic area considered for cumulative impacts varies depending on environmental issue area. For example, the project's operational effects have geographic scopes that are global (such as greenhouse gases, addressed in Section 5.15, *Greenhouse Gas Emissions*), regional (such as air quality, addressed in Section 5.14, *Air Quality*), and local (such as light and glare, addressed in Section 5.2, *Aesthetics/Light and Glare*).

Table 4-1, *Cumulative Projects List*, and Exhibit 4-1, *Cumulative Projects Map*, identify related projects in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following list of projects was developed based on data from the City of Beaumont, City of Calimesa, City of Banning, City of San Jacinto, City of Yucaipa, and County of Riverside as of the date of the Notice of Preparation (May 2024). The implementation of each project represented in Table 4-1 was determined to be reasonably foreseeable.

Table 4-1
Cumulative Projects List

Map Key	Project	Jurisdiction[1]	Land Use	Buildout
1	Calimesa II	City of Calimesa	Health/Fitness Club	20,000 SF
			Clinic	12,000 SF
			Animal Hospital/Veterinary Clinic	9,900 SF
			Medical-Dental Office	5,000 SF
			Shopping Center (>150,000 SF)	8,500 SF
			High Turnover (Sit-Down) Restaurant	8,500 SF
			Fast-Food Restaurant with Drive-Through	7,500 SF
			Super Convenience Market/Gas Station	16 VFP
2	Summerwind Commons II	City of Calimesa	Single Family Detached	168 units
3	Oak Valley Town Center	City of Calimesa	High Cube Warehouse	2,250,000 SF
			Truck/Trailer Parking Lot	10.07 acres
4	Oak Valley Town Commercial	City of Calimesa	Commercial Retail	751,800 SF
5	JP Ranch (Tract No. 30387)	City of Calimesa	Single Family Residential	689 units
			Shopping Center	72,700 SF
6	Holly Hills (within RIVCOM TAZ 140)	City of Calimesa	Single Family Detached	1,039 units
			Multi-Family Housing (Low-Rise)	266 units
			Parks/Recreation	11.6 acres
7	Holly Hills (within RIVCOM TAZ 143)	City of Calimesa	Single Family Detached	470 units
			Multi-Family Housing (Low-Rise)	473 units
			Parks/Recreation	10.3 acres
8	I-10 Gateway	Unincorporated Riverside County	High-Cube Warehouse	2,560,000 SF
9	Borstein Property	Unincorporated Riverside County	Single Family Residential	209 units
10	Summerwind Trails (Phases 2 & 3)	City of Calimesa	Single Family Residential	1,747 units
			Single Family Residential – Attached	411 units
			Parks	25.6 acres
11	Summerwind Trails (Phases 4 & 5)	City of Calimesa	Single Family Residential	790 units
			Parks	29.5 acres
12	Sunny-Cal Specific Plan	City of Calimesa	Single Family Residential	571 units
13	Beaumont Tract 31966	Unincorporated Riverside County	Single Family Residential	60 units
14	Fairway Canyon SCPGA	City of Beaumont	Single Family Residential	1,650 units
15	Beyond Beaumont Commercial	City of Beaumont	Shopping Center	6,580 SF
16	Tournament Hills 3 (Tract Map No. 36307)	City of Beaumont	Single Family Residential	279 units

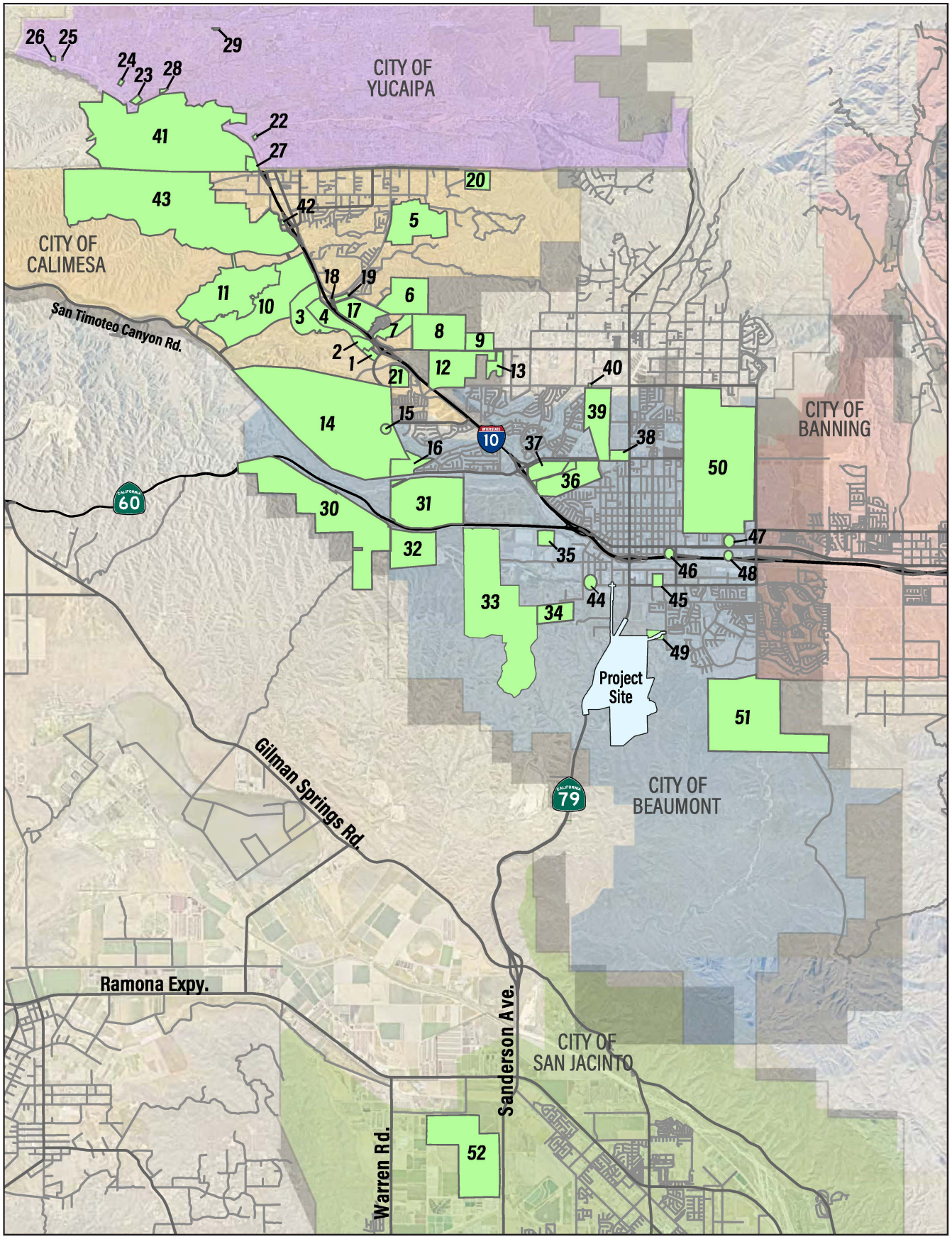
Map Key	Project	Jurisdiction[1]	Land Use	Buildout
17	Oak Valley North Specific Plan	City of Calimesa	High-Cube Warehouse	1,288,505 SF
			High-Cube Cold Storage	2,560,000 SF
			Multi-Family Housing	396 units
18	Oak Valley Commercial 1	City of Calimesa	Shopping Center	64,033 SF
19	Oak Valley Commercial 2	City of Calimesa	Shopping Center	128,067 SF
20	Heritage Oaks Specific Plan	City of Calimesa	Single Family Residential	45 units
21	Riedman Subdivision	City of Calimesa	Single Family Residential	179 units
22	Advantage Paving	City of Yucaipa	Metal Office and Shop	5,000 SF
23	Yucaipa Gateway Plaza	City of Yucaipa	Hotel	92 rooms
			Restaurant and Office	11,250 SF
			Drive-Through Restaurant	3,677 SF
24	Dunlap	City of Yucaipa	Office Building	2,419 SF
25	Pop Top	City of Yucaipa	Metal Office Building/Auto Repair	2,520 SF
26	Commercial Building	City of Yucaipa	Commercial	7,500 SF
27	Warehouse	City of Yucaipa	Warehouse	363,000 SF
28	Opal Hotel and Fuel Station	City of Yucaipa	Convenience Store	4,500 SF
			Fuel Station	24,000 SF
			Hotel	90 rooms
29	Construction Equipment Storage	City of Yucaipa	Office	2,080 SF
30	Beaumont Pointe	City of Beaumont	High-Cube Fulfillment	4,500,000 SF
			General Light Industrial	500,000 SF
			Hotel	125 rooms
			Restaurant/Retail	251,000 SF
31	Heartland (Olivewood)	City of Beaumont	Single Family Residential	981 units
32	Hidden Canyon Industrial	City of Beaumont	High-Cube Warehouse	2,890,000 SF
	Lilac Logistics Center	City of Beaumont	Industrial Park	158,112 SF
	Potrero Logistics	City of Beaumont	High-Cube Warehouse	577,920 SF
33	Legacy Highlands	City of Beaumont	High-Cube Warehouse	18,365,400 SF
			High-Cube Cold Storage	2,040,600 SF
			Commercial	143,000 SF
34	Taurek (Tract No. 31162)	City of Beaumont	Single Family Residential	244 units
35	Orchard Logistics	City of Beaumont	High-Cube Fulfillment/Cold Storage	610,000 SF
36	Kirkwood Ranch	City of Beaumont	Single Family Residential	403 units
37	Oak Valley Village (Mountain Bridge)	City of Beaumont	Commercial	441,709 SF
38	Beaumont Village	City of Beaumont	Commercial	50,810 SF
39	Noble Creek Vistas	City of Beaumont	Single Family Residential	648 units
40	Conditional Use Permit 03629	City of Beaumont	Mini-Warehouse	90,000 SF

Map Key	Project	Jurisdiction[1]	Land Use	Buildout
41	Yucaipa Freeway Corridor Specific Plan	City of Yucaipa	Commercial Retail	174.1 acres
			Business Park	44.7 acres
			Single Family Residential	458 units
42	Sandalwood Travel Center	City of Calimesa	Gasoline Service Station	8 VFP
			Diesel Service Station	12 VFP
43	Mesa Verde	City of Calimesa	Single Family Residential	2,860 units
			Multi-Family Residential	790 units
			Elementary School	1,200 students
			Shopping Center	390,000 SF
			Business Park	4,900,000 SF
44	McClure Machine Shop	City of Beaumont	General Light Industrial	16,823 SF
45	79 North Logistics	City of Beaumont	Industrial Park	404,200 SF
46	Beyond Beaumont	City of Beaumont	Gas Station	20 VFP
47	Beaumont Commons	City of Beaumont	Single Family Residential	120 units
	American Villas		Single Family Residential	36 units
	8th Street Condos		Multi-Family Residential	16 units
	Pennsylvania Avenue Apartments		Multi-Family Residential	8 units
48	Tuscany Townhomes	City of Beaumont	Multi-Family Residential	188 units
49	Pacific Scene (Tract No. 32850)	City of Beaumont	Single Family Residential	95 units
50	Sundance (remaining)	City of Beaumont	Senior Housing – Detached	704 units
51	Potrero Creek Estates	City of Beaumont	Single Family Residential	700 units
52	San Jacinto Commerce Center	City of San Jacinto	Warehousing	4,605,000 SF
			Fulfillment Center (sort)	1,512,000 SF
			Fulfillment Center (non-sort)	1,341,000 SF
			Industrial Park	1,542,000 SF

Notes: SF = square feet; VFP = vehicle fueling positions

1 If the project site falls within a city's sphere of influence, it is identified as within the city rather than unincorporated Riverside County.

Source: Urban Crossroads Inc., *Beaumont Heights Business Center Traffic Analysis*, September 23, 2025.



Source: Urban Crossroads, August 2025

Michael Baker INTERNATIONAL

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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Cumulative Projects Map

Exhibit 4-1

5.0 ENVIRONMENTAL ANALYSIS

The following subsections of this EIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and any significant and unavoidable impacts. This EIR analyzes those environmental issue areas where potentially significant impacts may occur, as stated in Appendix 11.1, *NOP and Comment Letters*.

This EIR examines environmental factors outlined in Appendix G of the *CEQA Guidelines*, *Environmental Checklist Form*, as follows:

5.1 Land Use and Planning;
5.2 Aesthetics/Light and Glare;
5.3 Biological Resources;
5.4 Tribal and Cultural Resources;
5.5 Geology and Soils;
5.6 Hydrology and Water Quality;
5.7 Hazards and Hazardous Materials;
5.8 Population and Housing;
5.9 Public Services and Recreation;
5.10 Utilities and Service Systems;
5.11 Wildfire;
5.12 Transportation;
5.13 Air Quality;
5.14 Greenhouse Gas Emissions;
5.15 Energy; and
5.16 Noise.

Other environmental topical areas and specific thresholds are addressed in Section 8.0, *Effects Found Not To Be Significant*, including the following:

- Agriculture and Forestry Resources;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources
- Noise; and
- Population and Housing.

Each environmental issue is addressed in a separate section of the EIR and is organized into six sections, as follows:

- "Existing Setting" describes the physical conditions that exist at the present time and that may influence or affect the issue under investigation.

- "Regulatory Setting" lists and discusses the laws, ordinances, regulations, and standards that apply to the project.

- "Impact Thresholds and Significance Criteria" provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the *CEQA Guidelines* (California Code of Regulations, Sections 15000 through 15387).

  Primary sources used in identifying the criteria include the *CEQA Guidelines*; local, State, federal, or other standards applicable to an impact category; and officially established significance thresholds. ". . . An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting" (*CEQA Guidelines* Section 15064[b]). Principally, ". . . a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (*CEQA Guidelines* Section 15382).

- "Impacts and Mitigation Measures" describes potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

  Impacts are generally classified as potentially significant impact, less-than-significant impact, or no impact. The "Level of Significance After Mitigation" identifies the impacts that would remain after application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "significant unavoidable impacts."

  "Mitigation Measures" are measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

- "Cumulative Impacts" describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts.

- "Significant Unavoidable Impacts" describes impacts that would be significant and cannot be feasibly mitigated to less than significant, and thus would be unavoidable. To approve a

project with significant unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (*CEQA Guidelines* Section 15093[a]).

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5.1 LAND USE AND PLANNING

This section describes the existing on-site and surrounding land use conditions and evaluates the project's consistency with applicable land use plans, policies, and regulations, as well as the potential of the proposed project to physically divide an established community.

5.1.1 EXISTING SETTING

EXISTING ON-SITE LAND USES

The project site encompasses approximately 629.27 acres, primarily within the City's Sphere of Influence (SOI) to the west of the City's current incorporated boundary and adjacent to State Route 79 (SR-79). A small portion of the northern segment of the project site along California Avenue enters the current City limits; the remainder of the project site is located within the City's SOI. Generally, the site is bounded by 1st Street to the north, an institutional use (Harmony Haven Children and Youth Center), single-family residences, and undeveloped land to the east, undeveloped land to the south, and SR-79 to the west. Additionally, a Southern California Edison (SCE) easement bisects the southern portion of the site.

The project site is entirely vacant and undeveloped land with the exception of improved segments of SR-79, California Avenue, and a proposed utility corridor through the Harmony Haven Children and Youth Center property.

EXISTING ON-SITE LAND USE AND ZONING DESIGNATIONS

Based on the *Riverside County Map My County Map*, the site has a land use designation of Rural Community – Estate Density Residential (RC-EDR) and Rural Mountainous (RM) and is entirely zoned W-2 (Controlled development areas); refer to Exhibit 3-3, *Existing County General Plan Designations and Zoning*. The project site's County land use designations are defined as follows:

- RC-EDR: Single-family detached residences on large parcels of two to five acres; limited agricultural, intensive equestrian, and animal keeping uses are expected and encouraged.

- RM: Single-family residential uses with a minimum lot size of 10 acres; areas of at least 10 acres where a minimum of 70 percent of the area has slopes of 25 percent or greater; allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources), and associated uses and governmental uses.

The W-2 zone permits one-family dwellings, home occupations, agricultural crops, nurseries and greenhouses, and noncommercial keeping of farm animals; other complementary uses are also conditionally permitted within the zone.

According to the *Beaumont General Plan* (General Plan) Land Use Map, the project site is designated Urban Village, High Density Residential, Rural Residential 40, and Open Space; refer to Exhibit 3-4,

Existing City General Plan Designations. The City does not currently identify any zoning districts for the project site. The project site's City land use designations are defined as follows:

- Urban Village: Variety of specialized land uses, including a regional-serving commercial, higher density residential development, educational uses, and abundant open space and recreation amenities. Permitted density is 12 to 24 dwelling units per acre (du/ac) and permitted floor area ratio (FAR) is up to 1.0.

- High Density Residential: Multi-family housing (townhomes, condominiums, apartments, etc.); neighborhood commercial uses permitted in specified locations. Minimum permitted density is 12 du/ac, maximum permitted density is 30 du/ac, and maximum permitted FAR is 0.35.

- Rural Residential 40: Single-family detached homes on 40 acre lots in a rural mountainous setting.

- Open Space: Passive and active parks, trails, golf courses, community centers, supportive maintenance sheds, etc.

SURROUNDING SETTING

Surrounding land uses predominantly include undeveloped vacant land with some scattered residential uses, which are further described as follows:

- *North*: Undeveloped vacant land and single-family residences are located to the north of the project site. Uses to the north are located both within the City limits and SOI.

- *East*: The Harmony Haven Children and Youth Center, single-family residences, and undeveloped vacant land are located to the east of the project site. These areas are located within the City's SOI.

- *South*: Undeveloped vacant land is located to the south of the site and both within the City limits and SOI.

- *West*: SR-79 bounds the site to the west. Undeveloped vacant land is located further west of SR-79 within the City's SOI.

5.1.2 REGULATORY SETTING

REGIONAL LEVEL

Southern California Association of Governments

Regional planning agencies, such as the Southern California Association of Governments (SCAG), recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address

regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Beaumont.

SCAG has evolved as the largest council of governments in the United States, functioning as the MPO for six counties, including Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial, and 191 cities. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the South Coast Air Quality Management District's Air Quality Management Plan (AQMP).

CONNECT SOCAL: 2024-2050 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

The passage of Senate Bill 375 (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 Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation 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.

SCAG's Regional Council adopted *Connect SoCal: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) on April 4, 2024. The 2024-2050 RTP/SCS outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The 2024-2050 RTP/SCS 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 and achieve the GHG emissions reduction target for the region set by the California Air Resources Board (CARB). The 2024-2050 RTP/SCS goals include the following:

1. Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.

2. Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.

3. Support planning for people of all ages, abilities, and backgrounds.

4. Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.

5. Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.

6. Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.

7. Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.

8. Conserve the region's resources.

9. Improve access to jobs and educational resources.

10. Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.

In addition, the 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies.

Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000

The Local Agency Formation Commission (LAFCO) of Riverside County is a State-mandated local agency that administers California Government Code Sections 56000 et seq., known as the Cortese-Knox- Hertzberg Local Government Reorganization Act of 2000. Among the purposes of LAFCO are discouraging urban sprawl and encouraging the orderly formation and development of local government agencies, including cities and special districts, based on local conditions and circumstances (Section 56301). LAFCO regulates, through approval and denial, the boundary changes proposed by other public agencies or individuals. In reviewing proposals for boundary changes, LAFCO is required to consider certain factors such as the conformity between city and county plans, current service levels, and the need for future services to the area, as well as the social, physical, and economic effects that agency boundary changes present to the community (Government Code Section 56841). Annexations into the City must be approved by LAFCO.

LOCAL LEVEL

County of Riverside General Plan

The Land Use Element of the County General Plan 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 following policies are relevant to the proposed project:

Policy LU 1.4: Require that annexations allow the County of Riverside to maintain a sufficient tax base or other revenue base to pay for their necessary services.

Policy LU 1.6: Coordinate with local agencies, such as LAFCO, service providers and utilities, to ensure adequate service provision for new development.

Policy LU 2.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following:

a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.

b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.

c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.

d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.

e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.

f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.

g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.

Policy LU 3.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts:

a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities and housing.

b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.

c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.

d. Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.

e. Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.

f. In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).

g. Provide the opportunity to link communities through access to multi-modal transportation systems.

Policy LU 3.2: Use open space, greenways, recreational lands, and watercourses as community separators.

Policy LU 4.1: Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts:

a. Compliance with the design standards of the appropriate area plan land use category.

b. Require that structures be constructed in accordance with the requirements of Riverside County's zoning, building, and other pertinent codes and regulations.

c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.

d. Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.

e. Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR).

f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.

g. Encourage innovative and creative design concepts.

h. Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art.

i. Include consistent and well-designed signage that is integrated with the building's architectural character.

j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.

k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.

l. Mitigate noise, odor, lighting, and other impacts on surrounding properties.

m. Provide and maintain landscaping in open spaces and parking lots.

n. Include extensive landscaping.

o. Preserve natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.

p. Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.

q. Design parking lots and structures to be functionally and visually integrated and connected.

r. Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.

s. Establish safe and frequent pedestrian crossings.

t. Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.

u. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas.

v. v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space

Policy LU 4.2: Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following:

a. Provide proactive code enforcement activities.

b. Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.

c. Promote and support community and neighborhood based efforts for the maintenance, upkeep, and renovation of structures and sites.

Policy LU 7.1: Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.

Policy LU 7.3: Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process.

Policy LU 7.4: Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

Policy LU 8.1: Accommodate the development of a balance of land uses that maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity.

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 11.2: Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, child care centers and schools.

Policy LU 13.1: Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.

Policy LU 13.2: Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.

Policy LU 21.3: Ensure that development does not adversely impact the open space and rural character of the surrounding area.

The Pass Area Plan

The Pass Area Plan addresses local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the County General Plan. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character, and features of this unique area. However, there are no Land Use policies that apply to the City of Beaumont, to the project site, or to the proposed project.

City of Beaumont General Plan

The Beaumont General Plan provides a blueprint to guide long-term growth, development, and decision-making in the City. It articulates specific steps to guide land use and planning focused on growth management, community character, circulation, quality of life, economic development, public health, and sustainability over the next 20 to 30 years. Additionally, the Beaumont General Plan contains goals and policies that provide the framework for achieving the community's long-term vision. The Beaumont General Plan consists of the following elements/plans: Land Use and Community Design, Mobility, Economic Development and Fiscal, Health and Environmental Justice, Community Facilities and Infrastructure, Conservation and Open Space, Safety, Noise, and Downtown Area Plan. The Housing Element is provided under separate cover and covers the 2021-2029 housing cycle. As the project site is not located within the Downtown Area Plan, and the project does not propose any housing, the Downtown Area Plan and General Plan Housing Element are not applicable.

LAND USE AND COMMUNITY DESIGN ELEMENT

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

MOBILITY ELEMENT

The Mobility Element presents the approach to transportation, addressing access and mobility within the City. The chapter provides the circulation network map and an overview of recommended street

types as well as goals and policies addressing existing and future transportation facilities in Beaumont for vehicles, pedestrians, bicycles, and transit.

ECONOMIC DEVELOPMENT AND FISCAL ELEMENT

The Economic Development and Fiscal Element presents a brief summary of existing economic and market conditions, including goals and policies related to fiscal health, business attraction and retention, and jobs and workforce development. It also addresses opportunities for the City to achieve a jobs-housing balance, economic growth, and fiscal stability.

HEALTH AND ENVIRONMENTAL JUSTICE ELEMENT

The Health and Environmental Justice Element presents the community's vision for promoting health, environmental justice, and community safety in Beaumont. This element addresses overall health concerns, in addition to strategies for mitigating impacts to disadvantaged populations. It includes goals and policies that address equity and access, land use and community design, and environmental pollution. The element also covers chronic disease prevention, safe and affordable housing, access to healthy food, health care access, neighborhood design, and safety.

COMMUNITY FACILITIES AND INFRASTRUCTURE ELEMENT

The Community Facilities and Infrastructure Element presents the community's interest in maintaining efficient and well-managed community facilities and infrastructure, including water, energy, waste, and telecommunications networks. The element also includes goals and policies that address the provision of public facilities and services, including parks, city facilities, and schools. This element also presents the community's desire for safe, accessible, and high-quality parks and recreational facilities.

CONSERVATION AND OPEN SPACE ELEMENT

The Conservation and Open Space Element presents a vision for protecting the community's access to land, water, and natural resources. This element additionally provides information on energy, air quality, environmentally sensitive habitat, visual resources, and cultural and tribal resources in the City. Finally, this element identifies goals and policies describing the community's preferences and priorities for promoting environmental stewardship and sustainability practices.

SAFETY ELEMENT

The Safety Element presents the vision for reducing the potential risks resulting from natural and environmental hazards such as earthquakes, floods, fire, and extreme weather. Climate change is also addressed in this chapter. In addition to natural hazards, this element also addresses police and fire services. The element contains goals and policies that will help guide the City's decisions related to new development and the risks to the health, safety, and welfare of local hazards.

NOISE ELEMENT

The Noise Element addresses the community's approach for minimizing noise levels in the City and contributing to a higher quality of life. The element analyzes and quantifies existing and future noise

levels. It includes maps summarizing the results and presents goals and policies for managing exposure to excessive noise, including enforcement of noise standards, land use planning, site design, and innovative building technology.

Beaumont Municipal Code

Title 17, *Zoning*, is known as the City's Zoning Ordinance and consists of the Zoning Ordinance and Zoning Map. The primary purpose of the Zoning Ordinance is to serve the public's health, safety, and general welfare through the promotion of compatible land uses. Additionally, the Zoning Ordinance establishes development standards related to health and safety, protection and enhancement of the environment, maintenance of property values, and enhancement of the City's appearance. The Zoning Ordinance establishes standards and procedures for development in each zoning district in addition to setting forth the procedures for amendments to the Zoning Map and Zoning Ordinance.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Physically divide an established community (refer to Section 8.0, *Effects Found Not To Be Significant*); and/or

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 (refer to Impact Statement LU-1).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 IMPACTS AND MITIGATION MEASURES

LU-1 PROJECT IMPLEMENTATION COULD CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH A LAND USE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.

Impact Analysis:

CITY OF BEAUMONT GENERAL PLAN CONSISTENCY

The Beaumont General Plan would be amended to reflect annexation of the project site and application of the Industrial land use designation on the Development Site with the Construction

Staging/Earthwork Balance Area maintaining the City's underlying land use designations of Rural Residential 40 and Open Space. Table 5.1-1, *Beaumont General Plan Project Consistency Analysis*, provides an analysis of the consistency of the proposed project with relevant General Plan policies. As shown in Table 5.1-1, the proposed project would be consistent with relevant Beaumont General Plan policies. Impacts would be less than significant in this regard.

Table 5.1-1
Beaumont General Plan Project Consistency Analysis

Applicable Beaumont General Plan Policies	Project Consistency Analysis
Land Use and Community Design Element	
Policy 3.1.1: Promote a balance of land use and development types throughout the City.	Consistent. The project proposes to annex unincorporated land within the City's SOI into the City in order to encourage development on vacant, unused land; the proposed Development Site would allow industrial uses under the proposed Manufacturing pre-zone and the Construction Staging/Earthwork Balance Area would be pre-zoned Residential, Rural (RR) and Recreation/Conservation (RC), consistent with the underlying General Plan land use designations (i.e., Rural Residential 40 and Open Space, respectively).
Policy 3.1.6: Preserve and protect natural open space areas in south and southwest Beaumont and its sphere of influence.	Consistent. The project would annex land within the City's SOI into the City, including land designated as Open Space under the Beaumont General Plan. However, no permanent development is proposed on land designated Open Space within the project site; land designated Open Space within the project site would be annexed and project activities in this area would be limited to construction staging and earthwork balancing. Additionally, as shown on Exhibit 3-2, *Site Vicinity*, 23.62 acres of undisturbed open space consisting primarily of large boulders and rock outcroppings in the southwest corner of the Development Site would be preserved.
Policy 3.1.9: Prioritize public investments and guide private investments around existing neighborhoods and districts to locate expansion areas contiguous to the existing footprint.	Consistent. The project would annex land within the City's SOI into the City and develop industrial uses as well as provide utility and roadway improvements. The proposed project is intended to: - provide employment-generating uses to enhance economic growth and development in the City while diversifying the City's job base; - encourage fiscal performance within the City that provides fiscal and economic resiliency to the City; - implement infrastructure improvements within the City's SOI to encourage future development; and - locate new development in undeveloped areas of the City's SOI near major transportation corridors to ensure connectivity with existing uses, services, and infrastructure. With these objectives, the project would construct employment-generating and economy-boosting industrial uses on previously undeveloped land that is contiguous to City limits but does not encroach on existing neighborhoods or established communities.

Applicable Beaumont General Plan Policies	Project Consistency Analysis
Policy 3.1.12: Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.	Consistent. The proposed project site is primarily undeveloped; the urbanized City of Beaumont is located north of the project boundary, with undisturbed open space located west and south. While the proposed industrial buildings would represent an urban use, the southern area of the project site adjacent to the Potrero Reserve would be limited to earthwork balance and construction staging areas and would not include any permanent development. Additionally, a permanent barrier between the project site and Potrero Reserve would be constructed. Further, the undisturbed open space located in the southwest portion of the Development Site would be preserved and remain undeveloped, thus providing an additional buffer between the industrial development and nearby open spaces to the south.
Policy 3.2.1: Ensure that there will be adequate water and wastewater system capacity to meet projected demand. Coordinate with BCVWD to ensure access to clean and adequate water supply.	Consistent. The project proposes on-site utility improvements, including water, wastewater, storm drain, and dry utilities, to accommodate operations of the proposed industrial development; project implementation also includes annexation into BCVWD's service area. Refer to Section 5.10, *Utilities and Service Systems*, for a full analysis regarding project impacts to BCVWD's water services and the City's wastewater treatment services. In summary, the project's water demand and generated wastewater would be adequately met by existing water supply sources and wastewater treatment capacities. Impacts related to water and wastewater facilities would be less than significant.
Policy 3.2.2: Continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements.	Consistent. Refer to response to Policy 3.2.1.
Policy 3.2.3: Continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.	Consistent. Refer to Section 5.9, *Public Services and Recreation*, for a full analysis of project impacts on public services, including fire protection, police protection, school, park, and library services. In summary, while the project would increase demand for fire and police services, following compliance with existing agency standards, site plan review and payment of development fees, impacts would be less than significant.
Policy 3.4.5: Focus economic development efforts on attracting high paying jobs to the City.	Consistent. Refer to response to Policy 3.1.9.
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.	Consistent. Residential uses are present to the north and east of the Development Site. As analyzed in Section 5.12, *Transportation*, Section 5.13, *Air Quality*, and Section 5.16, *Noise*, the project would be required to implement Mitigation Measures AQ-1 through AQ-29, which are specifically intended to limit the impact of project-related impacts. However, the project would result in significant and unavoidable impacts related to vehicle miles traveled (VMT), operational air quality emissions, conflict with the applicable Air Quality Management Plan

Applicable Beaumont General Plan Policies	Project Consistency Analysis
	(AQMP), and off-site traffic noise, even with implementation of proposed mitigation measures and adherence to existing regulations, which could impact adjacent sensitive uses. Nevertheless, pursuant to Public Resources Code Section 21081(b) and the CEQA Guidelines Section 15093, the Final Environmental Impact Report (EIR) for the proposed project would include a Statement of Overriding Considerations, which would balance the economic, legal, social, technological, and other benefits, including regionwide or Statewide environmental benefits, of the proposed project against its unavoidable environmental risks, in order to demonstrate that the project's benefits outweigh those impacts. It should also be noted that the project site is not located in the El Barrio neighborhood, approximately 1.2 miles north of the site.
Policy 3.8.7: Apply universal design principles to ensure that all people can experience an environment that promotes their health, safety, and welfare.	Consistent. As demonstrated in Table 5.1-2, *Manufacturing Zone Development Standards Project Consistency Analysis*, below, the proposed Development Site would be designed consistent with the site's proposed Manufacturing pre-zone. The project would also be designed in accordance with the California Building Standards Code (CBSC), California Building Code (CBC), and Municipal Code Title 15, *Buildings and Construction*, to prevent seismic hazards and hazards involving emergency access, would comply with the existing regulations and the Municipal Code regarding the storing and handling of hazardous waste, and would implement Mitigation Measure HAZ-2 to implement a Traffic Management Plan (TMP) during project construction in order to provide continued emergency access during project construction.
Policy 3.9.4: Improve lighting and nighttime security across all City neighborhoods to prevent crime and increase safety.	Consistent. During construction, on-site security lighting may be utilized around construction trailers, and equipment, storage, and staging areas. Construction activities would be limited to daytime hours (7:00 a.m. to 6:00 p.m.) in accordance with Municipal Code Section 9.02.110, *Special Provisions*, unless otherwise approved by the City. Nighttime parking lot, internal roadway, building security, and landscape lighting is proposed for project operation. The project would be required to comply with existing City regulations regarding outdoor lighting pursuant to Municipal Code Chapter 8.50, *Outdoor Lighting*. As an industrial development, the project would be subject to standards detailed in Municipal Code Section 8.50.070, *Lighting in the Commercial/Industrial Zone*, which provides standards related to maximum lumen and shielding, height limits, total lamp power limit, lighting curfew, nonconforming lighting, and electronic billboard lighting requirements. Overall, nighttime security lighting would be provided during both project construction and operation, which would increase safety and prevent crime in the project vicinity.
Policy 3.10.1: Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health and minimize the disproportionate impacts on sensitive population groups.	Consistent. As further analyzed in Section 5.13, the proposed project would not cause a significant human health or cancer risk to nearby residences due to construction or operational emissions and would not cause or contribute to a carbon monoxide hotspot. The proposed project would implement Mitigation Measures AQ-1 through AQ-29 in order to reduce project impacts related to operational air quality emissions and air quality plan consistency; while

Applicable Beaumont General Plan Policies	Project Consistency Analysis
	impacts in these regards would remain significant and unavoidable, pursuant to Public Resources Code Section 21081(b) and the CEQA Guidelines Section 15093, the Final EIR for the proposed project would include a Statement of Overriding Considerations; refer to response to Policy 3.4.8.
Policy 3.10.2: Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.	Consistent. The project does not propose any agricultural operations. Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. The project would be required to comply with applicable SCAQMD emission reduction measures, such as Rule 403, which requires projects to incorporate fugitive dust control measures during construction.
Policy 3.10.4: Designate truck routes to avoid sensitive land uses, where feasible.	Consistent. The project would implement Mitigation Measure AQ-15, which would require that the applicant post signs at every truck exit driveway providing directional information to the appropriate truck route, as well as Mitigation Measure AQ-26, which states that prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the project site.
Policy 3.10.6: Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.	Consistent. The project would implement Mitigation Measure AQ-3, which would require that the project applicant provide information on transit and ridesharing programs and services to construction employees. The project would also implement Mitigation Measures AQ-17 and AQ-24, which would require that the project applicant provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets, as well as information regarding building energy efficiency, alternative transportation, trucking efficiency, and health hazards related to diesel. Further, the project would implement Mitigation Measure AQ-27, which would require that prior to issuance of an occupancy permit, the project proponent install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint.
Policy 3.10.7: Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.	Consistent. The project proposes detention basins, stormwater treatment system, low impact development (LID) features, and best management practices (BMPs) as outlined in the project-specific Preliminary Water Quality Management Plan (Preliminary WQMP); refer to Appendix 11.5, *Hydrology Study/WQMP*. These project features would minimize the off-site discharge of anticipated and potential pollutant runoff during construction and post-development conditions in accordance with applicable regulations.
Policy 3.11.5: Preserve watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes. These include San Timoteo Creek, Little San Gorgonio Creek and Noble Creek, among others.	Consistent. Beaumont's location at the top of the San Gorgonio Pass causes streams in and around the City to drain into the San Timoteo Creek, the Potrero Creek, and the Smith Creek. As stated, the project proposes flood control basins and structural BMPs, LID features, and source control BMPs in accordance with the Preliminary WQMP. Additionally, as an industrial

Applicable Beaumont General Plan Policies	Project Consistency Analysis
	use, the proposed project would be required to comply with the Industrial General Permit (IGP) that is issued by the State Water Resources Control Board (SWRCB) for long-term monitoring and reporting The IGP requires an industrial Stormwater Pollution Prevention Plan (SWPPP) for each facility and a Qualified Industrial Storm Water Practitioner (QISP) for certain facilities where site sampling of stormwater runoff is needed, depending on the type and location of the facility.
Policy 3.11.7: Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.	Consistent. Refer to responses to Policies 3.1.6 and 3.1.12.
Policy 3.11.8: Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.	Consistent. The project site is within the *Western Riverside County Multiple Specific Habitat Conservation Plan* (MSHCP) The Pass Plan Area, Subunit 1 – Potrero/Badlands and Proposed Core 3. The project site is almost completely within MSHCP Criteria Cells 1404, 1405, 1507, 1508, 1599, and 1597, Cell Group B, as shown in Biological Resources Report Figure 3, *MSHCP Relationship Map*. The project is subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process in coordination with the City and is subject to Joint Project Review (JPR) by the Regional Conservation Authority (RCA) in order for the RCA to determine that the project would be consistent with the MSHCP. Consistent with the MSHCP, the project would pay the MSHCP Local Development Mitigation Fee (Mitigation Measure BIO-1), as well as implement a MSHCP burrowing owl 30-day pre-construction survey (Mitigation Measure BIO-3). Additionally, the project would purchase a 1.40-acre off-site re-establishment from the Riverpark Mitigation Bank or another approved bank to mitigate impacts to the MSHCP equivalent to that acreage, as well as prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) for approval by the MSHCP wildlife agencies (Mitigation Measure BIO-7). Overall, implementation of the proposed project would be consistent with all applicable provisions, guidelines, and objectives of the MSHCP following implementation of Mitigation Measures BIO-1, BIO-3, BIO-4 (related to conducting nesting bird pre-construction survey), and BIO-7. Thus, upon implementation of the applicable mitigation measures, the project would not conflict with the MSHCP, and impacts would be less than significant.
Policy 3.11.10: Require the provision of open space linkages and conservation between development projects, consistent with the conservation efforts targeted in the MSHCP.	Consistent. The project site is located within the northeastern region of MSHCP Proposed Core 3 and provides suitable refugia and resources for local wildlife movement. The site is bordered to the west by SR-79 and to the north by farmlands/Interstate 10, and to the south and west by open space and the Potrero Reserve. Regional wildlife movement corridors are located 1.7 miles east of the project site within Potrero Creek and 4.5 miles south within the San Jacinto River. No conservation within Cell Group B is proposed or identified by the MSHCP criteria for the region located within the project site. A total of 12,214.13-acre of conserved lands (Potrero Reserve) are located within the central region of Cell Group B representing 62 percent conservation, exceeding the 55 percent upper conservation range. Overall, compliance with the MSHCP requirements and implementation of Mitigation

Applicable Beaumont General Plan Policies	Project Consistency Analysis
	Measures BIO-1 through BIO-5, the project would maintain open space linkages so as not to interfere with any wildlife movement or interfere with the conservation efforts of the MSHCP; refer to Section 5.3, *Biological Resources*, for a complete description of proposed mitigation measures regarding MSHCP compliance.
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. Topography across the site generally slopes downward from the northeast corner towards the southwest corner. The northern portion of the site is dominated by generally flat non-native grassland/ruderal vegetation and extends south toward an area of increased topographic relief characterized by several ridgelines and valleys of chamise chaparral and southern mixed chaparral. The southwestern portion of the site consists of large boulders and rock outcroppings. Several ephemeral drainages traverse the western and southwestern project area and ultimately flow in a southern direction off-site towards the San Jacinto River. Given the distance of the San Bernardino and San Gorgonio Mountains, public views of these scenic resources would not be substantially altered or substantially obscured by proposed development. The project would adhere to the recommendations provided in the project-specific Geotechnical Investigation; refer to Appendix 11.4, *Geotechnical Investigation/Paleontological Resources Assessment*. Specifically, remedial grading would include removal of the alluvial and colluvial materials and installation of appropriate subdrainage. Fills would be properly benched into competent materials. Detailed characterization and stability analyses would be performed for proposed fill slopes. Mitigation Measure GEO-1 would ensure the recommended geotechnical construction and design measures are integrated into project plans and implemented during project construction activities. Additionally, the proposed development would be required to comply with the CBC and Municipal Code requirements related to building safety to reduce potential geological hazards.
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. Refer to response to Policy 3.12.2. Additionally, in compliance with the National Pollutant Discharge Elimination System (NPDES) program, as a project involving more than one acre of site disturbance, the proposed project would be required to prepare and implement a SWPPP and associated BMPs in compliance with the Construction General Permit during grading and construction. Typical BMPs include erosion prevention mats or geofabrics, silt fencing, sandbags, plastic sheeting, temporary drainage devices, and positive surface drainage to allow surface runoff to flow away from site improvements or areas susceptible to erosion. Proper surface drainage design, landscaping, and project site maintenance practices would reduce potential soil erosion during project operations. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. In addition, the project would also be required to comply with SCAQMD Rule 403, which would reduce the potential for soil erosion

Applicable Beaumont General Plan Policies	Project Consistency Analysis
	caused by wind by requiring implementation of dust control measures during construction activities. Upon compliance with the NPDES program requirements and SCAQMD Rule 403, the project would result in less-than-significant impacts involving soil erosion and loss of topsoil. As detailed in Section 5.2, *Aesthetics*, project construction and operation, including site grading and modifications to the existing topography would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Further, the project would avoid impacting approximately 23.62 acres of open space area consisting of large boulders and rock outcroppings in the southwest corner of the Development Site.
Mobility Element	
Policy 4.1.1: Reduce vehicular congestion on auto-priority streets to the greatest extent possible.	Consistent. In 2013, Senate Bill (SB) 743 was adopted, starting a process that fundamentally changed the way transportation impact analysis is conducted under CEQA. SB 743 identifies VMT as the most appropriate CEQA transportation metric and eliminates auto delay, or level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. However, per the City Guidelines, a Traffic Impact Analysis (TIA) was prepared for the project in order to analyze potential LOS deficiencies that may result from project implementation. The TIA identifies improvements necessary to provide or maintain acceptable LOS, including traffic signals, turn lanes, road widening, additional queuing space, and restriping.
Policy 4.2.2: Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.	Consistent. The project-specific VMT Analysis has been incorporated into the project's transportation analysis; refer to Appendix 11.9, *VMT Analysis*. As discussed in Section 5.12, the project would incorporate Mitigation Measure TRA-1, which would require a combination of trip reduction programs, including commute trip reduction marketing, a rideshare program, and end-of-trip bicycle facilities, to reduce the project's total VMT.
Policy 4.2.4: Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.	Consistent. The proposed project is located directly east of SR-79. As such, construction activities may result in partial temporary lane closures along SR-79 during off-site transportation and utility improvement installation. However, while temporary lane closures may be required, at least one travel lane in each direction would remain open. Additionally, the project would incorporate Mitigation Measure HAZ-2, which would require the preparation of a Traffic Management Plan (TMP) in order to reduce impacts related to construction traffic along SR-79. Following project construction, roadway access would be returned to existing conditions, including right-of-way width along SR-79.
Policy 4.6.2: Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.	Consistent. The project would incorporate Mitigation Measure HAZ-2, which would require the preparation of a TMP. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours of truck traffic, temporary striping plans, and, if necessary, use of construction flag person(s) to direct traffic during heavy

Applicable Beaumont General Plan Policies	Project Consistency Analysis
	equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval. In order to reduce heavy truck traffic associated with project operations, Mitigation Measure AQ-26 would require that signs clearly identifying approved truck routes are installed along the truck routes to and from the project site. Further, Mitigation Measures AQ-8, AQ-10, AQ-11, AQ-13, AQ-15 through AQ-19, AQ-22, and AQ-24 through AQ-28 would contribute to reducing heavy duty truck emissions associated with the proposed project. Additionally, on-site trucks would be required to comply with CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation, which requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated emissions.
Policy 4.7.2: Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.	Consistent. Refer to Table 5.1-2 for an analysis of the project's consistency with applicable Manufacturing Zone development standards, including parking requirements.
Economic Development and Fiscal Development	
Policy 5.1.1: Support economic growth that provides quality employment opportunities to balance Beaumont's jobs with its housing supply.	Consistent. The proposed project is anticipated to employ up to 6,114 employees and would provide a substantive source of employment that balances the City's jobs with its housing supply. As detailed in Section 5.8, *Population and Housing*, and based on existing 2024 data, the project would slightly increase the City's jobs/housing ratio from 1.23 to 1.55.
Policy 5.1.2: Recruit and retain emerging growth industries (industries with significant employment and performance potential) that provide revenues to the City and jobs to the community, including health care, education, and professional services.	Consistent. Refer to responses to Policies 3.1.9 and 5.1.1.
Policy 5.2.1: Align economic development efforts with the labor pool to increase the number of jobs filled by Beaumont residents. This policy relies on having a diversity of high-quality job types for residents of different ages, education levels and skill sets to generate a more consistent and sustainable economy.	Consistent. Refer to responses to Policies 3.1.9 and 5.1.1.
Policy 5.8.1: Support development that is fiscally sustainable and provides the City with a diverse tax base to sustain municipal services.	Consistent. Refer to responses to Policies 3.1.9 and 5.1.1.
Policy 5.8.3: Require new development to pay its fair share of required improvements, including maintenance costs, to public facilities and services through impact fees and other financial and regulatory mechanisms such as benefit assessment districts (BADs) or community facilities districts (CFDs).	Consistent. As discussed in Sections 5.9, *Public Services and Recreation*, and 5.10, *Utilities and Service Systems*, the project would be required to pay a sewage facility development fee and similar applicable utility connection and user fees, as well as pay its fair share in development fees towards fire and police protection services and school impacts, in addition to other applicable fees/assessments as required by local utility or service providers.

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Health and Environmental Justice Element	
Policy 6.7.1: Prohibit new non-residential uses that are known to release or emit toxic waste at levels that are harmful to human health while continuing to allow R&D uses, medical uses, and other necessary services such as dry cleaners.	Consistent. According to California Environmental Protection Agency (CalEPA), the project site is not currently listed pursuant to Government Code Section 65962.5, which are sites known for holding or emitting toxic waste. Additionally, as analyzed in detail in Section 5.7, *Hazards and Hazardous Materials*, the proposed project would comply with applicable laws and regulations related to the protection of the public's health and safety from the use and storage of hazardous materials. Upon compliance with the existing federal, State, and local procedures, long-term impacts related to the accidental release of hazardous materials during project operations would be less than significant.
Policy 6.7.3: Prioritize the prevention of illegal dumping and hazardous waste dumping, and the removal of dumping by the Department of Public Works when it does occur, to protect health, safety, environmental quality, and community aesthetics.	Consistent. Currently, there is miscellaneous debris on-site from illegal dumping. Project construction activities would involve safely removing and disposing of the illegal dumping and result in a beneficial impact in this regard. Additionally, future operational activities associated with proposed project would be subject to compliance with existing federal, State, and local regulations, standards, and guidelines related to the transport, use, and disposal of hazardous materials. Specifically, the proposed project would be subject to compliance with existing hazardous materials regulations codified in California Code of Regulations Titles 8, 22, and 26, and their enabling legislations set forth in Health and Safety Code Chapter 6.95 as well as California Code of Regulations Title 49.
Policy 6.7.5: Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.	Consistent. Refer to response to Policy 3.10.2.
Policy 6.7.6: Designate truck routes to avoid sensitive land uses, where feasible.	Consistent. Refer to response to Policy 3.10.4.
Policy 6.7.7: Coordinate with appropriate agencies to develop an informational program on BMPs to protect groundwater quality on a regional basis.	Consistent. The proposed project would not result in direct impacts to groundwater through groundwater extraction activities. Further, development in accordance with the proposed project is not anticipated to alter runoff rates compared to existing conditions despite the project's increased impermeability given that the project proposes flood control basins and structural BMPs. As such, the project would not interfere with groundwater management of the Upper Santa Ana River Valley Basin, or conflict with the *Santa Ana River Basin Water Quality Control Plan*.
Policy 6.7.10: Reduce the potential for lead exposure and poisoning through health checks, home inspections and code enforcement.	Consistent. As discussed in the project-specific Phase I ESA (refer to Appendix 11.6, *Phase I ESA*), no structures currently exist on-site that could contain hazardous materials, such as lead based paints (LBPs). However, miscellaneous waste from illegal dumping (e.g., tires, plastic, roofing materials, etc.) were encountered sporadically throughout the project site. As the age and exact content of dumped material is unknown, the potential for hazardous materials such as LBPs may be encountered. Due to the nominal quantity of such materials, the potential for large hazardous waste contamination is nominal. Nevertheless, any potential LBPs would be removed in accordance with applicable federal and State regulations. If LBPs are found, abatement is required to be completed by a qualified Lead Specialist prior to any

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	activities that would create lead dust or fume hazard. LBP removal and disposal activities are required to comply with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Specialists or contractors performing LBP removal are required to provide evidence of abatement activities to the City.
Community Facilities and Infrastructure Element	
Policy 7.1.3: Require that new and existing development pay its fair share of infrastructure and public service costs.	Consistent. Refer to response to Policy 5.8.3.
Policy 7.1.4: Require developers to present a plan to provide adequate infrastructure and utility service levels before approving new development.	Consistent. The project would construct on-site utility improvements, including water, wastewater, storm drain, and dry utilities, to accommodate operations of the proposed industrial development. Notably, the proposed project would require the installation of water, wastewater, and electrical facilities within California Avenue and to the east of the Development Site through the Harmony Haven Children and Youth Center property to provide new connections from the project site to existing facilities. As demonstrated in Section 5.10, the proposed project would have a less-than-significant impact regarding utilities and service systems, including water supplies, wastewater infrastructure, and landfill capacity.
Policy 7.1.5: To the maximum extent feasible, install facility and utility infrastructure below grade.	Consistent. The proposed project would construct new utility connections to existing facilities that currently serve the City. All proposed water, wastewater, electrical, and telecommunication connections would be located underground.
Policy 7.1.8: As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and design to adapt to those changes. This policy is implemented through the Safety Element.	Consistent. The project-specific Preliminary WQMP, prepared in compliance with the Riverside County Municipal Separate Storm System (MS4) NPDES Permit requirements, demonstrates how the proposed flood control basins and structural BMPs would mitigate downstream impacts to flooding and water quality. The Preliminary WQMP determined that adequate LID principles and LID BMPs have been incorporated into the site design to fully address all drainage impacts, including flooding. Additionally, proposed stormwater improvements would release runoff at a rate similar to the pre-development condition for the different storm events. Further, based on the project-specific Water Supply Assessment, there is sufficient supply available to serve the project's water demands; refer to Appendix 11.7, *Water Supply Assessment*. As addressed in Section 5.11, *Wildfire*, the project proposes fire protection design features that ensure adequate water supply, fuel modification and defensible space, emergency access, building ignition and fire resistance, and fire protection systems, among other fire protection measures.
Policy 7.2.1: Work with Beaumont-Cherry Valley Water District (BCVWD) and San Gorgonio Pass Water Agency to ensure an adequate supply of potable water facilities to sustain existing and projected water needs.	Consistent. Refer to response to Policy 3.2.1.

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Policy 7.2.2: Coordinate with the Beaumont-Cherry Valley Water District to ensure that adequate water supplies and pressures are available during a fire, earthquake, or both.	Consistent. As concluded in Section 5.10, BCVWD has adequate water supply to serve the project site and service area through the year of 2045 during normal, single-dry year, and multiple-dry years. Additionally, several fire protection design features are proposed by the project to reduce wildfire risk at the project site and vicinity.
Policy 7.2.3: Ensure adequate funding is available to maintain existing and future water facilities.	Consistent. The project would be required to pay its fair share in development fees toward utility infrastructure, as well as applicable utility connection and user fees.
Policy 7.2.6: Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.	Consistent. Refer to response to Policy 7.1.4.
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. Implementation of the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge in a manner that would impede sustainable groundwater management of the Upper Santa Ana River Valley Basin. While the proposed development would substantially increase the impermeability of the currently vacant site, post-development conditions would release runoff at a rate similar to existing conditions following implementation of proposed detention basins, stormwater treatment system, LID features, and BMPs as outlined in the Preliminary WQMP.
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. Refer to response to Policies 3.2.1 and 6.7.7.
Policy 7.3.7: Update and improve water conservation and landscaping requirements for new development.	Consistent. Extensive landscaping is proposed along the Development Site perimeter, between the four industrial buildings, and within the parking areas as shown on Exhibit 3-8, *Conceptual Landscape Plan*. The project would incorporate drought-tolerant trees, shrubs, accent plants, and groundcover within landscaping design.
Policy 7.4.1: Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.	Consistent. The project proposes detention basins, stormwater treatment system, LID features, and BMPs as outlined in the Preliminary WQMP prepared for the project. Overall, the Preliminary WQMP determined that adequate LID principles and LID BMPs have been incorporated into the site design to fully address all drainage management areas.
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. Refer to response to Policy 7.4.1.
Policy 7.5.1: Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.	Consistent. As addressed throughout Section 5.6, *Hydrology and Water Quality*, the project would comply with all applicable federal, State, and local stormwater regulations and requirements, including NPDES and MS4 permits requirements (i.e., preparing and implementing project-specific SWPPP, Preliminary WQMP, and associated BMPs and/or LID features).
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	Consistent. Refer to response to Policies 7.4.1 and 7.5.1.

Applicable Beaumont General Plan Policies	Project Consistency Analysis
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.	Consistent. The project would be required to pay its fair share in development fees toward utility infrastructure, as well as applicable utility connection and user fees.
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. The analysis within Section 5.6 is based on the Preliminary WQMP prepared for the proposed project, as well as a project-specific Hydrology Study; refer to Appendix 11.5. While the proposed development would increase the impermeability of the currently vacant site, post-development conditions would release runoff at a rate similar to existing conditions following implementation of proposed detention basins, stormwater treatment system, LID features, and BMPs as outlined in the Preliminary WQMP. As such, it is not anticipated that adverse impacts to receiving waters would occur.
Policy 7.5.9: Continue to monitor influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.	Consistent. Wastewater from the project site would be treated at the City-owned Beaumont Wastewater Treatment Plant No. 1. It should be noted that the proposed project is being developed on an area with no existing wastewater connections. As such, the proposed project would require wastewater improvements to connect to the City's existing wastewater network. As discussed further in Section 5.10, the proposed project's wastewater generation would be adequately met by existing wastewater infrastructure; additionally, the project would offset impacts with payment of the City's sewage facility development fees and compliance with Municipal Code Chapter 13.08.
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. Project construction and operations would be required to comply with regulations governing solid waste disposal. Operation of the project would be required to recycle green waste in accordance with AB 1826. Additionally, at least 65 percent of construction and demolition debris would be recycled and/or salvaged for reuse in compliance with California Green Building Standards Code, Title 24, Part 11 (CALGreen) Section 5.408.
Policy 7.8.3: When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.	Consistent. Refer to response to Policy 7.1.5.
Policy 7.8.5: Ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City.	Consistent. The proposed project is currently vacant, and no existing telecommunication infrastructure exists on-site. As such, the proposed project would construct new connections to existing telecommunication facilities in the project vicinity. All on-site telecommunication connections would be located underground. By providing new connections at a previously undeveloped site, the project would improve telecommunication services for emergency response providers in the project vicinity.
Policy 7.9.4: Deliver public access to library services and community planning at neighborhood scale.	Consistent. According to the Beaumont Library District, direct impacts to the existing library with implementation of the proposed project would be limited. Additionally, the proposed project would pay development fees associated with library services. The library facilities fee would finance land acquisition, design, construction, equipping, and related capital costs for local library facilities.

Applicable Beaumont General Plan Policies	Project Consistency Analysis
Conservation and Open Space Element	
Policy 8.1.5: Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies: • Maximizing interior daylighting. • Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain. • Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads. • Installing water efficient vegetative cover and planting, substantial tree canopy coverage.	Consistent. The CALGreen Code is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that were published on July 1, 2022, and became effective on January 1, 2023. The project would be required to comply with the applicable CALGreen standards in place at the time plan check submittals are made, which would ensure that the project energy demands are not inefficient, wasteful, or otherwise unnecessary. Additionally, electricity services would be provided by SCE, which has committed to diversifying its portfolio of energy sources by increasing energy from wind and solar sources. Further, the project would incorporate drought-tolerant plants in the proposed landscaping.
Policy 8.1.7: Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.	Consistent. Refer to response to Policy 8.1.5.
Policy 8.1.9: Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, where feasible.	Consistent. Refer to response to Policy 8.1.5.
Policy 8.2.1: Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.	Consistent. Refer to response to Policy 8.1.5.
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.	Consistent. The Harmony Haven Children and Youth Center is located 79 feet east of the Development Site, and there is an existing residence located 81 feet to the north of the Development Site; the project would provide the required building setback from these sensitive uses. As further analyzed in Section 5.13, the proposed project would not cause a significant human health or cancer risk to nearby sensitive receptors due to construction or operational emissions. The proposed project would implement Mitigation Measures AQ-1 through AQ-29 in order to reduce project impacts related to operational air quality emissions and air quality plan consistency; while impacts in this regard would remain significant and unavoidable, pursuant to Public Resources Code Section 21081(b) and the CEQA Guidelines Section 15093, the Final EIR for the proposed project would include a Statement of Overriding Considerations.
Policy 8.4.3: Avoid the siting of new projects and land uses that would provide 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.	
Policy 8.5.1: Minimize the loss of sensitive species and critical habitat areas in areas planned for future development.	Consistent. As analyzed in Section 5.3, the project would result in the permanent loss of 605.77-acres of non-native grassland/ruderal and chaparral habitats. The project would mitigate impacts in this regard with implementation of Mitigation Measure BIO-1. Payment of the MSHCP Local Development Mitigation Fee would contribute to the acquisition and preservation of sensitive natural communities in the region.
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. Refer to responses to Policies 3.1.6 and 3.1.12 regarding maintaining buffers between open space and urban development.

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	The project proposed extensive landscaping along the site perimeter and throughout the site with native, drought-tolerant plants. While the project would increase impervious surfaces on-site, flood control basins and structural BMPs are proposed. Development in accordance with the proposed project is not anticipated to alter runoff rates compared to existing conditions, despite the project's increased impermeability. Night lighting associated with the proposed development would be directed away from nearby open space areas to reduce potential indirect impacts to wildlife species. The project would be required to comply with existing City regulations regarding outdoor lighting pursuant to Municipal Code Chapter 8.50, *Outdoor Lighting*. As an industrial development, the project would be subject to standards detailed in Municipal Code Section 8.50.070, *Lighting in the Commercial/Industrial Zone*, which provides standards related to maximum lumen and shielding, height limits, total lamp power limit, lighting curfew, nonconforming lighting, and electronic billboard lighting requirements.
Policy 8.5.3: Encourage new development to support a diversity of native species and manage invasive species.	Consistent. The project would incorporate native, drought-tolerant plants in the proposed landscaping plan and would avoid the use of invasive species.
Policy 8.5.4: Support the protection of existing wildlife in the conservation areas located in the southerly portion of the General Plan's City of Beaumont and its Sphere of Influence.	Consistent. Refer to response to Policies 3.11.8 and 3.11.10.
Policy 8.5.5: Protect and enhance creeks, lakes, and adjacent wetlands by eradicating non-native vegetation and restoring native vegetation.	Consistent. The project site does not contain any wetlands. While the project would impact approximately 0.71-acre of Regional Water Quality Control Board (RWQCB) non-wetland Waters of the State (WoS) and approximately 1.40 acres of California Department of Fish and Wildlife (CDFW) jurisdictional vegetated streambed, the project would be required to obtain regulatory permits in accordance with Mitigation Measure BIO-6. Further, in compliance with the MSHCP and Mitigation Measure BIO-7, the project would be required to purchase off-site re-establishment/rehabilitation credits to mitigate impacts to MHSCP Section 6.1.2 Riverine resources.
Policy 8.5.6: Continue to support the creation of local and regional conservation and preservation easements that protect habitat areas, serve as wildlife corridors and help protect sensitive biological resources.	Consistent. Refer to response to Policies 3.11.8 and 3.11.10.
Policy 8.5.7: Discourage the use of plant species on the California Invasive Plant Inventory.	Consistent. Refer to response to Policy 8.5.3.
Policy 8.6.1: Protect and preserve existing, signature views of the hills and mountains from the City.	Consistent. As analyzed in Section 5.2, *Aesthetics/Light and Glare*, the existing rural, low density scenic quality of the project area and distant views of the San Bernardino, San Gorgonio, and San Jacinto Mountains would not be substantially degraded with the proposed development. Additionally, based on photosimulations of pre- and post-development conditions at four key view locations along SR-79/Beaumont Avenue shown on Exhibits 5.2-2 through 5.2-5, the proposed development would not substantially degrade scenic views in

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	the project area and similarly would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.
Policy 8.6.4: When grading is necessary, encourage grading for new development that complements the surrounding natural features.	Consistent. Grading would only occur on the Development Site and would implement the grading recommendations included in the Geotechnical Investigation. As analyzed in Section 5.2, given the distance of the San Bernardino and San Gorgonio Mountains, public views of these scenic resources would not be substantially altered or substantially obscured by proposed development.
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. Nighttime parking lot, vehicular access, and building security lighting are proposed on-site. The project would be required to comply with existing City regulations regarding outdoor lighting pursuant to Municipal Code Chapter 8.50, *Outdoor Lighting*. As an industrial development, the project would be subject to standards detailed in Municipal Code Section 8.50.070, *Lighting in the Commercial/Industrial Zone*, which provides standards related to maximum lumen and shielding, height limits, total lamp power limit, lighting curfew, nonconforming lighting, and electronic billboard lighting requirements. The project site is also located within Zone B (i.e., within 45-mile radius of the Mount Palomar Observatory in the County of San Diego) and is subject to the Mount Palomar Observatory Nighttime Lighting Policy per Riverside County Ordinance No. 655.
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. Refer to response to Policy 3.11.5.
Policy 8.7.6: Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.	Consistent. Refer to responses to Policies 3.1.6 and 3.1.12.
Policy 8.9.3: Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.	Consistent. Given the distance of the San Bernardino and San Gorgonio Mountains, public views of these scenic resources would not be substantially altered or substantially obscured by proposed development. Additionally, the project would avoid impacting approximately 23.62 acres of open space area consisting of large boulders and rock outcroppings in the southwest corner of the Development Site. Upon compliance with the NPDES program requirements and SCAQMD Rule 403, the project would result in less-than-significant impacts involving soil erosion and loss of topsoil. The project would also adhere to the recommendations provided in the Geotechnical Investigation. Specifically, remedial grading would include removal of the alluvial and colluvial materials and installation of appropriate subdrainage. Fills would be properly benched into competent materials. Detailed characterization and stability analyses would be performed for proposed fill slopes. Mitigation Measure GEO-1 would ensure the recommended geotechnical construction and design measures are integrated into project plans and implemented during project construction activities. Additionally, the proposed development would be required to

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	comply with the CBC and Municipal Code requirements related to building safety to reduce potential impacts related to ground stability.
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. Based on the known geology of the area, paleontological monitoring is required during excavations at and below current surface elevations that reach native sediments. Implementation of Mitigation Measures GEO-2 and GEO-3 would ensure a paleontological monitor is present during ground disturbing activities that reach native sediment and provides proper procedures in the event that paleontological resources are encountered during construction activities. Compliance with Mitigation Measures GEO-2 and GEO-3 would reduce project impacts to paleontological resources to less than significant levels. The project-specific Cultural Report (refer to Appendix 11.3, *Cultural Resources Assessment/Tribal Consultation Documentation*), identified 16 cultural resources within the Development Site. Three of the cultural resources are considered eligible for the California Register and are considered potential historical resources for the purposes of CEQA. The remaining 13 cultural resources are not considered historical resources under CEQA. As such, Phase II archaeological site testing and evaluation would be required in accordance with Mitigation Measure CUL-1 to determine if any resource(s) have important information value and data potential beyond what has already been documented and if the resource(s) retains integrity. Additionally, archaeological monitoring within 100 feet of a resource is required pursuant to Mitigation Measure CUL-2.
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. Michael Baker contacted the Native American Heritage Commission (NAHC) on April 12, 2024, for a Sacred Lands Files search and a list of Native American contacts for the project area. The NAHC indicated in a response dated April 24, 2024, that the search of the Sacred Lands Files was completed for the project area with negative results. Additionally, the City sent notification letters to SB 18 and AB 52-specific tribes inviting them to consult on the proposed project in accordance with SB 18 and AB 52. Refer to Appendix 11.3.
Policy 8.11.3: Encourage the preservation of historic (i.e. non-archaeological) resources, when practical. When it is not practical to preserve a historic resource in its entirety, require the architectural details and design elements of historic structures to be preserved during renovations and remodels as much as feasible.	Consistent. Refer to Response to Policy 8.11.1.
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	Consistent. Per Mitigation Measure CUL-2, if human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the coroner shall notify the NAHC, which shall determine and notify a Most Likely Descendant (MLD). With the permission

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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.	of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. In addition, according to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and unauthorized disturbance of Native American cemeteries is a felony (Section 7052).
Safety Element	
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. Refer to Section 5.9, for an analysis of project impacts on police protection services provided by Beaumont Police Department. In summary, while the project would result in increased demand for police services, following site plan review and payment of development fees, impacts would be less than significant.
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	Consistent. The project proposes nighttime parking lot, internal roadway, building security, and landscape lighting on-site to provide security. The Beaumont Police Department would also be involved in the development review process for evaluating building and site plans to ensure consistency with existing public safety standards.
Policy 9.3.1: Ensure that the City's Emergency Operations Plan is regularly updated to be compatible with Federal, State and local emergency requirements and latest FEMA Best Practices.	Consistent. The project site is in a Federal Emergency Management Agency (FEMA) designated Flood Zone X: Other Flood Areas and outside of a flood hazard zone per the Beaumont General Plan EIR. As such, the site would not be prone to flooding and project design would be required to comply with applicable federal, State, and local regulations related to flood control. Impacts would be less than significant in this regard. Per Mitigation Measure HAZ-2, prior to issuance of a grading permit, the project applicant is required to prepare a TMP for approval by the City of Beaumont Public Works Department, City of Beaumont Police Department, and Riverside County Fire Department to minimize project impacts on existing traffic flow and emergency access in the project area. The TMP shall specify that travel in each direction on surrounding roadways shall always be maintained during project construction activities. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours of truck traffic, temporary
Policy 9.3.2: Continue to partner with local emergency management organizations to implement coordinated emergency response planning.	
Policy 9.3.6: Maintain emergency procedures for the evacuation and control of population in identified flood hazard areas in accordance with Section 8589.5 of the California Government Code.	

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	striping plans, and, if necessary, use of construction flag person(s) to direct traffic during heavy equipment use. Refer to Section 5.9, for a full analysis of project impacts on fire and emergency medical services and police protection services provided by the Riverside County Fire Department and Beaumont Police Department, respectively. In summary, while the project would result in an increase in demand for fire and police services, following site plan review and payment of development fees, impacts would be less than significant.
Policy 9.4.1: Continue coordinated review of development proposals with the Police Department and Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new development planned or proposed in the City and City's Sphere of Influence.	Consistent. The proposed project would result in an increase in demand for fire and police protection as well as emergency medical services. The proposed project's demand on Riverside County Fire Department (RCFD) services would be offset through payment of development impact fees. Additionally, the proposed project would be required to undergo several RCFD fire plan review and inspections and pay the associated costs for these services, including pre-development (e.g., annexation, development agreement, General Plan Amendment), architectural/development (e.g., site plan reviews), fire development (e.g., fire sprinklers, fire alarm, water system permits, fire protection systems, etc.), and post-development (e.g., annual inspections). Overall, the final project plans would be reviewed and approved by RCFD, which would ensure adequate emergency access, appropriate fire flow, and compliance with all applicable State and local codes and standards. The proposed project's demand on BPD services would similarly be offset through collection of development impact fees.
Policy 9.4.3: Maintain adequate levels of staffing for fire protection and emergency services by: • Retention of current staffing positions, • Forecast of future demand, and, • Provision of additional staff, equipment and technology acquisition, and facilities when fiscally appropriate and needed.	
Policy 9.4.5: Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.	Consistent. Site access is proposed at two access points from SR-79, one near the northerly boundary of the Development Site, and the other further south along SR-79 near the center of the Development Site. On-site truck and passenger vehicle circulation would be provided with new drive aisles around and between the four industrial buildings. All drive aisles and internal roadways would be designed as 30-foot-wide fire lanes to accommodate emergency access vehicles.
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. Refer to response to Policies 9.4.1 and 9.4.3.

Applicable Beaumont General Plan Policies	Project Consistency Analysis
Policy 9.5.5: Coordinate with the Beaumont-Cherry Valley Water District to ensure that water pressure for existing and future developed areas is adequate for firefighting purposes.	Consistent. As concluded in Section 5.10, BCVWD has adequate water supply to serve the project site and service area through the year of 2045 during normal, single-dry year, and multiple-dry years. The project would also include fire suppression water systems, knox boxes for adequate emergency access, and other fire protection design features to reduce wildfire risk and enhance fire protection for the project site and vicinity.
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.	
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 site is in a wildland-urban interface and spans an area statutorily designated as a Very High Fire Hazard Severity Zone State Responsibility Area by the California Department of Forestry and Fire Protection. As such, a project-specific Fire Protection Plan was prepared for the project to provide guidance for vegetation maintenance for the proposed fuel maintenance zones and landscaped areas on the project site; refer to Section 5.11, *Wildfire*. Based on the results of the Fire Protection Plan, the project proposes several fire protection design features to reduce wildfire risk and enhance fire protection for the project site and vicinity; refer to Section 5.11, *Wildfire*. Additionally, as detailed in Section 5.11, a Wildfire Evacuation Study was prepared for the project to evaluate the project's consistency with relevant emergency evacuation plans and emergency response plans, disclose the prevention and minimization regulations and measures applicable to the project, and determine evacuation times for the existing and post-project conditions, as well as provide emergency preparedness information and resources to increase occupant preparedness and facilitate efficient evacuation in the event of an emergency. The Wildfire Evacuation Study found that the project would not conflict with an emergency evacuation plan or emergency response plan, and impacts would be less than significant. Further, the available roadway capacity would be sufficient to safely accommodate the number of evacuating vehicles within the relevant areas with and without the project development. Further, with the implementation of Mitigation Measure HAZ-2, project construction would not substantially impair an adopted emergency response plan or emergency evacuation plan, and upon project completion, emergency evacuation efforts along SR-79 would be improved, and project implementation would not negatively impact any emergency response plans and evacuation plans.
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 9.6.7: Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.	
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.	
Policy 9.8.2: Restrict development in Flood Hazard Areas.	Consistent. The project site is in a FEMA-designated Flood Zone X: Other Flood Areas and outside of a flood hazard zone per the Beaumont General Plan EIR. As such, the site would not be prone to flooding and project design would be required to comply with applicable federal, State, and local regulations related to flood control. Impacts would be less than significant in this regard. Additionally, the project proposes flood control basins and structural BMPs, LID features, and source control BMPs in accordance with the Preliminary WQMP.
Policy 9.8.4: Require all new developments to mitigate potential flooding that may result from development, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.	
Policy 9.8.7: Support regional efforts to control and mitigate existing potential flood related problems.	

Applicable Beaumont General Plan Policies	Project Consistency Analysis
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 plan, as a condition of a project, subject to review by the County Environmental Health Department. **Policy 9.11.3:** Work with responsible Federal, State, and County agencies to effectively regulate the management, disposal, and appropriate remediation for accidental spills of hazardous materials and hazardous waste. **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. **Policy 9.11.6:** Establish clear policies and procedures in the event of a hazardous contamination. Recommend and offer trainings to private sector companies.	Consistent. Construction of the proposed project would involve demolition, grading, and construction of new buildings. Potentially hazardous materials used during construction include substances such as paints, sealants, lubricants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. The materials used, however, would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short-term and would cease upon completion of construction. Future operational activities associated with proposed project would be subject to compliance with existing federal, State, and local regulations, standards, and guidelines related to the transport, use, and disposal of hazardous materials. Specifically, the proposed project would be subject to compliance with existing hazardous materials regulations codified in California Code of Regulations Titles 8, 22, and 26, and their enabling legislations set forth in Health and Safety Code Chapter 6.95 as well as California Code of Regulations Title 49. Both federal and State regulations require any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the RCFD as a manager of regulated substances and prepare a Risk Management Plan. The Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses would also be required to submit their plans to RCFD, which would make the plans available to emergency response personnel. Overall, the proposed project would comply with applicable laws and regulations related to the protection of the public's health and safety from the use and storage of hazardous materials. Upon compliance with the existing Federal, State, and local procedures, long-term impacts related to the accidental release of hazardous materials during project operations would be less than significant.
Noise Element	
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 10.1.4:** Incorporate noise considerations into land use planning decisions. Require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new development projects in the City. **Policy 10.1.5:** Require projects involving new development or modifications to existing development to implement measures, where necessary, to reduce	Consistent. As analyzed in Section 5.16, project construction would result in less than significant noise impacts, including impacts related to sensitive receptors, increased ambient noise, nighttime noise. Stationary sources and operational noise associated with the proposed project include loading dock activities, parking lot vehicle movements, roof-top air conditioning units, trash enclosure activities, and truck movement; as shown in Table 5.16-19, *Operational Noise Level Compliance*, operational noise levels associated with the proposed project would not exceed applicable exterior noise standard and impacts in this regard were determined to be less than significant.

Applicable Beaumont General Plan Policies	Project Consistency Analysis
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.	However, the project would result in significant and unavoidable impacts related to off-site traffic noise, even with implementation of proposed mitigation measures and adherence to existing regulations, which could impact adjacent sensitive uses. Pursuant to Public Resources Code Section 21081(b) and the CEQA Guidelines Section 15093, the Final EIR for the proposed project would include a Statement of Overriding Considerations, which would balance the economic, legal, social, technological, and other benefits, including regionwide or Statewide environmental benefits, of the proposed project against its unavoidable environmental risks, in order to demonstrate that the project's benefits outweigh those impacts.
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. Stationary sources associated with the proposed project include loading dock activities, roof-top air conditioning units, and trash enclosure activities. As concluded in Section 5.16, the proposed project would result in less than significant stationary noise impacts.
Policy 10.2.3: Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.	Consistent. Refer to response to Policy 3.10.4.
Source: City of Beaumont, *City of Beaumont General Plan*, December 1, 2020.	

BEAUMONT MUNICIPAL CODE CONSISTENCY

As shown on Exhibit 3-2, *Site Vicinity*, the proposed Development Site and an approximately 182.14-acre area to the south of the Development Site, identified as the Construction Staging/Earthwork Balance Area, are proposed to be annexed into the City's jurisdiction, which would require Riverside County LAFCO approval. Prior to its annexation, the Development Site would be pre-zoned to Manufacturing (M) to allow for development of the proposed industrial use; refer to Exhibit 3-9, *Proposed City General Plan Designations and Zoning*. Pursuant to Municipal Code Section 17.03.100, the M zone is intended to maintain 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. Table 5.1-2, *Manufacturing Zone Development Standards Project Consistency Analysis*, analyzes the project's consistency with applicable M zone development standards.

Table 5.1-2
Manufacturing Zone Development Standards Project Consistency Analysis

Standard & Requirement	Building 1	Building 2	Building 3	Building 4	Consistent?
Front Setback - Minimum 25 feet - Minimum 50 feet if parking is in front	100+ feet	100+ feet	100+ feet	100+ feet	**Yes**
Rear Setback - Minimum 20 feet when abutting residential zones	200+ feet	200+ feet	N/A	N/A	**Yes**
Side Setbacks - Minimum 20 feet when abutting residential zones	200+ feet	N/A	N/A	N/A	**Yes**
Floor Area Ratio (FAR) - Maximum 0.75	0.308				**Yes**
Building Height - 50 feet	50 feet				**Yes**
Off Street Parking - 1 space per 1,000 square feet warehousing use - 1 space per 250 square feet office use	5,396 spaces required; 5,411 spaces proposed				**Yes**

Source: Beaumont Municipal Code, Section 17.03.100, *Manufacturing*, and Section 17.05.040, *Parking Requirements for Land Uses*.

The Construction Staging/Earthwork Balance Area would be pre-zoned Residential, Rural (RR) and Recreation/Conservation (RC); refer to Exhibit 3-9. The pre-zones would be consistent with the underlying land use designations (i.e., Rural Residential 40 and Open Space, respectively) and no development is proposed in the Construction Staging/Earthwork Balance Area.

Overall, with approval of the proposed annexation and pre-zone, the proposed development would be consistent with the applicable zoning and impacts would be less than significant in this regard.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS' 2024-2050 RTP/SCS CONSISTENCY

Chapter 3.3, *Regional Planning Policies*, of SCAG's 2024-2050 RTP/SCS contains the framework for integrating land use and transportation planning to realize the vision of the 2024-2050 RTP/SCS. The Regional Planning Policies are a resource for local jurisdictions to demonstrate alignment with the RTP/SCS; it is up to local agencies to identify which are the most applicable Regional Planning Policies. Table 5.1-3, *SCAG 2024-2050 RTP/SCS Project Consistency Analysis*, provides an analysis of the project's consistency with relevant Regional Planning Policies. As shown in Table 5.1-3, the proposed project would be consistent with the 2024-2050 RTP/SCS. Impacts would be less than significant in this regard.

Table 5.1-3
SCAG 2024-2050 RTP/SCS Project Consistency Analysis

Applicable Regional Planning Policy	Project Consistency Analysis
Transportation System Management Policy 12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible.	Consistent. Per the City Guidelines, a Traffic Impact Analysis (TIA) was prepared for the project in order to analyze potential level of service (LOS) deficiencies that may result from project implementation. The TIA identifies improvements necessary to provide or maintain acceptable LOS, including traffic signals, turn lanes, road widening, additional queuing space, and restriping. The project would implement these operational improvements to ensure adequate transportation performance.
Funding the System/Use Fees Policy 30. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery.	Consistent. The project would pay development impacts fees that contribute to funds for fire and police protection services, school services, library services, and utility connections. Further, the project applicant would be subject to the County's Transportation Uniform Mitigation Fee (TUMF) program, the City's local development impact fee (DIF) program, and other applicable fair share contributions, which may include additional fees and payments as well as construction of additional transportation improvements.
Funding the System/Use Fees Policy 31. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience.	
Priority Development Areas Policy 32. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.	Consistent. The project would annex undeveloped land within the City's SOI into the City's jurisdiction and construct an industrial development and associated site, roadway, and utility improvements. The proposed industrial use would accommodate up to 5,182,891 square feet of non-residential use and employ up to 6,114 employees; this anticipated growth would be within the General Plan EIR buildout assumptions for the 2040 buildout year. Additionally, as detailed in response to Transportation System Management Policy 12 above, the project would maintain acceptable LOS during project operations by including traffic signals, turn lanes, road widening, additional queuing space, and restriping. Further, the project would construct on-site utility improvements, including water, wastewater, storm drain, and dry utilities, to accommodate operations of the proposed industrial development.
Priority Development Areas Policy 34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled.	

Applicable Regional Planning Policy	Project Consistency Analysis
Sustainable Development Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	Consistent. The project would be required to comply with the applicable California Green Building Standards Code, Title 24, Part 11 (CALGreen) standards in place at the time plan check submittals are made, which would ensure that the project energy demands are not inefficient, wasteful, or otherwise unnecessary. Additionally, at least 65 percent of construction and demolition debris would be recycled and/or salvaged for reuse in compliance with CALGreen Section 5.408.
Air Quality Policy 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	Consistent. As discussed in Section 5.13, *Air Quality*, project-specific mitigation measures (Mitigation Measure AQ-1 through Mitigation Measure AQ-29) are required to reduce project-generated construction and operational source emissions.
Natural Lands and Agricultural Lands Preservation Policy 59. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding. **Natural Lands and Agricultural Lands Preservation Policy 60.** Support regional conservation planning and collaboration across the region. **Natural Lands and Agricultural Lands Preservation Policy 61.** Encourage the protection and restoration of natural habitat and wildlife corridors.	Consistent. The project site is within the *Western Riverside County Multiple Specific Habitat Conservation Plan* (MSHCP) The Pass Plan Area, Subunit 1 – Potrero/Badlands and Proposed Core 3. The project site is almost completely within MSHCP Criteria Cells 1404, 1405, 1507, 1508, 1599, and 1597, Cell Group B, as shown in Biological Resources Report Figure 3, *MSHCP Relationship Map*. The project is subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process in coordination with the City and is subject to Joint Project Review (JPR) by the Regional Conservation Authority (RCA) in order for the RCA to determine that the project would be consistent with the MSHCP. Consistent with the MSHCP, the project would pay the MSHCP Local Development Mitigation Fee (Mitigation Measure BIO-1), as well as implement a MSHCP burrowing owl 30-day pre-construction survey (Mitigation Measure BIO-3). Additionally, the project would purchase a 1.40-acre off-site re-establishment from the Riverpark Mitigation Bank or another approved bank to mitigate impacts to the MSHCP equivalent to that acreage, as well as prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) for approval by the MSHCP wildlife agencies (Mitigation Measure BIO-7). Overall, implementation of the proposed project would be consistent with all applicable provisions, guidelines, and objectives of the MSHCP following implementation of Mitigation Measures BIO-1, BIO-3, BIO-4 (related to conducting nesting bird pre-construction survey), and BIO-7. The site is bordered to the west by SR-79 and to the north by farmlands/Interstate 10, and to the south and west by open space and the Potrero Reserve. Regional wildlife movement corridors are located 1.7 miles east of the project site within Potrero Creek and 4.5 miles south within the San Jacinto River. No conservation within Cell Group B is proposed or identified by the MSHCP criteria for the region located within the project site. A total of 12,214.13-acre of conserved lands (Potrero Reserve) are located within the central region of Cell Group B representing 62 percent conservation, exceeding the 55 percent upper conservation range. Overall, compliance with the MSHCP requirements and implementation of

Applicable Regional Planning Policy	Project Consistency Analysis
	Mitigation Measures BIO-1 through BIO-5, the project would maintain open space linkages so as not to interfere with any wildlife movement or interfere with the conservation efforts of the MSHCP; refer to Section 5.3, *Biological Resources* for a complete description of proposed mitigation measures regarding MSHCP compliance.
Climate Resilience Policy 65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.	Consistent. The proposed project would implement Mitigation Measure HAZ-2, which requires preparing and implementing a Traffic Management Plan (TMP). The TMP would require that travel in each direction along the SR-79 and other impact roadways be maintained during construction activities. Additionally, the TMP would include other measures that help minimize congestion and maintain traffic flow (i.e., construction signage, limitation on timing for lane closures during peak hours of traffic, temporary lane striping, and flag person to direct traffic). Compliance with Mitigation Measure HAZ-2 would allow for uninterrupted emergency access to evacuation routes. Additionally, the project proposes fire reduction design features that ensure adequate water supply, fuel modification and defensible space, emergency access, building ignition and fire resistance, and fire protection systems, among other fire protection measures.
Climate Resilience Policy 67. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.	Consistent. The project proposes on-site utility improvements, including water and recycled water, to accommodate operations of the proposed industrial development; project implementation would also include annexation into BCVWD's service area. Refer to Section 5.10, *Utilities and Service Systems*, for a full analysis regarding project impacts to BCVWD's water services. In summary, the project's water demand would be adequately met by existing water supply sources. Additionally, with implementation of Mitigation Measure AQ-29, the project would result in a 20-percent reduction in indoor and outdoor water usage.
Goods Movement Policy 72. Advance comprehensive, systems-level planning of corridor/supply chain operational strategies that is integrated with road and rail infrastructure and inland port concepts.	Consistent. The project proposes up to 5,182,891 square feet of industrial development which has the potential to create 6,114 jobs. Anticipated uses of the industrial buildings consist of high-cube fulfillment center warehouse use (sort and non-sort facilities) and cold storage warehouse use. To accommodate the movement of goods on- and off-site, the project proposes roadway infrastructure improvements along adjacent SR-79, including traffic signals, turn lanes, road widening, additional queuing space, and restriping.
Goods Movement Policy 73. Ensure continued, significant investment in a safe, secure, clean and efficient transportation system—including both highways and rail—to support the intermodal movement of goods across the region.	
Workforce Development Policy 85. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change).	
Source: Southern California Association of Governments, *Connect SoCal: A Plan for Navigating to a Brighter Future*, adopted April 4, 2024.	

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.1.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD CONFLICT WITH LAND USE PLANS, POLICIES OR REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.**

Impact Analysis: Similar to the proposed project, cumulative development projects listed in Table 4-1 and anticipated as part of the Beaumont General Plan buildout would be required to undergo separate CEQA environmental reviews to determine potential conflicts with applicable land use policies, plans, and regulations. As part of the review process, each cumulative project would be required to demonstrate compliance with the provisions of the applicable land use designations and zoning districts. As the proposed project would be consistent with applicable land use policies under the Beaumont General Plan, Municipal Code, and SCAG 2024-2050 RTP/SCS, the proposed project would not contribute to a cumulatively considerable impact to land use and planning. As noted above, the Beaumont General Plan would be amended to reflect annexation of the project site and the site would be pre-zoned for consistency with the City's Municipal Code. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to land use and planning have been identified.

5.2 AESTHETICS/LIGHT AND GLARE

This section evaluates the visual quality of the project area and assesses the potential for visual impacts associated with implementation of the proposed project.

5.2.1 EXISTING SETTING

SCENIC AND VISUAL CHARACTER

The City and its Sphere of Influence (SOI) is located in the San Gorgonio Pass or the Pass Area, which is a valley bounded by the San Jacinto Mountains to the south and the San Bernardino Mountains to the north. The Pass Area is comprised of both valley and highland geographic features. The valley contains most of the existing and planned development. The highlands, or mountains, create the backdrop for these communities. The Pass Area is a narrow separation between the Peninsular Ranges, which extend southward into Baja California, and the Transverse Ranges, which extend northwest to include the San Bernardino and San Gabriel Mountains. These two ranges are accented by the distinctive San Gorgonio Mountain to the north, reaching to an elevation of 11,485 feet, and the southerly San Jacinto Mountain, at a height of 10,831 feet. The western end of the Pass is framed by the Crafton Hills and the convoluted San Timoteo Badlands. Scenic vistas of the Pass Area include the San Gorgonio Mountains and the San Bernardino Mountains to the north and the San Jacinto Mountains to the southeast. Intermittent views of these mountain ranges can be seen along major throughfares in the area.

The project site consists of vacant land with no substantial development on-site aside from the improved roadways and right-of-ways along State Route 79 (SR-79), California Avenue, and a proposed utility corridor through the Harmony Haven Children and Youth Center property. Topography across the site generally slopes downward from the northeast corner (approximately 2,700 feet height above mean sea level [amsl]) towards the southwest corner (approximately 2,300 feet amsl). The northern portion of the site is dominated by generally flat non-native grassland/ruderal vegetation and extends south toward an area of increased topographic relief characterized by several ridgelines and valleys of chamise chaparral and southern mixed chaparral. The southwestern portion of the site consists of large boulders and rock outcroppings. Several ephemeral drainages traverse the western and southwestern project area and ultimately flow in a southern direction off-site towards the San Jacinto River.

Numerous unpaved roads are present throughout the project site. Unimproved Southern California Edison (SCE) utility access roads and recreational off-road trails are interspersed throughout the southern and western portions of the project site. Scenic views of the San Gorgonio Mountains and San Bernardino Mountains to the north are afforded from the project site and northbound along SR-79.

SCENIC HIGHWAYS

According to the California Department of Transportation (Caltrans) *California State Scenic Highway System Map*, there are no officially designated or eligible State scenic highways near the project site.[1] The nearest officially designated State scenic highway is State Route 243 that goes through the San Jacinto Mountains from Mountain Center and ends near the City of Banning, approximately six miles to the east of the project site.

According to the County General Plan Circulation Element, many corridors in the County traverse its scenic resources. Due to the visual significance of some of these areas, several roadways have been officially recognized as either State or County designated or eligible scenic highways. As shown on County General Plan Figure C-8, *Scenic Highways*, the segment of SR-79 along the western project boundary is identified as a County eligible scenic highway. The City does not identify any roadway segments within Beaumont as scenic corridors or eligible scenic corridors.

LIGHT AND GLARE

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 view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences are considered light sensitive because occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Within the project area, existing nighttime lighting is primarily associated with vehicular lighting from traffic along SR-79 and other surrounding area roadways and light emitted from existing developed land uses.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials, and to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire (or a lighting unit). Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, transportation corridors, and aircraft landing corridors. Given that the site is entirely undeveloped and vacant, no prominent sources of glare exist on-site. Sources of glare in the project area are minimal and are primarily associated with the existing rural residences and from vehicular headlights during the evening.

[1] California Department of Transportation, *Scenic Highways*, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed November 13, 2024.

5.2.2 REGULATORY SETTING

STATE LEVEL

Caltrans State Scenic Highway Program

The Caltrans State Scenic Highway Program was established in 1963. The program provides guidance and assists local government agencies, community organizations, and citizens with the process to officially designate scenic highways. The State Scenic Highway Program provides for the designation of scenic corridors as well. Scenic corridors are evaluated based on existing scenic areas adjacent to and visible from (but not within) the highway right-of-way and featuring scenic and natural features. Topography, vegetation, viewing distance, and jurisdictional lines determine corridor boundaries. Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. Suitability for designation as State Scenic Highway is based on vividness, intactness, and unity.

REGIONAL LEVEL

Riverside County Multiple Species Habitat Conservation Plan

The Riverside County Multiple Species Habitat Conservation Plan (MSHCP) serves to protect valuable biological resources (critical habitat areas) within the County. These criteria habitat areas also exhibit desirable rural/open space visual qualities which provide relief from development intensities and characteristics of the built urban environment. Accordingly, portions of MSHCP criteria habitat areas within the project site contribute generally to desirable visual qualities of rural areas. These habitat areas will be preserved and protected, consistent with the policies and programs outlined in the MSHCP. Refer to Section 5.4, *Biological Resources*, for further discussion.

LOCAL LEVEL

County of Riverside General Plan

As described in the Circulation Element of the County General Plan, many corridors in the County traverse its scenic resources. Due to the visual significance of some of these areas, several roadways have been officially recognized as either State or County designated or eligible scenic highways.

Policy C 19.1: Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan.

The Multipurpose Open Space Element of the County General Plan 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 following goals and policies are applicable to the project:

Policy OS 21.1 Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County.

The Pass Area Plan

The Area Plan identifies the Mount Palomar Observatory, located in San Diego County, and unique required nighttime lighting standards. The following policy is intended to limit light leakage and spillage that may obstruct or hinder views from the observatory. The City and SOI are within Zone B (i.e., within a 45-mile radius of the Mount Palomar Observatory) and are subject to the Mount Palomar Observatory Nighttime Lighting Policy Area.

Policy PAP 9.1: Adhere to Riverside County's lighting requirements for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

City of Beaumont General Plan

The Conservation + Open Space Element of the Beaumont General Plan establishes goals and policies to protect, maintain, and enhance natural resources in the City, including scenic resources. The following goals and policies are applicable to the project:

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

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.

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

Policy 8.6.1: Protect and preserve existing, signature views of the hills and mountains from the City.

Policy 8.6.3: Require the preparation of a grading analysis on hillside development to pre-determine where development should occur to minimize the impact of new development on views of the City's hillsides.

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

Policy 8.6.5: Plan public facilities, roads, and private development to take advantage of the City's mountain and hillside views, especially as the Downtown develops.

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.

Beaumont Municipal Code

Chapter 8.50, *Outdoor Lighting*, of the Municipal Code establishes regulation and standards to 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.

Specifically, Chapter 8.50 establishes three Lighting Zones within the City: the Residential Lighting Zone, Commercial Industrial Lighting Zone, and Special Use Lighting Zone. The proposed project would be subject to standards detailed in Municipal Code Section 8.50.070, *Lighting in the Commercial/Industrial Zone*, which detail standards related to maximum lumen and shielding, height limits, total lamp power limit, lighting curfew, nonconforming lighting, and electronic billboard lighting requirements.

5.2.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-1);
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to Impact Statement AES-2);
- 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? (refer to Impact Statement AES-3); and/or
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.2.4 IMPACTS AND MITIGATION MEASURES

SCENIC VISTAS

AES-1 PROJECT IMPLEMENTATION COULD HAVE A SUBSTANTIAL ADVERSE IMPACT ON A SCENIC VISTA.

Impact Analysis: A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic

vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Local open space or recreational areas may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features. A proposed development could impact scenic vistas by physically altering a scenic resource (e.g., disturbing or developing on a ridgeline, hillside, or peak) or blocking or substantially obscuring the public views of a scenic vista (e.g., views from a public road). Views from private properties are not a legal right or protected government interest; therefore, views from private properties are not considered viewing points for the purpose of this analysis.

As discussed in Section 5.2.1, *Existing Setting*, the project site is located in the Pass Area, which is a valley bounded by the San Jacinto Mountains to the south and the San Bernardino Mountains to the north. The Pass Area is accented by the San Gorgonio Mountain to the north, reaching to an elevation of 11,485 feet, and the southerly San Jacinto Mountain, at a height of 10,831 feet. Scenic vistas of the San Bernardino Mountains and San Gorgonio Mountain to the north are afforded from public viewpoints in the project area, particularly northbound along SR-79. Topographic changes, vegetation, and hillsides adjacent to SR-79, obstruct scenic views of the San Jacinto Mountains to the south. The project proposes to construct up to 5,182,891 square feet of combined office and industrial building space within four buildings on the Development Site; refer to Exhibit 3-5, *Conceptual Development Site Plan*. Each of the four industrial buildings would be constructed to a maximum height of 50 feet. Automobile and trailer parking stalls would be provided on all sides of each building, and landscaping would be installed throughout the site in accordance with City standards. Additionally, nighttime parking lot use, vehicular access, and building security lighting are proposed on-site. Public views of the site are afforded primarily to vehicles traveling along SR-79.

CONSTRUCTION

The Development Site would be mass graded in its entirety; subsequently, the proposed industrial development would be constructed in four phases, one phase per building. Anticipated grading consists of approximately 9,000,000 cubic yards of cut and approximately 10,000,000 cubic yards of fill material with a net import of approximately 1,000,000 cubic yards. Construction staging of equipment and soils would occur in the southern portion of the project site; refer to the Construction Staging/Earthwork Balance Area shown on Exhibit 3-2. Construction of all phases is anticipated to have a duration of approximately seven years with each industrial building becoming operational as each phase is completed. All staging of construction equipment, materials, excavated soils, and parking for construction workers/vendors would occur on-site. Given the topography of the project area, the project site sits higher in elevation than SR-79 along the project's western boundary and thus, vehicles traveling both northbound and southbound along SR-79 would have partially or fully obstructed views of the anticipated construction activities. As such, scenic vistas of the San Bernardino Mountains and San Gorgonio Mountain in the distance to the north would not be blocked from public vantage points along SR-79.

Additionally, proposed utility improvements along SR-79, California Avenue, and to the east through the Harmony Haven Children and Youth Center would occur primarily within paved roadway right-of-ways and are typical temporary urban construction activities that would not substantially impact scenic vistas of the distant San Bernardino, San Gorgonio, and San Jacinto Mountains. The project's construction-related visual impacts are considered temporary and would cease upon construction completion. Given the intervening topographic obstructions to the site from public view along SR-79

and the distance of the mountain ranges to the north, construction activities occurring on-site would not have a substantial adverse impact on scenic vistas of the mountain ranges. Impacts would be less than significant in this regard.

OPERATIONS

As stated, the proposed development would consist of four industrial buildings up to 50 feet in height with associated site improvements, including parking, landscaping, and internal roadways, among others. As stated above, scenic public views in the project area of the San Bernardino and San Gorgonio Mountains to the north are afforded by travelers along SR-79. The San Jacinto Mountains to the south are mostly obstructed from public view while traveling southbound along SR-79 due to intervening topography and vegetation.

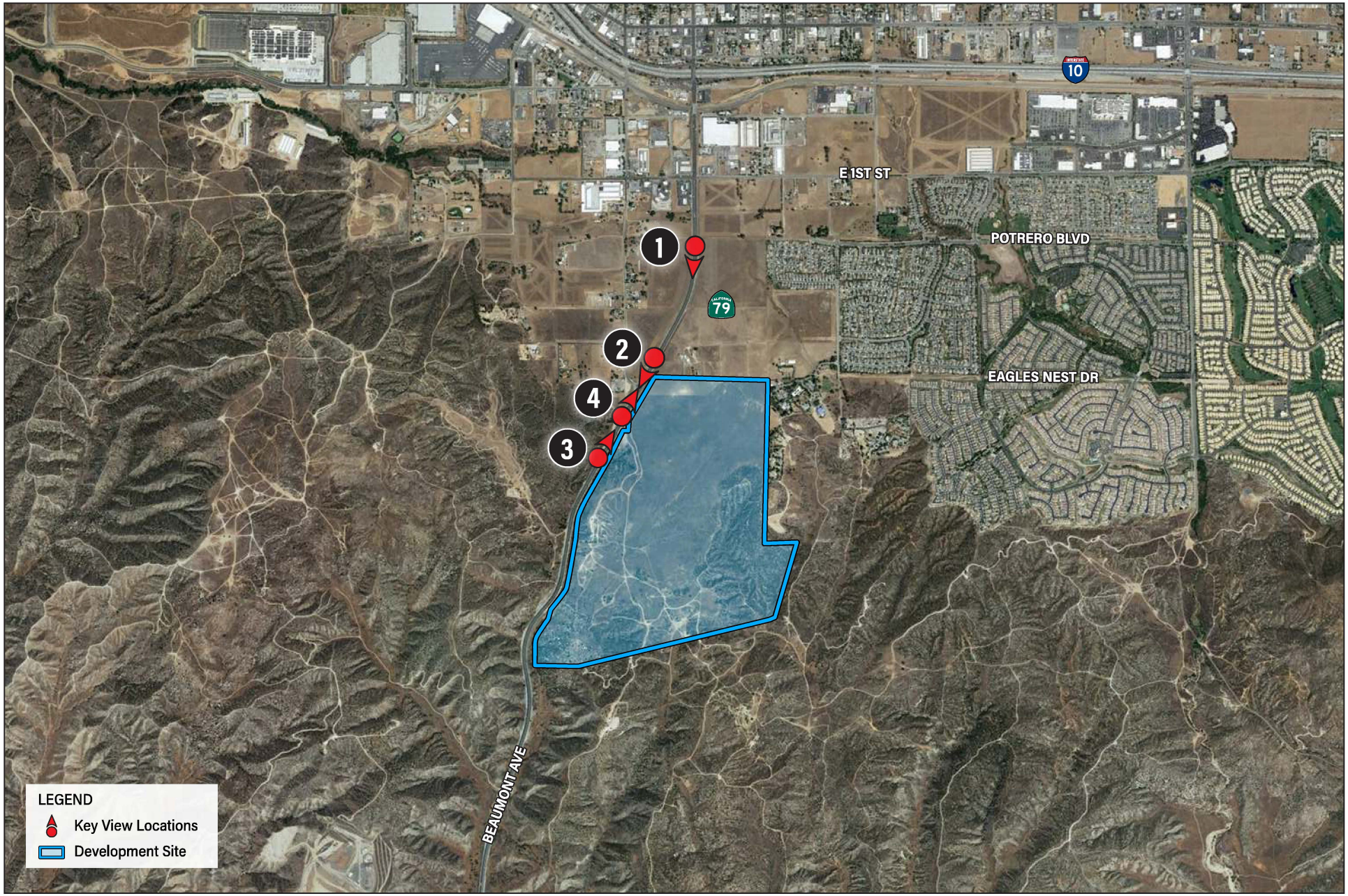
Photosimulations of the proposed development were prepared to compare pre- and post-development conditions along key public viewpoints; refer to Exhibit 5.2-1, *Key View Location Map*.

- *Key View 1*. Key View 1 is located southbound along SR-79 approximately 1,000 feet south of the intersection of SR-79 and 1st Street. As shown on Exhibit 5.2-2, *Key View 1 – Existing and Proposed Condition*, southbound vehicles would have distant partial views of the proposed development. Specifically, only the top half of Building 1 would be visible from this key viewpoint. Public views of the rolling hills in the foreground would remain and would not be impacted by the development. Thus, scenic views from Key View 1 would not be substantially altered or substantially obscured.

- *Key View 2*. Key View 2 is located southbound along SR-79 near the northern boundary of the proposed Development Site. As shown on Exhibit 5.2-3, *Key View 2 – Existing and Proposed Condition*, partial views of Buildings 1 and 2 would be visible from Key View 2. Extensive landscaping is proposed along the Development Site perimeter as shown on Exhibit 5.2-3 that would help screen the proposed buildings from public views along SR-79. Thus, while partial views of Buildings 1 and 2 would be visible from Key View 2, the project would not substantially alter or substantially obscure scenic views from Key View 2.

- *Key View 3*. Key View 3 is located northbound along SR-79 near the center of the western Development Site boundary. As shown on Exhibit 5.2-4, *Key View 3 – Existing and Proposed Condition*, northbound vehicles are afforded scenic views of the distant San Bernardino and San Gorgonio Mountains. Due to existing elevation changes and proposed landscaping adjacent to the eastern SR-79 right-of-way, the development would be completely obstructed. Additional landscaping is proposed along SR-79, including trees, shrubs, and bushes. Thus, scenic views from Key View 3 would not be substantially altered or substantially obscured.

- *Key View 4*. Key View 4 is located northbound along SR-79 near the intersection of SR-79 and (eastern) California Avenue. Similar to Key View 3 and as shown on Exhibit 5.2-5, *Key View 4 – Existing and Proposed Condition*, northbound vehicles are afforded similar scenic views of the distant San Bernardino and San Gorgonio Mountains. The proposed development is located to the east in Key View 4 and only a landscaped slope would be visible from this view. Thus, scenic views from Key View 4 would not be substantially altered or substantially obscured.



Source: Google Earth Pro, November 2024

Michael Baker INTERNATIONAL

NOT TO SCALE

11/2024 • JN 198405

BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View Location Map

Exhibit 5.2-1



Existing Condition



Proposed Condition

BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 1 – Existing and Proposed Condition

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Exhibit 5.2-2



Existing Condition



Proposed Condition

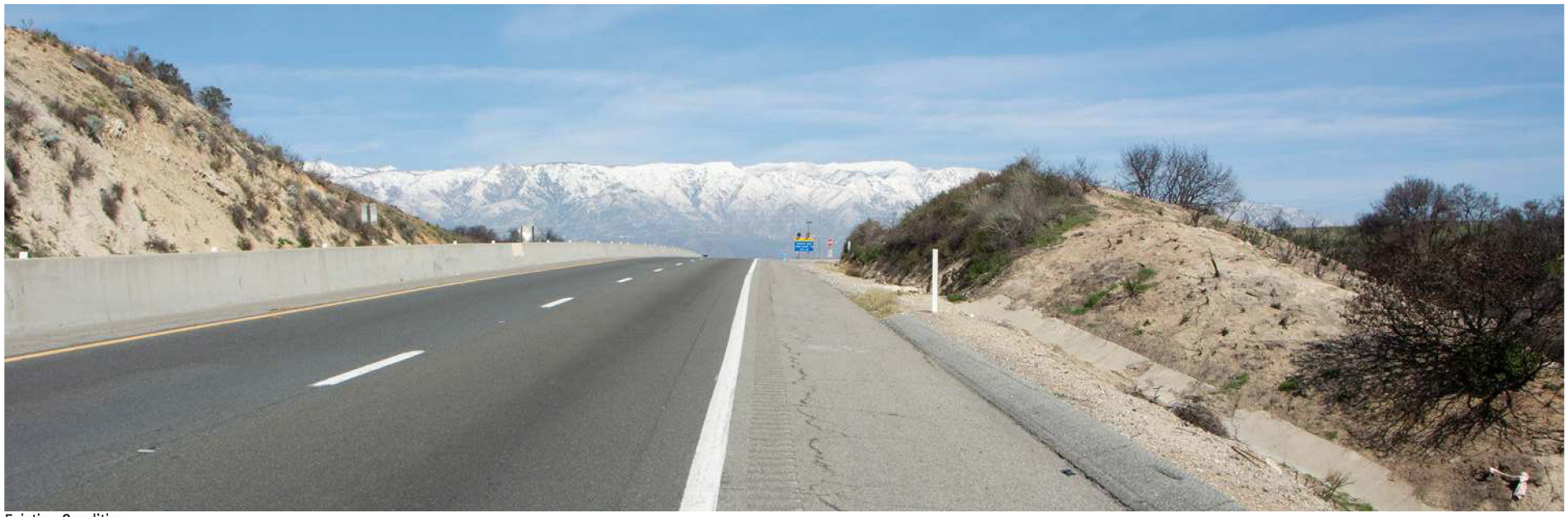
BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 2 – Existing and Proposed Condition

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Exhibit 5.2-3



Existing Condition



Proposed Condition

BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 3 – Existing and Proposed Condition

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Exhibit 5.2-4



Existing Condition



Proposed Condition

BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 4 – Existing and Proposed Condition

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Exhibit 5.2-5

Overall, partial views of the proposed development would be seen by vehicles traveling southbound along SR-79. Most views by vehicles traveling northbound along SR-79 would be completely or partially obstructed by existing elevation changes, intervening topography, and proposed landscaping along the Development Site perimeter. Given the distance of the San Bernardino and San Gorgonio Mountains, public views of these scenic resources would not be substantially altered or substantially obscured. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

SCENIC RESOURCES

AES-2 PROJECT IMPLEMENTATION COULD SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY.

Impact Analysis: As stated above, there are no Caltrans officially designated or eligible State scenic highways near the project site. The nearest officially designated State scenic highway is State Route 243 which goes through the San Jacinto Mountains from Mountain Center and ends near the City of Banning, approximately six miles to the east of the project site. Due to the distance and intervening topography and structures, the project site is not visible from State Route 243. Thus, no impacts would occur to scenic resources within a State scenic highway. Additionally, the City does not identify any roadway segments within Beaumont as scenic corridors or eligible scenic corridors.

While there are no nearby State scenic highways or City-designated scenic corridors, the County designates eligible scenic highways as shown on County General Plan Figure C-8, *Scenic Highways*. Based on the County General Plan, the segment of SR-79 along the western project boundary is identified as a County eligible scenic highway. As analyzed under Impact Statement AES-1, public scenic views along SR-79 would not be substantially altered or obscured by the proposed development. Additionally, there are no scenic trees or historic buildings along the segment of SR-79 that could be impacted by project implementation. There is an existing rock outcropping along the southwestern corner of the Development Site that is proposed to remain undeveloped and undisturbed open space; refer to Exhibit 3-5. This approximately 23.62-acre area would remain as is and thus, the rock outcropping would not be impacted by the proposed development.

Overall, the project would not substantially damage any scenic resources within a State or County scenic highway. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

VISUAL CHARACTER AND QUALITY

AES-3 PROJECT IMPLEMENTATION COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS.

Impact Analysis: The project site is located in the City's SOI in a mostly undeveloped and rural area of unincorporated Riverside County. The site consists of vacant undeveloped land with no existing structures on-site aside from the improved roadways and right-of-ways along SR-79 and California Avenue. Thus, the project analysis below utilizes the "non-urbanized area" threshold related to substantially degrading existing visual character or quality of public views of the site and its surroundings.

The existing visual character of the project site and surrounding areas is primarily a rural, low density residential area along a major transportation corridor (i.e., SR-79). The distant San Bernardino and San Gorgonio Mountains to the north of Beaumont can be clearly seen along northbound SR-79 and obstructed views of the San Jacinto Mountains can be seen along southbound SR-79 in the project vicinity. Surrounding uses predominantly consist of undeveloped vacant land with rural residential uses as described below:

- *North*: Undeveloped vacant land and single-family residences are located to the north of the project site. Uses to the north are located both within the City limits and SOI.

- *East*: The Harmony Haven Children and Youth Center, single-family residences, and undeveloped vacant land are located to the east of the project site. These areas are located within the City's SOI.

- *South*: Undeveloped vacant land is located to the south of the site and both within the City limits and SOI.

- *West*: SR-79 bounds the site to the west. Undeveloped vacant land is located further west of SR-79 within the City's SOI.

Public views are those that are experienced from a publicly accessible vantage point. As analyzed under Impact Statement AES-1, public views of the project site and surrounding area primarily occur along northbound and southbound SR-79. Based on photosimulations of pre- and post-development conditions at four key view locations along SR-79/Beaumont Avenue shown on Exhibits 5.2-2 through 5.2-5, the proposed development would not substantially degrade scenic views in the project area and similarly would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. While the Development Site is located at a higher elevation than adjacent roadways, including SR-79, the existing intervening topography and elevation change would obstruct views of the proposed development from travelers along SR-79, both northbound and southbound. As shown on Exhibits 3-6a, *Building Elevations – Building 1*, through Exhibit 3-7, *Enlarged Building 1 Elevation and Material Board*, the proposed buildings would be concrete tilt-up buildings painted with grays, browns, and dark blues that complement the surrounding uses. Additionally, as shown on Exhibit 3-5, the project proposes to setback the industrial development from SR-79, ranging

from approximately 175 to 323 feet measured from the western property line adjacent to SR-79 to the nearest proposed internal roadway. The four industrial buildings are further setback from SR-79 with additional internal roadways, landscaping, parking areas, and a detention basin between the proposed buildings and the western property line. Extensive landscaping is proposed along the site perimeter to screen the buildings, parking areas, and internal roadways from public view; refer to Exhibit 3-8, *Conceptual Landscape Plan*. A variety of tree, shrub, accent, and groundcover species are proposed throughout the Development Site. Tree species include desert willow, toyon, Chinese flame tree, Canary Island pine, Afghan pine, Chinese pistache, and California sycamore, among others. Shrub species include artemisia, coyote bush, dwarf bottle brush, silverleaf cassia, fortnight lily, and emu bush, among others. Accent plants include century plant, blue flame agave, blue glow agave, agave, desert spoon, afterglow echeveria, and red yucca. Groundcover species include dwarf acacia, prostate natal plum, yellow day lily, and yellow lantana, among others. The total number of trees and shrubs planted on-site would be required to comply with the City's landscaping standards. Thus, the existing rural, low density scenic quality of the project area and distance views of the San Bernardino, San Gorgonio, and San Jacinto Mountains would not be substantially degraded with the proposed development. Overall, project impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

LIGHT AND GLARE

AES-4 PROJECT IMPLEMENTATION COULD CREATE NEW SOURCES OF LIGHT AND GLARE, WHICH COULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS.

Impact Analysis: A significant impact may occur if lighting, as part of the proposed project, exceeds adopted thresholds for light and glare, including exterior lighting or light spillover, or if the proposed project creates a substantial new source of light or glare. The project site consists of vacant land with no existing structures on-site and thus, no existing sources of light or glare. Within the project area, existing nighttime light and glare sources are primarily associated with vehicular lighting from traffic along SR-79 and surrounding area roadways and light emitted from existing developed land uses further to the north.

CONSTRUCTION

Construction activities associated with the development could involve temporary light and glare impacts. On-site security lighting may be utilized around construction trailers, equipment, storage, and staging areas. However, most construction activities would be limited to daytime hours (7:00 a.m. to 6:00 p.m.) in accordance with Municipal Code Section 9.02.110, *Special Provisions*, unless otherwise approved by the City. However, nighttime concrete pouring activities would be required and would occur outside of the City's permitted construction hours. The applicant would be required to obtain City authorization for nighttime construction work pursuant to Municipal Code Section 9.02.110, *Special Provisions*, which states that the City's building official may issue a permit for construction within the hours of 6:00 p.m. and 7:00 a.m., with conditions on the issuance of the permit that are appropriate to maintain the public health and safety, as determined by the building official. These conditions may

include implementing best management practices related to construction noise and lighting to reduce potential impacts to adjacent sensitive receptors during nighttime concrete pouring activities. The remainder of the project's proposed construction activities would occur during daytime hours and would not result in light and glare impacts to adjacent uses. Thus, short-term construction-related impacts pertaining to nighttime light and glare would be less than significant.

OPERATIONS

The proposed industrial development would create new sources of light and glare. Specifically, the project proposes nighttime parking lot, internal roadway, building security, and landscape lighting on-site. The project would be required to comply with existing City regulations regarding outdoor lighting pursuant to Municipal Code Chapter 8.50, *Outdoor Lighting*. As an industrial development, the project would be subject to standards detailed in Municipal Code Section 8.50.070, *Lighting in the Commercial/Industrial Zone*, which provides standards related to maximum lumen and shielding, height limits, total lamp power limit, lighting curfew, nonconforming lighting, and electronic billboard lighting requirements. The project site is also located within Zone B (i.e., within a 45-mile radius of the Mount Palomar Observatory in the County of San Diego) and is subject to the Mount Palomar Observatory Nighttime Lighting Policy per Riverside County Ordinance No. 655. Specifically, low-pressure sodium lamps are preferred illuminating sources and all non-exempt outdoor light fixtures are required to be shielded. Additional details regarding allowed lamp type for parking lots, walkways, security, and decorative lighting are provided within the ordinance. The project would comply with the City's industrial lighting standards and a lighting plan would be developed consistent with the City's lighting standards for City review and approval prior to the issuance of the first building permit. Thus, upon compliance with existing lighting regulations, operations of the proposed development would reduce light spillover onto adjacent properties and result in less-than-significant impacts.

New sources of glare may also occur from project operations. Specifically, daytime glare can be generated by exterior facades comprised of highly reflective glass and nighttime glare can be produced by the reflection of artificial light sources such as vehicular headlights. The four industrial buildings would be concrete tilt-up buildings painted with grays, browns, and dark blues and would include metal canopies in black, gray, and white. Vision, spandrel, and insulated vision glass are proposed for windows and main entrances and would not include highly reflective glass. Overall, the proposed building material and colors would complement the rural visual character of the project area and thus, would not result in reflective daytime glares. Additionally, while the development may operate 24 hours per day, nighttime glare from vehicular headlights traveling in and out of the site would be similar to existing sources of nighttime glare along SR-79. The project also proposes extensive landscaping along the site perimeter, particularly along SR-79, to screen the proposed buildings and operational activities. Further, as previously discussed, the Development Site sits at a higher elevation than the segment of SR-79 along the western project boundary and thus, vehicles traveling along SR-79 would not have direct views of potential glare associated with the development. Therefore, glare impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.2.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

- **THE PROJECT, COMBINED WITH OTHER CUMULATIVE PROJECTS, COULD RESULT IN SIGNIFICANT IMPACTS RELATED TO AESTHETICS AND LIGHT AND GLARE.**

Impact Analysis: The cumulative study area for aesthetic impacts is the viewshed that includes the project area and its surroundings. Specifically, for a cumulative aesthetic impact to occur, cumulative projects' features need to be seen together or in proximity to the proposed project. As shown on Exhibit 4-1, *Cumulative Projects Map*, the Pacific Scene (Tract No. 32850) project (Cumulative Project No. 49), a 95-unit single-family residential development in unincorporated Riverside County, is the closest related project that could result in cumulative aesthetic impacts in combination with the proposed project. However, the Pacific Scene (Tract No. 32850) project site is located adjacent to existing single-family residential developments to the north and east of the site within the City's jurisdiction and thus, would complement nearby existing residential development. Further, the Pacific Scene (Tract No. 32850) project, similar to other cumulative projects, would be required to undergo project-specific environmental review under CEQA to evaluate project-level aesthetic impacts and undergo site and architectural plan review. These discretionary reviews would ensure consistency with existing and proposed land use designations and zoning mandated by the Beaumont General Plan and Municipal Code. Further, as analyzed above, the proposed project would result in less than significant aesthetic impacts, including impacts related to scenic views, scenic resources, and visual character and quality. Thus, the project, combined with other cumulative projects, would not result in cumulatively significant impacts. Impacts would be less than significant.

With regard to cumulative light and glare impacts, implementation of the project and cumulative projects would increase sources of light and glare in the surrounding area compared to existing conditions. However, similar to the proposed project, future cumulative development would be subject to outdoor lighting requirements per the Municipal Code or County Code (depending on where the projects are located) as well as the Mount Palomar Observatory Nighttime Lighting Policy which applies to the entire City and SOI. Related projects would also be subject to discretionary site plan and architectural plan reviews to ensure proposed lighting, building materials, landscaping, and other project features comply with existing regulations related to light and glare.

As analyzed above, the proposed project would comply with existing light and glare regulations and proposes outdoor lighting, building materials, glazing, and colors that would not generate substantial light and glare impacts. Therefore, the project would not result in cumulatively considerable light and glare impacts and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to aesthetics/light and glare have been identified.

5.3 BIOLOGICAL RESOURCES

This section identifies existing biological resources in the project area and provides an analysis of potential impacts that may result from project implementation. Existing baseline biological conditions and characteristics, an analysis of the potential direct and indirect impacts on sensitive resources, and appropriate mitigation measures to reduce potential impacts to the extent feasible for those impacts determined to be significant, if any, are described throughout the analysis. This section is primarily based upon the following technical studies (refer to Appendix 11.2, *Biological Resources Reports*):

- *Beaumont Heights Business Centre Project, Unincorporated Riverside County, California – Biological Resources Technical Report* (Biological Resources Report), prepared by Cadre Environmental (Cadre), dated January 2026;
- *Beaumont Heights Business Centre Project, Unincorporated Riverside County, California – MSHCP Consistency Analysis* (MSHCP Consistency Analysis), prepared by Cadre, dated January 2026;
- *Beaumont Heights Business Centre Project, Unincorporated Riverside County, California – MSHCP DBESP* (DBESP), prepared by Cadre, dated January 2026;
- *Beaumont Heights Business Centre Project Site – MSHCP Focused Burrowing Owl Survey Report* (BUOW Focused Survey), prepared by Cadre, dated November 18, 2024;
- *Beaumont Heights Business Centre Project Site – MSHCP Narrow Endemic Sensitive Plant Survey Report* (Sensitive Plant Focused Survey), prepared by Cadre, dated August 5, 2024; and
- *Aquatic Resources Delineation of State and Federal Jurisdictional Waters for the Beaumont Heights Business Centre Project – City of Beaumont, Riverside County, California* (Jurisdictional Delineation), prepared by Michael Baker International, dated November 2024.

5.3.1 EXISTING SETTING

As shown on Exhibit 3-2, *Site Vicinity*, the 629.27-acre project site is divided into an approximately 385.60-acre area identified as the Development Site and an approximately 182.14-acre area to the south of the Development Site, identified as the Construction Staging/Earthwork Balance Area. The remaining 61.53 acres encompass segments along California Avenue, State Route 79 [SR-79], and east of the Development Site within the Harmony Haven Children and Youth Center); refer to Exhibit 3-2.

The project site slopes from the northeast corner at 2,700 feet height above mean sea level (amsl) in a southwest direction to 2,300 feet amsl in the southwestern region. The site is located within the *Western Riverside County Multiple Specific Habitat Conservation Plan* (MSHCP) The Pass Plan Area, Subunit 1 – Potrero/Badlands and Proposed Core 3. The project site is located almost completely within MSHCP Criteria Cells 1404, 1405, 1507, 1508, 1599, and 1597, Cell Group B, as shown in Biological Resources Report Figure 3, *MSHCP Relationship Map*. Specifically, a 375.96-acre on-site and 222.32-acre off-site portion of the project site (598.28 total acres) is located within Cell Group B.

The northern region of the project site is dominated by generally flat non-native grassland/ruderal vegetation and extends south toward an area of increased topographic relief characterized by several ridgelines and valleys of chamise chaparral and southern mixed chaparral as shown on Biological Resources Report Figure 4, *Vegetation Communities Map*, and Figures 5 to 12, *Current Project Site Photographs*. The site is characterized as sandy loam, all possessing well drained substrates. No indication of clay substrates or hydric soils were documented within the project site.

VEGETATION COMMUNITIES

Natural community names follow the California Department of Fish and Wildlife (CDFW) "List of California Terrestrial Natural Communities" and/or Holland classification system, which have been refined and where appropriate to better characterize the habitat types on-site when not addressed by the *Western Riverside County Multiple Specific Habitat Conservation Plan* (MSHCP) classification system. Table 5.3-1, *Vegetation Communities Acreages*, lists the acreage totals for each vegetation community documented on-site.

Table 5.3-1
Vegetation Communities Acreages

Vegetation Type	On-Site Acres	Off-Site Acres	Total Acres
Non-Native Grassland/Ruderal	223.02	30.49	253.51
Chamise Chaparral	97.07	148.10	245.17
Southern Mixed Chaparral	33.22	13.84	47.06
Disturbed	13.72	25.05	38.77
Developed	0.00	19.51	19.51
Riversidean Sage Scrub	10.38	1.46	11.84
California Buckwheat Scrub	4.72	2.33	7.05
Exotic	3.47	2.89	6.36
TOTAL	**385.60**	**243.67**	**629.27**

Source: Refer to Appendix 11.2.

CHAMISE CHAPARRAL

The majority of the project site including the southern and eastern regions are dominated by chamise chaparral. Species documented within this vegetation community include chamise (*Adenostoma fasciculatum*) with scattered sugar bush (*Rhus ovata*), laurel sumac (*Malosma laurina*), toyon (*Heteromeles arbutifolia*), Mojave yucca (*Yucca schidigera*), Chaparral honeysuckle (*Lonicera interrupta*), and patches of black sage (*Salvia mellifera*). Rock outcrops are scattered within the western region of the project site where this vegetation community is present.

NON-NATIVE GRASSLAND/RUDERAL

The northern region of the Development Site is generally flat (with a slight southwestern slope). This region is dominated by non-native grassland/ruderal vegetation. Species documented within this vegetation community include wild oat (*Avena fatua*), slim oat (*Avena barbata*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), foxtail brome (*Bromus madritensis* ssp. *rubens*), goldentop (*Lamarckia aurea*), and ruderal invasive species. Other species scattered throughout this vegetation

community include stinknet (*Oncosiphon piluliferum*), black mustard (*Brassica nigra*), tocalote (*Centaurea melitensis*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), annual sunflower (*Helianthus annuus*), telegraph weed (*Heterotheca grandiflora*), clustered tarweed (*Deinandra fasciculata*), field bindweed (*Convolvulus arvensis*), turkey mullein (*Croton setigerus*), white horsenettle (*Solanum elaeagnifolium*), tree tobacco (*Nicotiana glauca*), four-spot clarkia (*Clarkia purpurea*), California poppy (*Eschscholzia californica*), vinegarweed (*Trichostema lanceolatum*), and slender buckwheat (*Eriogonum gracile*).

SOUTHERN MIXED CHAPARRAL

Southern mixed chaparral is located along the western boundary of the project site and within the rock outcrops. Dominant plant species documented within this vegetation community include hoaryleaf ceanothus (*Ceanothus crassifolius*), chamise, sugar bush, inland scrub oak (*Quercus berberidifolia*), four wing saltbush (*Atriplex canescens*), blue elderberry (*Sambucus cerulea*), skunkbush (*Rhus trilobata*), Birch leaf mountain mahogany (*Cercocarpus betuloides*), spiny redberry (*Rhamnus crocea*), and hollyleaf cherry (*Prunus ilicifolia*). Rock outcrops are scattered within the western region of the project site where this vegetation community is present.

DISTURBED

Disturbed regions of the project site include dirt roads and off-road vehicle recreational paths devoid of vegetation.

RIVERSIDEAN SAGE SCRUB

A few isolated patches of Riversidean sage scrub are located within the western region of the project site. Dominant plant species documented within this vegetation community include brittlebush (*Encelia farinosa*), California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), pinebush (*Ericameria pinifolia*), cottonthorn (*Tetradymia comosa*), black sage, horehound (*Marrubium vulgare*), coast goldenbush (*Isocoma menziesii* var. *menziesii*), white sage (*Salvia apiana*), and slender buckwheat. Rock outcrops are scattered within the western region of the project site where this vegetation community is present.

CALIFORNIA BUCKWHEAT SCRUB

A few isolated patches of California buckwheat scrub are located within the western region of the project site. Dominant plant species documented within this vegetation community include California buckwheat, common sandaster (*Corethrogyne filaginifolia* var. *filaginifolia*), deerweed (*Acmispon glaber*), California match weed (*Gutierrezia californica*), and beavertail cactus (*Opuntia basilaris*).

EXOTIC

Several patches of ornamental exotic vegetation were documented within the project site including Eucalyptus (*Eucalyptus* sp.), Peruvian pepper tree (*Schinus molle*), chinaberry (*Melia azedarach*), olive (*Olea europaea*), and pine (*Pinus* sp.)

WILDLIFE SPECIES

General wildlife species documented on the project site include, but are not limited to, red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), rock dove (*Columba livia*), American kestrel (*Falco sparverius*), Anna's hummingbird (*Calypte anna*), bushtit (*Psaltriparus minimus*), white-crowned sparrow (*Zonotrichia leucophrys*), song sparrow (*Melospiza melodia*), western meadowlark (*Sturnella neglecta*), northern flicker (*Colaptes auratus*), California quail (*Callipepla californica*), blue-grey gnatcatcher (*Polioptila caerulea*), mourning dove (*Zenaida macroura*), Cassin's kingbird (*Tyrannus vociferans*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), cliff swallow (*Petrochelidon pyrrhonota*), American crow (*Corvus brachyrhynchos*), wrentit (*Chamaea fasciata*), California towhee (*Pipilo crissalis*), spotted towhee (*Pipilo maculatus*), European starling (*Sturnus vulgaris*), house finch (*Haemorhous mexicanus*), lesser goldfinch (*Spinus psaltria*), house sparrow (*Passer domesticus*), desert cottontail rabbit (*Sylvilagus audubonii*), and California ground squirrel (*Otospermophilus beecheyi*).

JURISDICTIONAL RESOURCES

The project site is located within the Laborde Canyon-San Jacinto River Subwatershed (HUC 180702020202) and Potrero Creek Subwatershed (HUC 180702020201) within the larger the San Jacinto River Watershed (HUC 18070102). Both subwatersheds consist of numerous small ephemeral drainages originating in the foothills of the San Jacinto Mountains which ultimately drain southwest towards the San Jacinto River. The Potrero Creek Subwatershed includes Potrero Creek which occurs east of the project site and flows generally south/southwest before connecting to the San Jacinto River downstream. The North Fork of the San Jacinto River, located approximately 14 miles from the project site, is designated as a Wild and Scenic River under the National Wild and Scenic Rivers Act. The San Jacinto River is an intermittent river which is ultimately tributary to Lake Elsinore, a perennial lake.

NON-WETLAND FEATURES

A total of seven ephemeral drainage features were identified within the project site during April, May, and October 2024 site visits conducted by Michael Baker; refer to Jurisdictional Delineation Figures 4a, *RWQCB Jurisdictional Map* through 5o, *CDFW Jurisdictional Map*. Regional Water Quality Control Board (RWQCB) mapped jurisdiction generally aligns with the Ordinary High Water Mark (OHWM) limits, while CDFW jurisdiction extends to the top-of-bank or the dripline of associated riparian vegetation.

Aquatic Feature 1

Aquatic Feature 1 (AF-1) is an earthen ephemeral channel that enters the project site as a large erosional rill south of California Avenue and flows generally southwest and converges with several tributaries, enters a culvert, and crosses underneath SR-79. AF-1 exits the culvert west of SR-79 and continues flowing southwest, briefly overlaps the western project boundary, and exits the project site just north of David Mountain Road. AF-1 continues off-site for approximately 1,000 feet, then re-enters the western project boundary, and crosses back to the east side of SR-79 via a culvert. AF-1 then flows generally south before exiting the southwestern project site boundary and continuing off-site. At the time of the surveys, the downstream portion of AF-1 where it re-enters the east side of SR-79 exhibited small, localized pockets of saturated soils and/or ponded water within the large rock

outcroppings associated with stormwater inlets located along SR-79. However, the majority of AF-1 was dry and did not contain flowing or standing water.

Portions of the channel invert were unvegetated, but generally the bed and lower banks were vegetated with patchily distributed herbs and non-native grasses. Vegetation transitions to chamise (*Adenostoma fasciculatum*), laurel sumac (*Malosma laurina*), California buckwheat (*Eriogonum fasciculatum*), scrub oak (*Quercus* sp.), elderberry (*Sambucus mexicana*), and toyon (*Heteromeles arbutifolia*) on the upper banks. Occasional single or small groupings of mature riparian trees such as Fremont cottonwood (*Populus fremontii*) and Goodding's black willow (*Salix gooddingii*) were observed throughout AF-1, generally rooted within the channel bed and with the canopy contained within the top of bank. Portions of AF-1 and the surrounding area along SR-79 showed evidence of recent wildfires, as most of the woody shrubs on the slopes were charred with evidence of recent regrowth at the base. AF-1 is generally confined by steep slopes on both banks due to the presence of SR-79 and the surrounding hills; the upstream portion of AF-1 is notably wider where it converges with multiple ephemeral features described below. An OHWM is present within AF-1 with widths ranging from one to 70 feet, and defined by destruction of terrestrial vegetation, presence of litter and debris, wracking, absence of vegetation, scour, sediment deposition, and presence of bed and banks.

Aquatic Feature 2

Aquatic Feature 2 (AF-2) is a small earthen ephemeral tributary that begins on-site immediately north of AF-1 near the western project site boundary. AF-2 begins as a large erosional rill which quickly develops a bed and banks and flows southwest before converging with AF-1 downstream. AF-2 was dry during the site visit and did not contain flowing or standing water. AF-2 was vegetated with a similar understory and banks to AF-1; the upstream portion of AF-2 also exhibited a small patch of stinknet (*Oncosiphon pilulifer*) and tree of heaven (*Ailanthus altissima*) saplings within the channel invert. An OHWM is present within AF-2 with widths ranging from one to 15 feet, and defined by destruction of terrestrial vegetation, presence of litter and debris, wracking, absence of vegetation, scour, sediment deposition, soil cracks, and presence of bed and banks.

Aquatic Feature 3

Aquatic Feature 3 (AF-3) is a small ephemeral tributary that begins on-site west of AF-2 near the western project site boundary. AF-3 begins as an erosional rill which quickly develops a bed and banks and flows southwest before converging with AF-1 downstream. AF-3 was dry during the site visit and did not contain flowing or standing water. The upstream portion of AF-3 was deeply incised and exhibited sediment sorting with abundant pebbles and cobbles. The channel invert was vegetated with non-native bromes and tocalote, and the banks were vegetated with sparse laurel sumac and chamise. An OHWM is present within AF-3 with widths ranging from two to seven feet, and defined by destruction of terrestrial vegetation, presence of litter and debris, wracking, absence of vegetation, scour, sediment deposition, and presence of bed and banks.

Aquatic Feature 4

Aquatic Feature 4 (AF-4) is a small ephemeral tributary that begins on-site south of AF-3 near the western project site boundary. AF-4 begins as an erosional rill which quickly develops a bed and banks and flows northwest before converging with AF-1 downstream. AF-4 was dry during the site visit and

did not contain flowing or standing water. AF-4 was vegetated with a similar understory and banks to AF-3. An OHWM is present within AF-4 with widths ranging from one to 10 feet, and defined by destruction of terrestrial vegetation, absence of vegetation, scour, sediment deposition, and presence of bed and banks.

Aquatic Feature 5

Aquatic Feature 5 (AF-5) is a small, ponded area formed by sheet flow and runoff which collect in a topographic low spot beside a dirt access road located near the center of the project site. AF-5 was dry during the site visit and did not contain flowing or standing water. AF-5 was unvegetated and surrounded by dense non-native grassland dominated by non-native bromes (UPL) and summer mustard (*Hirschfeldia incana*, UPL). AF-5 contains an OHWM defined by an absence of vegetation, sediment deposition, and deep soil cracks.

Aquatic Feature 6

Aquatic Feature 6 (AF-6) is an earthen ephemeral drainage located in the northwestern portion of the project site at California Avenue. AF-6 begins within the project site east of California Avenue, quickly enters a four-foot concrete culvert that flows beneath California Avenue and continues west off-site via a 20-foot wide concrete culvert west of California Avenue. AF-6 was dry during the site visit and did not contain flowing or standing water. The channel invert was generally unvegetated and the banks and surrounding uplands were vegetated with non-native bromes and summer mustard. AF-6 exhibited an OHWM of six feet, defined by destruction of terrestrial vegetation, absence of vegetation, scour, sediment deposition, and presence of bed and banks.

Aquatic Feature 7

Aquatic Feature 7 (AF-7) is an earthen ephemeral drainage located in the southwestern portion of the project site on the west side of SR-79 and south of David Mountain Road. AF-7 begins as a non-jurisdictional v-ditch draining southwest from SR-79 towards a topographic low spot and begins to develop a bed and banks just downstream of where the v-ditch terminates. AF-7 flows southwest before terminating onsite as discontinuous overland sheet flow. AF-7 was dry during the site visit and did not contain flowing or standing water. AF-7 exhibited a partially unvegetated channel invert with non-native grasses, prickly lettuce (*Lactuca serriola*), and summer mustard on the banks. Several tree tobacco (*Nicotiana glauca*) saplings and several charred snags were spread throughout the channel invert. An OHWM is present within AF-7 with widths ranging from one to four feet, and defined by destruction of terrestrial vegetation, presence of litter and debris, wracking, absence of vegetation, scour, sediment deposition, and presence of bed and banks.

WETLAND FEATURES

Due to the dominance of upland plant species associated with all drainages within the project site, it was determined that no potential wetland conditions or wetland features were present within the project site.

NON-JURISDICTIONAL TOPOGRAPHIC FEATURES

Steep, undulating topography is present on the project site that contains numerous steep, narrow valleys in between sharp peaks. Each small valley has the potential to be a jurisdictional feature if signs of flow are present. Each of these valleys were reviewed during the desktop review and visited during the field survey for the Jurisdictional Delineation. Most of the steep valleys were determined to be non-jurisdictional due to the lack of signs of flow and/or an OHWM. They do not contain a defined bed and bank but rather a steep, vegetated crevice between two peaks. No change in vegetation was observed from adjacent uplands and, in most cases, the ground where a "streambed" would be was so densely vegetated that the ground was not visible. In these cases, no vegetation matting was observed. Since no signs of regular flow were observed and no defined bed and bank are present within numerous crevices on-site, these crevices were determined to be non-jurisdictional topographic features.

SPECIAL-STATUS BIOLOGICAL RESOURCES

Special-Status Plants

The following discussion of special-status plant species is presented in three parts: 1) MSHCP Narrow Endemic Plant Species; 2) Sensitive Species that can be Excluded from the Project Site Based on Lack of Suitable Habitat On-Site; and 3) Special-Status Species Potentially Occurring On-Site.

MSHCP NARROW ENDEMIC PLANT SPECIES

Although the Yucaipa (Marvin's) onion (*Allium marvinii*) and many-stemmed dudleya (*Dudleya multicaulis*) are not expected to occur on-site based on a lack of clay substrates, focused spring surveys for both MSHCP Narrow Endemic Plant Species (NEPS) were conducted during the spring of 2024 to determine presence/absence as part of the Sensitive Plant Focused Survey. Neither of the MSHCP narrow endemic plant species was documented on-site during the 2024 focused surveys.

SENSITIVE SPECIES THAT CAN BE EXCLUDED FROM THE PROJECT SITE BASED ON LACK OF SUITABLE HABITAT ON-SITE

No State or federally listed threatened or endangered plant species were documented on-site during the focused surveys conducted in spring 2024.

SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING ON-SITE

Focused spring surveys for sensitive plants were conducted during the spring of 2024 to determine presence/absence. No sensitive plants including other CNPS special-status plants, or species of local concern were observed or expected on-site as outlined in Biological Resources Report Table 4, *Sensitive Plant Species with Potential to Occur Onsite*.

Special-Status Wildlife

The following discussion of special-status wildlife species is presented in two parts: 1) MSHCP planning species detected on or adjacent to the project site; and 2) MSHCP and sensitive species that

can be excluded from occurring within the project site or may occur on-site based on the presence of suitable habitat.

MSHCP PLANNING SPECIES DOCUMENTED ON OR ADJACENT TO THE PROJECT SITE

A total of seven MSHCP Planning Species have the potential to occur within the project site, including Bell's sage sparrow (*Artemisiospiza belli belli*), loggerhead shrike (*Lanius ludovicianus*), Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), bobcat (*Lynx rufus*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), mountain lion (*Puma concolor*), and Stephens' kangaroo rat (*Dipodomys stephensi*). As previously stated, the MSHCP has determined that these sensitive species potentially occurring within project site have been adequately covered. Suitable habitat for the Los Angeles pocket mouse, an MSHCP Planning Species, was also documented on-site. However, the project site is not located within an MSHCP mammal species Survey Area; therefore, no surveys are required.

The project site is within a predetermined Survey Area for the burrowing owl (*Athene cunicularia*). Suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented adjacent to the project site, including foraging habitat. Based on the presence of suitable habitat, focused MSHCP burrowing owl surveys were conducted during the spring of 2024 as part of the BUOW Focused Survey. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the project site during the 2024 survey efforts.

MSHCP AND SENSITIVE SPECIES THAT CAN BE EXCLUDED FROM OCCURRING WITHIN THE PROJECT SITE OR MAY OCCUR ON-SITE BASED ON THE PRESENCE OF SUITABLE HABITAT

Suitable habitat was documented on-site for one special-status invertebrate species not covered under the MSHCP, the Crotch's bumble bee (*Bombus crotchii*), a State Candidate Endangered (SCE) species. No bumble bees were documented on-site during the general habitat assessment or focused surveys conducted during the spring of 2024. However, suitable scattered foraging habitat for the Crotch's bumble bee is present. Burrows representing suitable nesting resources were also documented within the project site. Scattered plant species in the genera of several food resources documented to be utilized by Crotch's bumble bee were also observed within the project site.

A total of 21 sensitive species have the potential to occur within the project site, including western spadefoot (*Spea hammondii*), orange-throated whiptail (*Aspidoscelis hyperythra*), coastal western whiptail (*Aspidoscelis tigris stejnegeri*), San Diego banded gecko (*Coleonyx variegatus abbotti*), red-diamond rattlesnake (*Crotalus ruber*), granite night lizard (*Xantusia henshawi henshawi*), coast horned lizard (*Phrynosoma blainvillii*), granite spiny lizard (*Sceloporus orcuttii*), Cooper's hawk (*Accipiter cooperii*), golden eagle (*Aquila chrysaetos*), grasshopper sparrow (*Ammodramus savannarum*), turkey vulture-breeding (*Cathartes aura*), ferruginous hawk (*Buteo regalis*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), California horned lark (*Eremophila alpestris actia*), prairie falcon (*Falco mexicanus*), coastal California gnatcatcher (*Polioptila californica californica*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), and San Diego desert woodrat (*Neotoma lepida intermedia*). As previously stated, the MSHCP has determined that these sensitive species potentially occurring within project site have been adequately covered.

Suitable roosting habitat was documented on-site for two special-status bat species not covered under the MSHCP, the pocketed free-tailed bat (*Nyctinomops femorosaccus*) and big free-tailed bat (*Nyctinomops macrotis*). Additionally, suitable habitat was documented on-site for one special-status reptile species not covered under the MSHCP, the coast patch-nosed snake (*Salvadora hexalepis virgultea*).

Refer to Biological Resources Report Table 5, *Sensitive Wildlife Species with Potential to Occur Onsite*, for a full summary of sensitive wildlife species with potential to occur on-site.

CRITICAL HABITAT

Critical Habitat refers to specific areas within the geographical range of a species that were occupied at the time it was listed that contain the physical or biological features that are essential to the survival and eventual recovery of that species. Areas of Critical Habitat may require special management considerations or protection, regardless of whether the species is still extant in the area. Areas that were not known to be occupied at the time a species was listed can also be designated Critical Habitat if they contain one or more of the physical or biological features that are essential to that species' conservation and if the other areas that are occupied are inadequate to ensure the species' recovery.

As part of the literature review for the Biological Resources Report, Critical Habitat designations by the U.S. Fish and Wildlife Service (USFWS) were researched to determine if any of the project site is located within USFWS designated Critical Habitat. The project site does not occur within a designated Critical Habitat for federally endangered or threatened species.

MIGRATORY CORRIDORS AND LINKAGES

Wildlife corridors and linkages are key features for wildlife movement between habitat patches. Wildlife corridors are generally defined as those areas that provide opportunities for individuals or local populations to conduct seasonal migrations, permanent dispersals, or daily commutes. Linkages generally refer to broader areas that provide movement opportunities (often between areas of conserved land) for multiple keystone/focal species or allow for propagation of ecological processes (i.e., for movement of pollinators).

The project site is located within the northeastern region of MSHCP Proposed Core 3 and provides suitable refugia and resources for local wildlife movement. The site is bordered to the west by SR-79 and to the north by farmlands/Interstate 10, and to the south and west by open space and the Potrero Reserve. Specifically, the project site is immediately north of the Potrero Reserve and the Development Site is approximately 0.5-mile (2,640 feet) north of the Potrero Reserve. Regional wildlife movement corridors are located 1.7 miles east of the project site within Potrero Creek and 4.5 miles south within the San Jacinto River.

No conservation within Cell Group B is proposed or identified by the MSHCP criteria for the region located within the project site. A total of 12,214.13-acre of conserved lands (Potrero Reserve) are located within the central region of Cell Group B representing 62 percent conservation, exceeding the 55% upper conservation range.

5.3.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Endangered Species Act

The MSHCP serves as an Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of the Federal Endangered Species Act (FESA) of 1973, allowing participating jurisdictions to authorize "take" of plant and wildlife species. The MSHCP has been issued under this Section and provides incidental take for all covered species.

Migratory Bird Treaty and Bald and Golden Eagle Protection Acts

Migratory birds including resident raptors and passerines are protected under the federal Migratory Bird Treaty Act (MBTA). The MBTA of 1918 implemented the 1916 convention between the United States and Great Britain for the protection of birds migrating between the U.S. and Canada. Similar conventions between the United States and Mexico (1936), Japan (1972) and the Union of Soviet Socialists Republics (1976) further expanded the scope of international protection of migratory birds. Each new treaty has been incorporated into the MBTA as an amendment and the provisions of the new treaty are implemented domestically. These four treaties and their enabling legislation, the MBTA, established federal responsibilities for the protection of nearly all species of birds, their eggs and nests. The MBTA made it illegal for people to "take" migratory birds, their eggs, feathers or nests. Take is defined in the MBTA to include by any means or in any manner, any attempt at hunting, pursuing, wounding, killing, possessing or transporting any migratory bird, nest, egg, or part thereof. The Bald and Golden Eagle Protection Act affords additional protection to all bald and golden eagles.

Clean Water Act

The Clean Water Act (CWA), Section 401 provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters. Section 401 requires a project operator to obtain a federal license or permit that allows activities resulting in a discharge to waters of the United States to obtain state certification, thereby ensuring that the discharge will comply with provisions of the CWA. The Regional Water Quality Control Board administers the certification program in California. Section 404 establishes a permit program administered by the USACE that regulates the discharge of dredged or fill material into waters of the United States, including wetlands. The USACE implementing regulations are found at 33 CFR 320 and 330. Guidelines for implementation are referred to as the Section 404(b)(1) Guidelines, which were developed by the United States Environmental Protection Agency in conjunction with the USACE (40 CFR 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. Wetland Definition Pursuant to Section 404 of the Clean Water Act

Aquatic resources, including riparian areas, wetlands, and certain aquatic vegetation communities, are considered sensitive biological resources and fall under the jurisdiction of several regulatory agencies. The USACE exerts jurisdiction over waters of the United States, including all waters that are subject to the ebb and flow of the tide; wetlands and other waters such as lakes, rivers, streams (including

intermittent or ephemeral streams), mudflats, sandflats, sloughs, prairie potholes, vernal pools, wet meadows, playa lakes, or natural ponds; and tributaries of the above features. The extent of waters of the United States is generally defined as the portion that falls within the limits of the OHWM. The OHWM is defined as the "line on the shore established by the fluctuation of water and indicated by physical characteristics such as a 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."

On January 18, 2023, the United States Environmental Protection Agency (EPA) published a final Water Rule in the Federal Register that took effect on March 20, 2023. To conform to the May 25, 2023, ruling by the U.S. Supreme Court (Sackett v. EPA), the EPA issued a revised definition that was published in the Code of Federal Regulations on September 8, 2023. Based on these changes, tributaries must have at least relatively permanent flow to be considered Waters of the United States (WOTUS) from the federal definition. This would exclude ephemeral drainages from being WOTUS. This represents a substantial change to areas under federal jurisdiction in the arid west. The analysis in this section provides interpretations of WOTUS under the September 8, 2023 Rule.

On March 12, 2025, the EPA announced next steps to revise the definition of WOTUS under the Clean Water Act to fully align with the Supreme Court's direction in Sackett v. EPA. The EPA and the USACE will undertake a rulemaking process to revise the 2023 definition of WOTUS with a focus on clarity, simplicity, and improvements that will stand the test of time.

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" (33 CFR 328.3[b]; 40 CFR 230.3[t]). Indicators of three wetland parameters (i.e., hydric soils, hydrophytic vegetation, and wetlands hydrology), as determined by field investigation, must be present for a site to be classified as a wetland by USACE.

STATE LEVEL

California Endangered Species Act

The California Endangered Species Act (CESA) is similar to FESA in that it contains a process for listing of species regulating potential impacts to listed species. Section 2081 of the CESA authorizes the CDFW to enter into a memorandum of agreement for take of listed species for scientific, educational, or management purposes. The MSHCP serves as an HCP pursuant the Natural Communities Conservation Plan (NCCP) under the NCCP Act of 2001, allowing participating jurisdictions to authorize "take" of plant and wildlife species.

As stated by CDFW: "On June 22, 2004, the Department issued NCCP Approval and Take Authorization for the Western Riverside County MSCHP per Section 2800 et seq. of the California Fish and Game Code. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species in association with activities covered under the permit."

California Fish and Game Code 3503 and 3513

As stated by CDFW: "CHAPTER 1. General Provisions [3500 - 3516] (Chapter 1 enacted by Stats. 1957, Ch. 456.) It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. (Amended by Stats. 1971, Ch. 1470.)"

Native Plant Protection Act

The Native Plant Protection Act (NPPA) enacted a process by which plants are listed as rare or endangered. The NPPA regulates collection, transport, and commerce in plants that are listed. The CESA follows the NPPA and covers both plants and wildlife determined to be threatened with extinction or endangered. Plants listed as rare under the NPPA are designated as threatened under the CESA. No plants listed under the CESA occur on the project site.

Regional Water Quality Control Board

The RWQCB also has jurisdiction over waters deemed "isolated" or not subject to Section 404 jurisdiction under the Solid Waste Agency of Northern Cook County v. Corps decision. Dredging, filling, or excavation of isolated waters constitutes a discharge of waste to waters of the state and prospective dischargers are required to obtain authorization through an Order of Waste Discharge or waiver thereof from the RWQCB and comply with other requirements of Porter-Cologne Act.

Under Section 401 of the CWA, the local RWQCB must certify that actions receiving authorization under Section 404 of the CWA also meet state water quality standards. The RWQCB requires projects to avoid impacts to wetlands if feasible and requires that projects do not result in a net loss of wetland acreage or a net loss of wetland function and values. Compensatory mitigation for impacts to wetlands and/or waters of the state is required.

It is important to note that the RWQCB definition of wetland was redefined, and the new definition went into effect May 28, 2020. The definition of a wetland is as follows: An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation. This RWQCB modified three-parameter definition is similar to the federal definition in that it identifies three wetland characteristics that determine the presence of a wetland: wetland hydrology, hydric soils, and hydrophytic vegetation. Unlike the federal definition, however, the RWQCB wetland definition allows for the presence of hydric substrates as a criterion for wetland identification (not just wetland soils) and wetland hydrology for an area devoid of vegetation (less than 5 percent cover) to be considered a wetland.

However, if any vegetation is present, then the USACE delineation procedures would apply to the vegetated component (i.e., hydrophytes must dominate). Examples of waters that would be considered wetlands by the RWQCB definition, but not by the federal wetland definition, are non-vegetated wetlands, or wetlands characterized by exposed bare substrates like mudflats and playas, as long as they meet the three-parameters as described in the RWQCB definition. It is important to note that

while the USACE may not designate a feature as a wetland, that feature could be considered a special aquatic site or other WOTUS by the USACE and potentially subject to USACE jurisdiction.

CDFW Streambed Alteration Agreement

Waters of the State are regulated by CDFW through Section 1600 et seq. of the California Fish and Game Code. Section 1600 et seq. requires notifying the CDFW prior to any project activity that might (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. If, after this notification, the CDFW determines that the activity may substantially adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement will need to be obtained. CDFW may then place conditions in the Section 1602 Streambed Alteration Agreement to avoid, minimize, and mitigate any potentially significant adverse impacts within CDFW jurisdictional limits.

The limits of Waters of the State are defined as the "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." Therefore, the limits extend from the channel bed to the top of the bank, with the addition of the canopy of any riparian habitat associated with the watercourse.

REGIONAL LEVEL

Western Riverside County Multiple Species Habitat Conservation Plan

The project site is located completely within the MSHCP, which is a comprehensive multi-jurisdictional effort that includes western Riverside County and 18 cities, including agencies such as the County of Riverside (unincorporated regions). Rather than addressing sensitive species on an individual basis, the MSHCP focuses on conservation of 146 species, including those listed at the federal and State levels and those that could become listed in the future. The MSHCP proposed a reserve system of approximate 500,000 acres, of which 347,000 acres are currently within public ownership and 153,000 acres will need to be assembled from lands currently in private ownership. The MHSCP allows the City and other permittees to issue take permits for listed species so that applicants do not need to apply for endangered species incidental take authorization from the USFWS and CDFW.

On June 7, 2003, the County of Riverside Board of Supervisors adopted the MSHCP, certified the Environmental Impact Report/Environmental Impact Statement, and authorized the Chairman to sign the Implementing Agreement with the respective wildlife agencies. The Incidental Take Permit was issued by the wildlife agencies on June 22, 2004. The County of Riverside and City of Beaumont are permittees under the MSHCP.

Regions of the MHSCP have been organized into area plans that generally coincide with logical political boundaries, including city limits or long-standing unincorporated communities. The project site is located within *The Pass Area Plan*, which encompasses Banning, Beaumont, and Calimesa City limits and surrounding unincorporated communities.

The majority of the project site is located within Criteria Cells 1404, 1405, 1507, 1508, 1599, and 1597, Cell Group B, Subunit 1, Potrero/Badlands. Target conservation acreage within Subunit 1 is 5,570 to 9,275 acres. Planning species for Subunit 1 include arroyo toad, Bell's sage sparrow, cactus wren, least Bell's vireo, loggerhead shrike, Southern California rufous-crowned sparrow, bobcat, Los Angeles pocket mouse, mountain lion, San Bernardino kangaroo rat, and Stephens' kangaroo rat.

LOCAL LEVEL

County of Riverside General Plan

The Multipurpose Open Space Element of the County General Plan 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 following goals and policies are applicable to the project:

Policy OS 17.1 Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of possible legislative actions such as general plan amendments, zoning ordinance amendments, etc. including policies regarding the handling of private and public standalone applications for general plan amendments, lot line adjustments and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other land use development application. Every standalone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assessment shall be made by the Planning Department's Environmental Programs Division. Habitat assessment and species specific focused surveys shall not be required as part of this initial HANS assessment for standalone applications but will be required when a development proposal or land use application to subsequently subdivide, grade or build on the property is submitted to the County.

Policy OS 17.2 Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of development applications.

Policy OS 18.1 Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's and through implementing related Riverside County policies.

County of Riverside Municipal Code

Section 4.62.070, *Western Riverside County Multiple Species Habitat Conservation Plan mitigation fee*, of the County Municipal Code states: "In order to assist in providing revenue to acquire and conserve lands necessary to implement the MSHCP, the Western Riverside County Multiple Species Habitat Conservation Plan mitigation fee shall be paid for each residential unit, development project or portion thereof to be constructed. Five categories of the fee are defined and include: (1) residential units, density less than 8.0 dwelling units per acre; (2) residential units, density between 8.1 and 14.0 dwelling

units per acre; (3) residential, density greater than 14.1 dwelling units per acre; (4) commercial acreage; and (5) industrial acreage. Because there can be mixed traditional commercial, industrial and residential uses within the same project, for fee assessment purposes only, the commercial or industrial acreage fee shall be applied to the whole project based upon the existing underlying zoning classification of the property at the time of issuance of a building permit. Subject to an adjustment of the fee as set forth in Section 4.62.160 of this chapter, the following fee shall be paid for each development project within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan fee area."

Section 4.62.090, *Imposition of Fees*, of the County Municipal Code states: "Notwithstanding any provision of Ordinance No. 457 to the contrary, no building permit shall be issued for any residential unit or development project except upon the condition that the Western Riverside County Multiple Species Habitat Conservation Plan fee required by this chapter be paid."

Section 4.62.100, *Payment of Fees*, states: "The fee shall be paid as follows:

- The fee shall be paid in full at the time a certificate of occupancy is issued for the residential unit or development project or upon final inspection, whichever occurs first. No final inspection shall be made, and no certificate of occupancy shall be issued, prior to full payment of the Western Riverside County MSHCP Fee. However, this section shall not be construed to prevent payment of the fee prior to the issuance of an occupancy permit or final inspection.

- A fee shall be assessed one time per lot or parcel except in cases of changes in land use. The fee required to be paid when there is a change in land use shall be reduced by the amount of any previously paid fee for that property. No refunds shall be provided for changes in land use to a lower fee category. It shall be the responsibility of the applicant to provide documentation of any previously paid fee.

- The fee for commercial and industrial development projects shall be paid in its entirety for the project area and shall not be prorated. The fee required to be paid shall be the fee in effect at the time of payment.

- There shall be no deferment of the fee beyond final inspection or issuance of certificate(s) of occupancy.

- Notwithstanding any other written requirements to the contrary, the fee shall be paid whether or not the development project is subject to city conditions of approval imposing the requirement to pay the fee.

- If all or part of the development project is sold prior to payment of the fee, the project shall continue to be subject to the requirement to pay the fee as provided herein.

- For development projects which the city does not require a final inspection or issuance of a certificate of occupancy, the fee shall be paid prior to any use or occupancy.

    - For purposes of this chapter, congregate care residential facilities and recreational vehicle parks shall pay the commercial acreage fee."

County of Riverside Protected Trees

The following regulations apply to tree removal within Riverside County: Riverside County Ordinance No. 499 and Ordinance No. 559. Additionally, the Riverside County Oak Tree Management Guidelines address the treatment of oak woodlands and their preservation.

The Pass Area Plan

The Area Plan's Multipurpose Open Space section identifies the Pass Area's rich open space system, including the San Bernardino and San Jacinto mountain ranges, and water courses. The following goals and policies are applicable to the project:

Policy PAP 15.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines and Best Management Practices adopted by Riverside County.

Policy PAP 16.1 Encourage the provision of a new core reserve focused on the Potrero Creek area and the associated alluvial fan for maintenance of key species such as the Stephens kangaroo rat, Parry's spineflower, and arroyo toad; alkali vernal plains for smooth tarplant populations, and Engelmann oaks.

Policy PAP 16.2 Maintain large blocks of undisturbed habitat for core reserve purposes and large mammal movement between the northern and southern sections of the San Bernardino National Forest.

Policy PAP 16.3 Conserve a representative portion of the San Jacinto Mountain/Riverside Lowlands ecotone.

Policy PAP 16.4 Conserve rock and granite outcroppings for reptile populations known within this area.

Policy PAP 16.5 Conserve coastal sage scrub patches which support known populations of granite night lizard and granite spiny lizard.

Policy PAP 16.6 Ensure interconnected habitat conservation in order to provide a linkage from the San Jacinto Mountains to the Coachella Valley.

Policy PAP 16.7 Provide a continuous upland habitat connection through Oak Valley that utilizes the existing public lands along this alignment. It is recognized that this connection traverses an urban area; however, conservation of existing natural habitat and incorporation of ditches and other drainage features into reserve design will assist in providing this contiguous connection.

Policy PAP 16.8 Maintain wetlands and wetland connections via Noble Creek to conserve wetland species and wildlife dispersal.

Policy PAP 16.9 Maintain a contiguous connection between proposed reserves in San Bernardino County and the Badlands area.

Policy PAP 16.10 Protect sensitive biological resources in the Pass Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

City of Beaumont General Plan

The Conservation + Open Space Element of the Beaumont General Plan establishes goals and policies to protect, maintain, and enhance natural resources in the City, including scenic resources. The following goals and policies are applicable to the project:

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 8.5.3 Support the protection of existing wildlife in the conservation areas located in the southerly portion of the General Plan's City of Beaumont and its Sphere of Influence.

Policy 8.5.5 Protect and enhance creeks, lakes, and adjacent wetlands by eradicating non-native vegetation and restoring native vegetation.

Policy 8.5.6 Continue to support the creation of local and regional conservation and preservation easements that protect habitat areas, serve as wildlife corridors and help protect sensitive biological resources.

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

5.3.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact to biological resources if it would:

- 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 (refer to Impact Statement BIO-1);

- 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 (refer to Impact Statement BIO-2);

- Have a substantial adverse effect on federally protected wetlands as defined by Section 4040 of the Clean Water Act (including, but not limited to, march, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (refer to Impact Statement BIO-3);

- 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 (refer to Impact Statement BIO-4);

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (refer to Section 8.0, *Effects Found Not To Be Significant*);

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan (refer to Impact Statement BIO-5).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.3.4 IMPACTS AND MITIGATION MEASURES

SPECIAL-STATUS SPECIES

BIO-1 THE PROPOSED PROJECT COULD POTENTIALLY RESULT IN 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.

Impact Analysis:

DIRECT IMPACTS

Special-status plant and wildlife species were evaluated for their potential to occur within the project boundaries based on habitat requirements, availability and quality of suitable habitat, and known distributions. Based on the Biological Resources Assessment, 26 special-status plant species and 60 special-status wildlife species have the potential to occur in the United States Geological Survey (USGS) *Beaumont, California* and surrounding 7.5-minute quadrangles.

Sensitive Plant Species

All 26 special-status plant species identified during the literature review either have a low potential to occur or are not expected to occur on-site based on existing site conditions and a review of specific habitat requirements, occurrence records, and known distributions; refer to Biological Resources Report Table 4, *Sensitive Plant Species with Potential to Occur Onsite*. Additionally, no special-status plant species were observed during the field surveys. Thus, no impacts would occur to sensitive plant species in this regard.

The project site occurs partially within a predetermined Survey Area for two MSHCP narrow endemic plant species, including Yucaipa (Marvin's) onion and many-stemmed dudleya. According to the MSHCP guidelines, focused surveys are required during the appropriate flowering season to document the presence/absence of these species if suitable habitat is present and if the project site is located within a predetermined Survey Area. As stated, based on field surveys conducted on-site, no suitable habitat or clay substrates were documented and thus, the species are not expected to occur on-site. However, to ensure MSHCP narrow endemic plants species are adequately addressed in compliance with MSHCP guidelines, focused surveys were conducted as part of the Sensitive Plant Focused Survey during the spring of 2024. Neither species was documented on-site during the spring 2024 focused surveys. Thus, no impacts would occur to these two MSHCP narrow endemic plant species.

Sensitive Wildlife Species

As stated, 60 special-status wildlife species have the potential to occur in the USGS *Beaumont, California* and surrounding 7.5-minute quadrangles. Of these, 33 special-status wildlife species have the potential to occur on the project site based on existing site conditions and a review of specific habitat requirements, occurrence records, and known distributions; refer to Biological Resources Report Table 4, *Sensitive Plant Species with Potential to Occur Onsite*. Project impacts on specific wildlife species are described below.

Crotch's Bumble Bee

Based on the Biological Resources Report, suitable habitat was documented on-site for one special-status invertebrate species, Crotch's bumble bee, which is not covered under the MSHCP. No bumble bees were documented on-site during the general habitat assessment or focused surveys conducted during the spring of 2024. However, suitable scattered foraging habitat for the Crotch's bumble bee is present on-site. Burrows representing suitable nesting resources were also documented within the project site. Scattered plant species in the genera of several food resources documented to be utilized by Crotch's bumble bee were documented within the project site as well. Although the species was not covered during the initial adoption of the MSHCP, the purpose and intent of the MSHCP Local Development Mitigation Fee (LDMF) includes acquiring and preserving vegetation communities and natural areas within the City/County and the region which are known to support threatened, endangered, or key sensitive populations of plant and wildlife species. Payment of the LDMF would contribute to the acquisition of potential habitat for the species in accordance with Mitigation Measure BIO-1. Additionally, Mitigation Measure BIO-2 would require the completion of focused surveys and compliance with species guidelines and permitting. Upon implementation of Mitigation Measures BIO-1 and BIO-2, impacts to Crotch's bumble bee would be reduced to less than significant levels.

Burrowing Owl

The project site occurs within a predetermined Survey Area for the burrowing owl. Suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented adjacent to the project site, including foraging habitat. Based on the presence of suitable habitat, focused MSHCP burrowing owl surveys were conducted during the spring of 2024 as part of the BUOW Focused Survey. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the project site during the 2024 survey efforts. However, in accordance with Mitigation Measure BIO-3, an MSHCP 30-day pre-construction survey would be required prior to the initiation of construction to ensure protection for the species and compliance with the conservation goals as outlined in the MSHCP. If burrowing owls are detected on-site during the burrowing owl 30-day pre-construction survey, a burrowing owl relocation plan would be required for the passive/active translocation of individuals as directed by the City and MSHCP wildlife agencies. Following completion of the burrowing owl 30-day pre-construction survey in compliance with MSHCP conservation goals for the target species, and impacts would be reduced to less than significant levels.

MSHCP Planning Species

A total of seven MSHCP Planning Species have the potential to occur within the project site, including Bell's sage sparrow, loggerhead shrike, Southern California rufous-crowned sparrow, bobcat, Los Angeles pocket mouse, mountain lion, and Stephens' kangaroo rat. As previously stated, the MSHCP has determined that these sensitive species potentially occurring within project site have been adequately covered. Suitable habitat for the Los Angeles pocket mouse, an MSHCP Planning Species was also documented on-site. However, the project site is not located within an MSHCP mammal species Survey Area; therefore, no surveys are required. Overall, potential impacts to these seven MSHCP planning species would be mitigated following payment of the MSHCP LDMF per Mitigation Measure BIO-1.

Other Covered MSHCP Species

A total of 21 sensitive species have the potential to occur within the project site, including western spadefoot, orange-throated whiptail, coastal western whiptail, San Diego banded gecko, red-diamond rattlesnake, granite night lizard, coast horned lizard, granite spiny lizard, Cooper's hawk, golden eagle, grasshopper sparrow, turkey vulture-breeding, ferruginous hawk, northern harrier, white-tailed kite, California horned lark, prairie falcon, coastal California gnatcatcher, northwestern San Diego pocket mouse, San Diego black-tailed jackrabbit, and San Diego desert woodrat. As previously stated, the MSHCP has determined that these sensitive species potentially occurring within project site have been adequately covered. Impacts to these MSHCP covered species would be mitigated following implementation of Mitigation Measures BIO-1 (payment of MSHCP LDMF), BIO-3 (conducting burrowing owl pre-construction surveys), and BIO-4 (conducting nesting bird pre-construction surveys).

Not Covered MSHCP Species

Suitable habitat was documented onsite for one special-status reptile species not covered under the MSHCP, the coast patch-nosed snake. Potential impacts to approximately 288-acres of suitable habitat

would not be considered a significant impact due to the extent of suitable resources protected in the region, including, but not limited to, the approximately 12,214.13-acre Potrero Reserve located adjacent to the project site. Thus, impacts to coast patch-nosed snake would be less than significant.

Nesting Birds

Vegetation on-site, including shrubs and ornamental trees, are expected to potentially provide nesting habitat for migratory birds protected under the federal MBTA and CDFG Codes. Measures for potential direct/indirect impacts to common and sensitive bird and raptor species would require compliance with the MBTA and CDFG Code Section 3503. Construction outside the nesting season (between September 1st and January 31st) does not require pre-construction nesting bird surveys. However, if construction is proposed between February 1st and August 31st, Mitigation Measure BIO-4 requires a qualified biologist to conduct a pre-construction nesting bird and raptor survey(s) no more than three days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent to the project site. Thus, potential project impacts to raptor foraging and potential nesting bird habitat would be reduced to less than significant with the implementation of Mitigation Measure BIO-4.

Bat Species

Suitable roosting habitat (rock outcrops within coastal sage and chaparral habitats) was documented on-site for two special-status bat species not covered under the MSHCP, including big free-tailed bat and pocketed free-tailed bat. Potential impacts to roosting bats would be reduced to less than significant with the implementation of Mitigation Measure BIO-5. Specifically, Mitigation Measure BIO-5 would require a pre-construction bat survey be conducted by a qualified bat biologist prior to initiation of construction activities. Thus, impacts to special-status bat species would be reduced to less than significant levels.

INDIRECT IMPACTS

The Urban/Wildlands Interface Guidelines presented in Section 6.1.4 of the MSHCP address indirect effects associated with new development in proximity to MSHCP Conservation Areas. The guidelines would be incorporated into the proposed project to ensure that indirect impacts to the Urban/Wildlands Interface to south of the project site into the Potrero Reserve related to water quality/hydrology, toxics, lighting, noise, invasive species, and barriers are avoided or minimized.

- *Water Quality/Hydrology*. The project would comply with all applicable water quality regulations, including obtaining and complying with those conditions established in Waste Discharge Requirement Programs (WDRs) and National Pollutant Discharge Elimination System (NPDES) permits. Both of these permits include the treatment of all surface runoff from paved and developed areas, the implementation of applicable Best Management Practices (BMPs) during construction activities and the installation and proper maintenance of structural BMPs to ensure adequate long-term treatment of water before entering into any stream course or off-site conservation areas.

- *Toxics*. Stormwater treatment systems would be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant material, or other elements that could degrade or

harm downstream biological or aquatic resources. Toxic sources within the project site would be limited to those commonly associated with industrial development, such as pesticides, insecticides, herbicides, fertilizers, and vehicle emissions. In order to mitigate the potential effects of these toxics, the project would incorporate structural BMPs, as required in association with compliance with WDRs and the NPDES permit system, in order to reduce the level of toxins introduced into the drainage system and the surrounding areas.

- *Lighting*. Night lighting associated with the proposed development that is adjacent to any proposed conservation areas would be directed away to reduce potential indirect impacts to wildlife species.

- *Noise*. Short-term construction-related noise impacts would be reduced by the implementation of the following:

    - During all excavation and grading on-site, the construction contractors would equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor would place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
    - The construction contractor would locate equipment staging in areas that would create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.
    - The construction contractor would limit all construction-related activities that result in high noise levels according to the construction hours to be determined by the City of Beaumont.
    - The construction contractor would limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes would not pass sensitive land uses or residential dwellings.
- *Invasive Species*. The landscape plans for the industrial development would avoid the use of invasive species for the portions of the development areas adjacent to open space areas.

- *Barriers*. Barriers are intended to reduce or minimize unauthorized public access and associated impacts to protected resources. A permanent barrier between the project site and Potrero Reserve would be constructed.

Implementation of all applicable MSHCP Urban/Wildlands Interface guidelines would minimize adverse indirect project impacts and ensure consistency with MSHCP Section 6.1.4 guidelines.

Mitigation Measures:

BIO-1 MSHCP Local Development Mitigation Fee. The project applicant shall pay MSHCP Local Development Mitigation fees as established by the Western Riverside County Regional Conservation Authority (RCA) and implemented by the City of Beaumont. Five categories of the fee are defined and include:

- Residential, density less than 8.0 dwelling units per acre: $4,236 per dwelling unit;

- Residential, density between 8.1 and 14.0 dwelling units per acre: $1,766 per dwelling unit;
- Residential, density greater than 14.1 dwelling units per acre: $781 per dwelling unit;
- Commercial: $19,066 per acre; and
- Industrial: $19,066 per acre.

Proof of payment shall be provided by the applicant to the City and RCA prior to issuance of grading permits for each phase of the project.

BIO-2 Crotch's Bumble Bee Surveys. At least six months prior to issuance of any grading permits, the following measure shall be implemented. To ensure the proposed action does not result in direct or indirect impacts to the Crotch's bumble bee, the applicant shall retain a qualified biologist/entomologist familiar with the Crotch's bumble bee species and associated habitat. Focused presence/absence surveys shall be initiated based on the California Department of Fish and Wildlife (CDFW) *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species Guidelines* (dated June 6, 2023). Focused surveys shall be initiated during the colony active period and when floral resources are present for the species by the qualified biologist/entomologist. Specifically, three surveys shall be conducted with at least two weeks between surveys from April to June. All regions where suitable floral/nesting resources are present shall be surveyed by walking meandering transects at least one hour after sunrise and/or at least two hours before sunset (ideally between 9:00 a.m. and 1:00 p.m.) on warm sunny days with winds below eight miles per hour.

Focused surveys shall be conducted for a minimum of one person-hour of searching per three acres of suitable habitat. Bumble bees shall be captured with a net from blooms, avoiding destruction of the flower when possible. Each bee shall be carefully transferred into a sterile vial and moved to a cooler with only one bee per vial to avoid disease spread. The bee shall be kept in the vial for no more than 10 minutes in ambient temperature before being placed in a cooler as they have a tendency to over-heat (the amount of time shall be decreased on hotter days). The vial shall be placed in a cooler at a temperature above 25 degrees Fahrenheit, as lower temperatures could freeze and kill the bee. The results of the focused surveys shall be summarized in a letter report including graphics and recommendations, if detected, and submitted to the City of Beaumont Planning Department.

If the species is detected on-site, the CDFW shall be contacted to determine appropriate conservation measures to prevent direct/indirect impacts to the species, or acquisition of an Incidental Take Permit (ITP) prior to issuance of a grading permit. To initiate the ITP process, the applicant or representative shall contact the appropriate CDFW Regional Office and submit an ITP application. CDFW will accept applications in any form, but the application shall be submitted to the Regional Manager and shall include the following:

1. The appropriate application fee.

2. Applicant's full name, mailing address, and telephone number(s). If the applicant is a corporation, firm, partnership, association, institution, or public or private agency, the name and address of the person responsible for the project or activity requiring the permit, the president or principal officer, and the registered agent for the service of process.
3. The common and scientific names of the species to be covered by the permit and the species' status under CESA.
4. A complete description of the project or activity for which the permit is sought.
5. The location where the project or activity is to occur or to be conducted.
6. An analysis of whether and to what extent the project or activity for which the permit is sought could result in the taking of species to be covered by the permit.
7. An analysis of the impacts of the proposed taking on the species.
8. An analysis of whether issuance of the ITP would jeopardize the continued existence of a species. A complete, responsive jeopardy analysis shall include consideration of the species' capability to survive and reproduce, and any adverse impacts of the taking on those abilities in light of:
    a. Known population trends, and
    b. Known threats to the species.
9. Reasonably foreseeable impacts on the species from other related projects and activities.
10. Proposed measures to minimize and fully mitigate the impacts of the proposed taking.
11. A proposed plan to monitor compliance with the minimization and mitigation measures and the effectiveness of the measures.
12. A description of the funding sources and the level of funding available for implementation of the minimization and mitigation measures.
13. Certification in the following language: I certify that the information submitted in this application is complete and accurate to the best of my knowledge and belief. I understand that any false statement herein may subject me to suspension or revocation of this permit and to civil and criminal penalties under the laws of the State of California.

BIO-3 MSHCP Burrowing Owl 30-Day Pre-Construction Surveys. Prior to issuance of any grading permits, the project applicant shall retain a qualified biologist familiar with the burrowing owl species and associated habitat. The qualified biologist shall conduct a pre-construction survey for burrowing owls 30 days prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the qualified biologist/project applicant shall immediately inform the City of Beaumont, Western Riverside County Regional Conservation Authority (RCA), and California Department of Fish and Wildlife (CDFW) regarding 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 shall again be necessary to ensure that burrowing owl have not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above shall be implemented. Documentation of surveys and findings shall be submitted to the City of Beaumont Planning Department for review and file.

BIO-4 Nesting Bird Pre-Construction Surveys. Regulatory requirement for potential direct/indirect impacts to nesting common and sensitive bird species shall require compliance with the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game (CDFG) Code Section 3503, 3503.5, and 3513. Construction outside the nesting season (between September 1st and January 31st) will not require pre-removal nesting bird surveys. If construction is proposed between February 1st and August 31st, a qualified biologist retained by the project applicant shall conduct a pre-construction nesting bird and raptor survey(s) no more than three days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent to the project site. The survey(s) shall focus on identifying any bird nests that would be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by the qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by the qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Beaumont Planning Department for review and approval prior to initiation of grading in the nest-setback zone.

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

BIO-5 Pre-Construction Bat Survey. Prior to initiation of project activities and to avoid potential impacts to special-status bat species and identify roosting habitat, a pre-construction bat survey shall be conducted by a qualified bat biologist retained by the project applicant. The survey shall be conducted within the project site and 100-foot buffer during appropriate weather conditions per the bat biologist's recommendations. If bats are identified, the qualified bat biologist shall identify the bats to the species level and evaluate the colony to determine its size and significance, and presence of a maternal colony. If any evidence of bat occupation is identified during the survey, the qualified bat biologist shall provide additional measures to avoid impacts to roosting bats, and if the observed species has special status, as recommended by the California Department of Fish and Wildlife (CDFW). Measures provided shall be specific to the individual roost species present, and proposed construction activities, and shall include a) postponement of project activities within a no-work buffer specified by the bat

biologist to outside of the bat maternity season (typically, maternity season is April 1st through August 31st) if a maternity colony is identified to be present and b) monitoring of project activities by a qualified bat biologist. Project activities that do not produce noise or vibrations substantially higher than ambient conditions may be conducted if a nonmaternal roosting colony is present at the qualified bat biologist's discretion. If the qualified bat biologist determines that nonmaternal colony roosting bats are disturbed by construction activities, construction activities shall cease immediately and additional avoidance measures (e.g., installation of a noise shroud or sound curtain) shall be required before activities resume. If a maternity colony is present, tree removal and/or building structure modifications shall occur outside the bat maternity season (typically April 1st through August 31st) in the fall (after flightless young have become volant as determined by the qualified bat biologist) and under the supervision of a qualified bat biologist.

A report of the findings prepared by a qualified bat biologist shall be submitted to the City of Beaumont Planning Department prior to initiation of construction.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

RIPARIAN AND SENSITIVE NATURAL COMMUNITIES

BIO-2 PROJECT IMPLEMENTATION COULD POTENTIALLY HAVE A SUBSTANTIAL ADVERSE EFFECT ON RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, AND REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.

Impact Analysis: Based on the Biological Resources Report, no riparian scrub, forest, or woodlands habitats are located within the project site. Additionally, no vegetation communities listed by CDFW as sensitive were documented within or adjacent to the project site.

The site is located within the MSHCP The Pass Plan Area, Subunit 1 – Potrero/Badlands and Proposed Core 3. The project site is located almost completely within MSHCP Criteria Cells 1404, 1405, 1507, 1508, 1599, and 1597, Cell Group B, as shown in Biological Resources Report Figure 3, *MSHCP Relationship Map*. As shown on Table 5.3-2, *Project Site Vegetation Community Impacts*, a total of 605.77-acres of vegetation communities and developed areas would be directly and permanently impacted as a result of project implementation. Specifically, a total of 574.66-acres of permanent impacts within Cell Group B, primarily to non-native grassland/ruderal and chaparral habitats, would occur as a result of project implementation. As such, compliance with the City's MSHCP LDMF in accordance with Mitigation Measure BIO-1 would ensure direct impacts to on-site vegetation communities are reduced to less than significant levels and consistent with MSHCP guidelines.

Table 5.3-2
Project Site Vegetation Community Impacts

Vegetation Type	Cell Group B Development Site Open Space (acres)	Cell Group B Permanent Development Site/Off-Site Impact (acres)	Outside Cell Group B Permanent Development Site/Off-Site Impact (acres)	Total Development Site/Off-Site Permanent Impact (acres)
Non-Native Grassland/Ruderal	0.09	237.57	15.85	253.42
Chamise Chaparral	2.47	242.70	--	242.70
Southern Mixed Chaparral	16.27	30.79	--	30.79
Disturbed	0.05	35.97	2.75	38.72
Developed	--	9.32	10.19	19.51
Riversidean Sage Scrub	4.72	7.12	--	7.12
California Buckwheat Scrub	--	7.05	--	7.05
Exotic	--	4.16	2.20	6.36
TOTAL	**23.60**	**574.68**	**30.99**	**605.67**

Notes: Total includes all impacts within project site.
Source: Refer to Appendix 11.2.

Upon implementation of Mitigation Measure BIO-1, the project would not result in substantial adverse impacts on riparian habitat or other sensitive natural communities. Impacts would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure BIO-1.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

JURISDICTIONAL WETLANDS

BIO-3 THE PROJECT COULD HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.

Impact Analysis: There are three key agencies that regulate activities within streams, wetlands, and riparian areas in California. The USACE Regulatory Division regulates activities pursuant to Section 404 of the CWA and Section 10 of the Rivers and Harbors Act. The CDFW regulates activities under Sections 1600 et seq. of the CFGC, and the RWQCB regulates activities pursuant to Section 401 of the CWA and Section 13263 of the Porter-Cologne Act.

Based on the Jurisdictional Delineation, all of the mapped aquatic features (AF-1 through AF-7) are potential tributaries to the San Jacinto River. These features exhibit an ephemeral flow regime, are not relatively permanent waters (RPW), and do not exhibit a continuous surface connection to a downstream TNW. Accordingly, these features are not considered subject to USACE jurisdiction pursuant to Section 404 of the CWA and no Section 404 permit would be required.

The jurisdiction of the RWQCB reflects that of the State and totals approximately 0.71 acre of non-wetland Waters of the State (WoS); refer to Table 5.3-3, *State and Federal Jurisdictional Resources*, and Jurisdictional Delineation Exhibit 6, *RWQCB Jurisdictional Impact Map*. Temporary and/or permanent impacts resulting from the proposed project would require Waste Discharge Requirements (WDR) from the RWQCB pursuant to the Porter-Cologne Act prior to impacts occurring within jurisdictional areas.

Table 5.3-3
Jurisdictional Limits Impact Summary

Feature Name	Location Lat/Long	Cowardin Type	Acreage within Study Area			
			RWQCB		CDFW	
			Non-Wetland WoS	Wetland WoS	Vegetated Streambed	Riparian
Aquatic Feature 1	33.906836°-116.983110°	Riverine	0.61	--	1.22	--
Aquatic Feature 2	33.907645°-116.981662°	Riverine	0..04	--	0.09	--
Aquatic Feature 3	33.907528°-116.982360°	Riverine	0.01	--	0.02	--
Aquatic Feature 4	33.907036°-116.982478°	Riverine	0.01	--	0.02	--
Aquatic Feature 5	33.902011°-116.981855°	Riverine	<0.01	--	<0.01	--
Aquatic Feature 6	33.919140°-116.981356°	Riverine	0.01	--	0.01	--
Aquatic Feature 7	33.899175°-116.987599°	Riverine	0.02	--	0.05	--
TOTAL			**0.71**	--	**1.40**	--

Source: Refer to Appendix 11.2.

All seven aquatic features exhibited a bed and bank and are therefore considered jurisdiction to CDFW under Section 1600 et seq. of CFGC. The on-site portions of these aquatic features comprise approximately 1.40 acres of jurisdictional vegetated streambed; refer to Table 5.3-3, *State and Federal Jurisdictional Resources*. Thus, formal notification to and subsequent authorization from CDFW would be required prior to commencement of any construction activities within CDFW jurisdictional areas.

As such, prior to issuance of a grading permit, the project applicant would be required to obtain a WDR permit issued by the RWQCB pursuant to the California Water Code Section 13260 and a 1602 Streambed Alteration Agreement from CDFW in accordance with Mitigation Measure BIO-6.

Based on the DBESP, to meet the criteria of a biologically equivalent or superior alternative, the applicant would be required to offset impacts to MSHCP Section 6.1.2 Riverine Resources, which also encompass the jurisdictional areas regulated by the RWQCB and CDFW. Specifically, permanent impacts to the highest jurisdictional impact (i.e., 1.40-acre CDFW jurisdiction) shall be mitigated at a minimum of a 2:1 ratio, resulting in 2.80-acre of off-site mitigation as outlined within Mitigation Measure BIO-7 to reduce impacts to MSHCP Section 6.1.2 Riverine Resources. Based on the DBESP, the proposed compensatory mitigation through purchase of re-establishment and rehabilitation credits

from the Riverpark Mitigation Bank represents biologically equivalent functions and values of the impacted resources. This is generally because the mitigation resources are associated with natural riparian, riverine, and floodplain habitat within the San Jacinto River; the impacted resources are not located in areas targeted for conservation under the MSHCP, whereas the mitigation resources are associated with existing conservation areas within MSHCP Proposed Extension of Existing Core 4, comprising the middle reach of the San Jacinto River and contiguous with Core Area H; the impacted resources were demonstrated not to support species targeted for conservation under the MSHCP, whereas the mitigation resources support multiple species targeted for conservation under the MSHCP and support high-quality riparian/riverine habitat for both common and sensitive plant and animal species.

Upon implementation of Mitigation Measures BIO-6 and BIO-7, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures:

BIO-6 RWQCB & CDFW Permitting. Prior to issuance of a grading permit, the project applicant shall obtain a 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirements permit issued by the Regional Water Quality Control Board (RWQCB) pursuant to the California Water Code Section 13260 to mitigate project impacts on CDFW and RWQCB jurisdictional areas.

BIO-7 RWQCB & CDFW/MSHCP Riverine Resources. A total of 1.40 acres of permanent impacts to jurisdictional resources would result from project implementation. To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset 1.40 acres of impacts to *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP) Section 6.1.2 Riverine resources, which also encompass aquatic resources regulated by the Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW), as follows:

1. Permanent impacts to 1.40 acres of MSHCP 6.1.2 Riverine resources shall be mitigated through purchase of 1.40-acre off-site re-establishment and 1.40-acre off-site re-establishment or rehabilitation credits (2.80-acre total, 2:1) from the Riverpark Mitigation Bank or another approved bank.

2. A Determination of Biologically Equivalent or Superior Preservation (DBESP) shall also be prepared and submitted for review and approval by the City of Beaumont, Regional Conservation Authority (RCA), and MSHCP wildlife agencies.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

WILDLIFE MOVEMENT AND CORRIDORS

BIO-4 THE PROJECT COULD INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS OR IMPEDE THE USE OF WILDLIFE NURSERY SITES.

Impact Analysis: The project site is located within the northeastern region of MSHCP Proposed Core 3 and provides suitable refugia and resources for local wildlife movement. The project site is bordered to the north by farmlands and Interstate 10, to the south and east by open space and Potrero Reserve, and to the west by SR-79. Regional wildlife movement corridors are located 1.7 miles east of the project site within Potrero Creek and 4.5 miles south with the San Jacinto River.

No conservation within Cell Group B is proposed or identified by the MSHCP criteria for the region located within the project site. A total of 12,214.13-acre of conserved lands (Potrero Reserve) is located within the central region of Cell Group B, representing 62 percent conservation, exceeding the 55 percent upper conservation range. Development of the project would not conflict with the connection guidelines with Cell Group A to the east, Cell Group P in the *San Jacinto Area Plan* to the south, Cell Groups F and G in the *San Jacinto Area Plan* to the west, Cell Groups S, R, O, and Cell #2270 in the *San Jacinto Area Plan* to the south and in Cell Group M in the *San Jacinto Area Plan* to the west. The project is consistent and would not conflict with conservation reserve goals identified for MHSCP Criteria Cells 1404, 1405, 1507, 1508, 1599, and 1597, Cell Group B and Proposed Core 3.

All MSHCP Urban/Wildlands Interface guidelines presented in MSHCP Section 6.1.4 are intended to address indirect effects associated with locating development in proximity to an MSHCP Conservation Area. Final project design would be developed to ensure best management practices are incorporated into the proposed project to address and minimize edge effects associated with the Urban/Wildlands Interface to south of the project site into the Potrero Reserve.

Overall, the project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species upon compliance with the MSHCP requirements and implementation of Mitigation Measures BIO-1 through BIO-5. Mitigation Measure BIO-1 would require payment of the MSHCP LDMF, Mitigation Measures BIO-2 through BIO-5 would require focused surveys and pre-construction clearance surveys for special-status species and adherence to the MBTA. As such, impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-1 through BIO-5.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

HABITAT CONSERVATION PLAN CONSISTENCY

BIO-5 THE PROJECT COULD CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.

Impact Analysis: The project site is within the MSHCP The Pass Plan Area, Subunit 1 – Potrero/Badlands and Proposed Core 3. The project site is almost completely within MSHCP Criteria Cells 1404, 1405, 1507, 1508, 1599, and 1597, Cell Group B, as shown in Biological Resources Report Figure 3, *MSHCP Relationship Map*. The project is subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process in coordination with the City of Beaumont and is subject to Joint Project Review (JPR) by the Regional Conservation Authority (RCA) in order for the RCA to determine that the project would be consistent with the MSHCP. The project's compliance with MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), Section 6.3.2 (Additional Survey Needs and Procedures), and Section 6.4 (Fuels Management Guidelines) is provided in the Biological Resources Report and MSHCP Consistency Analysis and summarized below.

MSHCP Sensitive Species Surveys (Sections 6.1.3 and 6.3.2)

- *MSHCP Narrow Endemic Plant Species*: The project site occurs partially within a predetermined Survey Area for two MSHCP narrow endemic plant species including Yucaipa (Marvin's) onion, and many-stemmed dudleya. No suitable habitat or clay substrates were documented on-site, and the species are not expected to occur on-site. However, to ensure MSHCP narrow endemic plants species are adequately addressed, focused surveys were conducted during the spring of 2024, as outlined in Biological Resources Report Table 4, *Sensitive Plant Species with Potential to Occur Onsite*. Neither species was documented on-site during focused surveys conducted during the spring of 2024. As such, the project is consistent with MSHCP Section 6.1.3.

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

- *MSHCP Amphibian and Mammal Species*. The project site is not located within an MSHCP Amphibian or Mammal Species Survey Area; therefore, no surveys are required. The project is consistent with MSHCP Section 6.3.2.

- *MSHCP Burrowing Owl*: No burrowing owl or characteristic sign such as white wash, feathers, tracks, or pellets were detected within or immediately adjacent to the project site during the 2024 survey efforts. At a minimum, an MSHCP 30-day preconstruction survey (Mitigation Measure BIO-3) would be required immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. If burrowing owls are detected on-site during the burrowing owl 30-day preconstruction survey, a burrowing owl relocation plan would be developed for the

passive/active translocation of individuals as directed by the City of Beaumont, RCA and MSHCP wildlife agencies. Following implementation of Mitigation Measure BIO-3 (completion of the burrowing owl 30-day preconstruction survey) and compliance with MSHCP species guidelines, if detected, the project would be consistent with MSHCP Section 6.3.2.

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

- *MSHCP Riparian Birds*. No suitable habitat for the least Bell's vireo, southwestern willow flycatcher or western yellow-billed cuckoo was detected within or adjacent to the project site; therefore, no surveys are required. The project is consistent with MSHCP Section 6.3.2.

- *MSHCP Fairy Shrimp*. No evidence of vernal pools, seasonal depressions, or other wetland features were recorded within the project site. Consistent with conditions documented during the site assessment and as previously stated, the project site is characterized as sandy loam, all possessing well drained substrates (drainage class). No indication of clay substrates or inundated conditions were documented within the project site. A review of historic aerials was conducted to determine if inundated features were present during years of high rainfall when features would certainly be documented. Historic aerials taken in 2011 and 2023 represent an ideal baseline during which know (previously documented) inundated vernal pools, seasonal depressions and road ruts can easily be seen. No sign or indication of inundation was documented within the project site during a review of historic aerials. In summary, none of the conditions (i.e., no inundated depressions including road ruts, hydric soils, historic inundation, etc.) were observed on documented within the project site. No features are present that would support fairy shrimp. No standing water or other sign of areas that pond water was recorded.

  As noted in Biological Resources Report Table 3, *CDFW/MSHCP Jurisdictional Resource*, and as shown in Biological Resources Report Figure 14, *Jurisdictional Resources Map*, a total of 1.40-acre of MSHCP Section 6.1.2 riverine resources were documented on- and off-site. Implementation of Mitigation Measure BIO-7 would reduce impacts to MSHCP riverine resources. Additionally, an MSHCP DBESP was prepared for the project and will require review and approval by the City of Beaumont, RCA and wildlife agencies.

MSHCP Urban/Wildlands Interface Guidelines (Section 6.1.4)

All MSHCP Urban/Wildlands Interface guidelines presented in MSHCP Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Final project design would be developed to ensure best management practices are incorporated into the proposed project to address and minimize edge effects associated with the Urban/Wildlands Interface to south of the project site into the Potrero Reserve. As such, the project is consistent with MSHCP Section 6.1.4.

MSHCP Fuels Management Guidelines (Section 6.4)

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

Areas. No fuel modification zones or weed abatement measures are required adjacent to the Potrero Reserve (i.e., within the Construction Staging/Earthwork Balance Area) and therefore would not result in direct impacts to Potrero Reserve. The project is consistent with MSHCP Section 6.4.

As documented, implementation of the proposed project would be consistent with all applicable provisions, guidelines and objectives of the MSHCP following implementation of Mitigation Measures BIO-1 (related to payment of the MSHCP LDMF), BIO-3 (related to conducting MSHCP burrowing owl 30-day pre-construction survey), BIO-4 (related to conducting nesting bird pre-construction survey), and BIO-7 (related to mitigating impacts to MSHCP riverine resources). Thus, upon implementation of the applicable mitigation measures, the project would not conflict with the MSHCP, and impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-1, BIO-3, BIO-4, and BIO-7.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

5.3.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

SPECIAL-STATUS SPECIES

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO 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.**

Impact Analysis: Future cumulative development projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to sensitive special-status species and any required mitigation. Additionally, some of the related projects listed in Table 4-1 are within criteria cells of the MSHCP and would be subject to the HANS and JPR process between the lead agency and RCA to evaluate consistency with the MSHCP and determine any required mitigation measures.

As stated, the project would not impact any special-status plant species and would implement Mitigation Measures BIO-2 through BIO-5 to reduce impacts to special-status wildlife species, including Crotch's bumble bee, burrowing owl, nesting birds, and bat species. Additionally, payment of the MSHCP LDMF in accordance with Mitigation Measure BIO-1 would fund the acquisition and preservation of vegetation communities and natural areas within the region which are known to support special-status species. Thus, the project would not result in cumulatively considerable impacts to sensitive special-status species. Impacts in this regard would be reduced to less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-1 through BIO-5.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

RIPARIAN AND SENSITIVE NATURAL COMMUNITIES

- **THE PROJECT, IN CONJUNCTION WITH CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, AND REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.**

Impact Analysis: Future cumulative development projects in the vicinity would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to riparian habitat and sensitive natural communities and any required mitigation. As stated, some related projects are located within criteria cells of the MSHCP and would be subject to the JPR review process with the lead agency and RCA.

Although the project would result in the permanent loss of 605.77-acres of non-native grassland/ruderal and chaparral habitats, as referenced above in Table 5.3-2, the project would mitigate impacts in this regard with implementation of Mitigation Measure BIO-1. Payment of the MSHCP LDMF would contribute to the acquisition and preservation of sensitive natural communities in the region. Therefore, the proposed project would not result in cumulatively considerable impacts to riparian habitat and sensitive natural communities. Impacts in this regard would be reduced to less than significant.

Mitigation Measures: Refer to Mitigation Measure BIO-1.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

JURISDICTIONAL WETLANDS

- **THE PROJECT, IN CONJUNCTION WITH CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.**

Impact Analysis: Cumulative projects listed in Table 4-1 would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process. Potential jurisdictional features are site-specific and would require formal jurisdictional delineations of a project site and anticipated limits of disturbance to evaluate potential impacts and required mitigation measures. Additionally, some of the related projects are located within criteria cells and would be subject to an MHSCP consistency analysis and potentially require preparation of a DBESP to fully evaluate project impacts on riverine resources protected by the MSHCP.

While the project would impact approximately 0.71 acre of RWQCB non-wetland WoS and approximately 1.40 acres of CDFW jurisdictional vegetated streambed, as detailed in Table 5.3-3, the project would be required to obtain regulatory permits in accordance with Mitigation Measure BIO-6. Further, in compliance with the MSHCP and Mitigation Measure BIO-7, the project would be required to purchase off-site re-establishment/rehabilitation credits to mitigate impacts to MHSCP Section 6.1.2 Riverine resources. Thus, the proposed project would not result in cumulatively considerable impacts to federally protected wetlands and impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-6 and 7.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

WILDLIFE MOVEMENT AND CORRIDORS

- **THE PROJECT, IN CONJUNCTION WITH CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO THE MOVEMENT OF NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATOR WILDLIFE CORRIDORS, OR IMPEDE THE USE OF WILDLIFE NURSERY SITES.**

Impact Analysis: As stated above, regional wildlife movement corridors are located 1.7 miles east of the project site within Potrero Creek and 4.5 miles south with the San Jacinto River. These regional corridors are not located near any of the related projects shown on Exhibit 4-1. Nevertheless, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to wildlife movement corridors and nursery sites as well as any required mitigation. Further, some of the related projects listed in Table 4-1 are within criteria cells of the MSHCP and would also be subject to MSHCP consistency analysis with regards to MSHCP Conservation Areas.

The project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species upon compliance with the MSHCP requirements and implementation of Mitigation Measures BIO-1 through BIO-5. Therefore, the project would not result in cumulatively considerable impacts in this regard and impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-1 through BIO-5.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

HABITAT CONSERVATION PLAN CONSISTENCY

- **THE PROJECT, IN CONJUNCTION WITH CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.**

Impact Analysis: Some of the related projects listed in Table 4-1 are located within criteria cells and would be subject to an MHSCP consistency analysis and potentially require preparation of a DBESP to fully evaluate project impacts on biological resources protected by the MSHCP. Such projects would be subject to the HANS and JPR review process with the lead agency and RCA.

An MSHCP Consistency Analysis and DBESP were prepared for the proposed project and determined that the project would be consistent with the MSHCP upon implementation of Mitigation Measures BIO-1 (related to payment of the MSHCP LDMF), BIO-3 (related to conducting MSHCP burrowing owl 30-day pre-construction survey), BIO-4 (related to conducting nesting bird pre-construction survey), and BIO-7 (related to mitigating impacts to MSHCP riverine resources). Thus, the project would not contribute to a cumulatively considerable impact to the MSHCP. Impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-1, BIO-3, BIO-4, and BIO-7.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to biological resources have been identified.

5.4 TRIBAL AND CULTURAL RESOURCES

The purpose of this section is to identify existing cultural and tribal cultural resources within and around the project site and to assess the significance of such resources. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. This section is primarily based upon the *Beaumont Heights Business Centre Project Cultural Resources Assessment* (Cultural Report), prepared by Michael Baker International (Michael Baker) and dated August 2025, as well as tribal consultation conducted by the City of Beaumont pursuant to Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52); refer to Appendix 11.3, *Cultural Resources Assessment*.

5.4.1 EXISTING SETTING

ENVIRONMENTAL SETTING

The project site is situated in a geographic sub-region of the Peninsular Ranges known as the San Gorgonio Pass. The San Gorgonio Pass is bounded to the north by the San Bernardino Mountains and to the south by the San Jacinto Mountains. The project site and surrounding area are located between the San Jacinto Fault Zone and the inactive Banning Fault. This province is bordered to the north by the Transverse Ranges geomorphic province and to the east by the Colorado Desert province. The site topography ranges from approximately 2,390 to 2,750 feet above mean sea level. The land generally slopes to the south, toward the San Jacinto River.

The project site is located in the Laborde Canyon-San Jacinto River Subwatershed and Potrero Creek Subwatershed within the larger San Jacinto River Watershed. Both subwatersheds consist of numerous small ephemeral drainages originating in the foothills of the San Jacinto Mountains, which ultimately drain southwest towards the San Jacinto River. The Potrero Creek Subwatershed includes Potrero Creek, which occurs east of the project site and flows generally south/southwest before connecting to the San Jacinto River downstream. The north fork of the San Jacinto River is located approximately 14 miles from the project site. The San Jacinto River is an intermittent river that is ultimately tributary to Lake Elsinore, a perennial lake. Numerous unnamed ephemeral drainages are mapped within the project site. These features originate in the hills within the upper watershed and flow downslope to the lower valleys, converge downstream, and ultimately flow generally south off-site. Additionally, a small area in the northeastern corner of the project site is mapped as a stream/river with an artificial path flowline.

The project is within the Inland Hills ecoregion, which occurs on moderate to steep slopes, northeast of Lake Perris. The climate is hot and dry compared to the coastal hills to the west with annual precipitation of approximately 10 to 14 inches.

CULTURAL SETTING

Prehistoric Period

Early Archaic Period (circa 9500 to 7000 before present [BP]). The Early Archaic period weather patterns were more favorable for human occupation in the desert interior than the cismontane valleys

of southern California. Small, highly mobile groups still traveled a wide home range utilizing highly portable tool kits to procure and process critical resources, with brief and anticipated intervals of seasonal sedentism. The presence of few sites dating to the Early Archaic within the region supports the theory of negligible use of the inland areas of southern California at this time because of arid conditions. Many of these sites contained only little evidence of Early Archaic use in the form of obsidian hydration rind measurements, suggesting ephemeral site use by small, highly mobile groups. However, some sites dating to this time period contain evidence of fairly sedentary residential occupations and evidence that site reuse was anticipated, suggesting a predictable availability of water and other critical resources. These sites have been found invariably near large, drought-resistant, inland water sources, and may have been destination points on a scheduled, seasonal round.

Middle Archaic Period (circa 7000 to 4000 BP). The Middle Archaic period is characterized by increased human activity in cismontane southern California by 6000 BP. At this time, local environmental conditions improved, and conditions in the interior deserts reached the maximum aridity of the postglacial period. The number of sites dating to the Middle Archaic documented at the Eastside Reservoir project site (ESRP), approximately 15 miles south of the project site, certainly increased during this period, and it is plausible that the apparent increase in human use and occupation of the ESRP study area during the Middle Archaic is related to both the amelioration of the local environment and the deterioration of the desert interior. The Middle Archaic components identified include several intensively used residential bases and/or temporary camps containing abundant cultural debris, including temporally diagnostic artifacts (e.g., Pinto and Silver Lake projectile points, crescents), at least nine complex lithic scatters which appear to have functioned as resource extraction and processing sites, and one human burial covered with large rocks and ground stone artifacts.

Late Archaic Period (circa 4000 to 1500 BP). The Late Archaic period is characterized by a period of increased moisture in the region (Little Pluvial), which continued to increase in the desert interior by approximately 3600 BP and lasted throughout most of the Late Archaic, allowing for more extensive occupation of the region. By approximately 2100 BP, drying and warming increased, resulting in resource intensification. Late Archaic site types documented north of the project site at the ESRP include sites showing evidence of intensive use; they tend to be on range-front benches adjacent to permanent water sources such as perennial springs or larger streams, and less intensively used locales occur either on upland benches or on the margins of active alluvial fans. Evidence from these sources suggests increased sedentism during the Late Archaic, with a change to a semi-sedentary land use and collection strategy.

Saratoga Springs Period (circa 1500 to 750 BP). The early Saratoga Springs period saw a persistent drought beginning in 1060 BP; climate conditions became significantly warmer and drier throughout the western United States, which continued through the first 200 years of the Late Prehistoric period until approximately 550 BP. Occupation during the Saratoga Springs period exhibited evidence of ephemeral use at this time (documented at ESRP sites); springs projectile points recovered from the ESRP site indicate the beginning of bow and arrow use. Site locations exhibit a focal shift of prehistoric activity from alluvial fan margins to mountain-front benches adjacent to permanent water sources initiated during the Late Archaic. Reducing the number of refuse deposits and hearths and increasing toolstone caches marks the Saratoga Springs period from the preceding Late Archaic, while the frequency of human remains reached the highest point of any time in the archaeological record. Midden-altered sediments also appeared for the first time during this period. Data from the ESRP area indicate the area was used on at least a semi-permanent basis during the Medieval Warm Interval,

but that residential bases show evidence (e.g., refuse deposits, midden development) that activities intensified at those settlements. People were also intentionally caching toolstone and groundstone tools, suggesting they anticipated returning to the same locations.

Late Prehistoric Period (circa 750 to 410 BP). The Medieval Warm period (ending around 550 BP) was followed by a period of cooler temperatures and increased precipitation (Little Ice Age). The return of more mesic conditions resulted in a less intensive, semi-sedentary land use strategy similar to that identified for the Late Archaic period. Evidence of intensive occupation dating to the Late Prehistoric period occurs at five ESRP sites comprising 16 separate components; all of these coincide with sites that were occupied during earlier periods, and all are situated on elevated bedrock benches near active springs and overlook the valley floor. Percentages of projectile points also increased somewhat after the Medieval Warm (Cottonwood Triangular points began to appear in inland assemblages at this time, and Obsidian Butte obsidian became much more common), suggesting increased focus on large mammals, but the lower ratio of late-stage bifaces indicates that hunting methods returned to random-encounter strategies, rather than the logistical forays of the preceding period.

Protohistoric Period (circa 410 to 180 BP). The Protohistoric period saw the forming of small, fully sedentary villages and an increase in resources. The bow and arrow increased hunting efficiency and the widespread exploitation of acorns and other hard nuts and berries (mortars and pestles). Related to this increase in resource utilization and sedentism are sites with deeper middens, suggesting central-based wandering or permanent habitation. These would have been the villages, or rancherias, noted by the early non-native explorers. Within the inland (ESRP sites), this period was marked by the local manufacture of ceramic vessels and ceramic smoking pipes (evident in ESRP sites). Although pottery was known in the Colorado Desert as long ago as 800 BP, ceramic technology in the general region appears to date to around 350 BP. Also during this interval, abundant amounts of obsidian were imported into the region from the Obsidian Butte source, which was exposed by the desiccation of Lake Cahuilla. In addition, Cottonwood Triangular points were supplemented by Desert Side notched points during this period. Late in this period, some European trade goods (i.e., glass trade beads) were added to the previous cultural assemblages.

Ethnography

The project site is located within the ethnographic territory of the Cahuilla Takic speakers, who are descended from Late Prehistoric populations of the region. Takic is part of the larger Uto-Aztecan language stock, which migrated west from the Great Basin. In the Cahuilla dialect, ivia, the Cahuilla called themselves the Iviatim. The word Cahuilla is derived from the ivia word for master, kawi'a. Their territory included the Coachella Valley as well as the San Jacinto and Santa Rosa Mountain ranges. It is estimated that the Cahuilla numbered between 6,000 and 10,000 people at the time of Spanish contact. Ethnographers have divided this population by habitation locale (Mountain, Pass, and Desert) whereas the Cahuilla divided themselves by patrilineal descent clans and one of two moieties (Wildcat and Coyote). Further distinctions were made within clans of politically important and independent subsidiary lineages. These lineages occupied their own villages as documented by Cahuilla ethnographic consultants in the early twentieth century and from Franciscan mission records.

The three ethnographically documented zones of Cahuilla habitation (Pass, Mountain, and Desert) serve as general guidelines for understanding their subsistence practices. In general, Mountain and

Pass Cahuilla diet emphasized acorn (salvia islay), yucca, agave, and pinyon gathering in the mountain and foothill regions. In contrast, Desert Cahuilla focused on the gathering of mesquite, cactus, and hard seeds such as screwbean, juniper, and mesquite. These generalizations can only be broadly applied as the Cahuilla inhabiting different zones were not mutually exclusive to each other. Desert Cahuilla in the Coachella Valley retained gathering areas in the Santa Rosa Mountains or other upland regions. Desert Cahuilla also utilized the resources in the foothills; for example, the eastern foothills of the Coachella Valley produced agave and hard seeds, and the foothills on the western side produced cactus, agave, and hard seeds and, higher upslope, pinyon.

Historic Period

Historic-era California 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).

Spanish Period (1769-1821)

This period is represented by the European exploration of the region, the establishment of the presidios (military forts) and chain of 21 missions throughout Alta (upper) California, and the introduction of livestock, agricultural goods, and European architecture and construction techniques. Early exploration of the Riverside County area began in 1772 when Lieutenant Pedro Fages (then Military Governor of San Diego) crossed through the San Jacinto Valley. In 1774, Captain Juan Bautista de Anza crossed the San Jacinto Valley; the party came across what is now Mystic Lake. Anza's expedition crossed the Cahuilla Valley, came around the Santa Rosa Mountains and up through Coyote Canyon, and descended into the San Jacinto Valley via Bautista Creek continuing northwest across the San Jacinto Valley into Moreno Valley. From there, the expedition passed through the Riverside area and crossed the Santa Ana River near present-day Jurupa, then continued northwest to reach the mission at San Gabriel. Permanent European settlement began about the turn of the eighteenth century through the issuance of land grants and grazing permits, and Spanish influence continued to some extent after 1821 due to the continued implementation of the mission system.

Mexican Period (1821-1848)

The Mexican period began with Mexican independence from Spain and continued until the end of the Mexican-American War. The Secularization Act of 1833 resulted in the transfer through land grants (called ranchos) of large mission tracts to politically prominent individuals. Approximately 14 ranchos were granted in Riverside County, the first to Juan Bandini in 1838. In the mid-1840s, cattle ranching was a more substantial business than agricultural activities, and trade in hides and tallow increased during the early portion of this period. Until the Gold Rush of 1849, livestock and horticulture dominated California's economy.

American Period (1848-Present)

The American period is distinguished by the influx of American and European settlers into the area. In 1848, gold was discovered at Sutter's Mill near Coloma on the south fork of the American River, thereby kicking off the California Gold Rush and spurring a mass migration into the State from all over the country.

The American period began with the signing of the Treaty of Guadalupe Hidalgo in 1848, which officially ended the Mexican-American War; in 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American period. Mexican period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849 to 1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861 and 1862, followed by two years of extreme drought, which continued to some extent until 1876, altered ranching forever in the southern California area.

Land patents from the Bureau of Land Management, Government Land Office (GLO) System show that the portion of the project area within Section 15 and Section 22 came under private ownership as early as 1901 when vast tracts of land were purchased by, or granted to, the Southern Pacific Railroad.

City of Beaumont

In 1883, George Egan, a store owner in Banning, purchased land from the Southern Pacific Railroad around its Summit Station area. The Southern Pacific's Summit station served as a rest stop for railway travelers crossing the Mojave Desert on their way to Los Angeles. Egan acquired 320 acres to form a new town, which he named San Gorgonio after its location in the San Gorgonio Pass. Between 1884 and 1887, the townsite was subdivided and developed with a small community post office, a telegraph office, a turntable water tank to service the locomotives, a school, and three hotels. In November 1887, an investment company run by H. C. Sigler bought Egan's share in the townsite 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."

Throughout 1884 and 1885, several people arrived in San Gorgonio, many of whom engaged in grain and hay dry farming. Although Egan piped water into town from a small stream in Noble Canyon, the water source was only enough for people and animals, not for irrigation use. Population growth was slow and limited until the San Gorgonio Water Company, formed in 1907, developed a reservoir and laid 40 miles of piping to bring water and irrigation to the town. The new water system helped develop new houses and fruit orchards, and by 1910, Beaumont's population had doubled to over 1,100 people.

The city was incorporated on November 18, 1912. Around this same time, 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. The town's proximity to Los Angeles, idyllic setting, and affordable housing led to a population boom in 2000.

CULTURAL RESOURCES

As part of the Cultural Report, Michael Baker conducted background research to identify previously recorded cultural resources and cultural resource studies within the project site. The research consisted of an Eastern Information Center (EIC) records search, literature, map, aerial photograph reviews, and Native American Heritage Commission (NAHC) Sacred Lands File search.

Records Search

Michael Baker completed a records search at the EIC at the University of California, Riverside on April 30, 2024. The objective of the records search was to determine whether any prehistoric or historical cultural resources had been recorded previously within an area encompassing a half-mile radius around the project site. The following federal and California inventories were reviewed:

- California Inventory of Historic Resources;
- California Point of Historical Interest;
- California Historical Landmarks; and
- Built Environment Resources Directory. The directory includes the listing of the National Register of Historic Places (National Register), National Historic Landmarks, California Register of Historical Resources (California Register), California Historical Landmarks, and California Points of Historical Interest for Riverside County.

Previous Cultural Resources Studies

The records search results identified 21 previous cultural resource studies completed within the records search limits (Cultural Resources Assessment Table 3, *Previous Cultural Resource Studies within the Search Area*). Of those, nine studies overlap the project site.

Previously Recorded Cultural Resources

The EIC records search results indicate that there are 20 previously recorded cultural resources within a half-mile of the project site. Of those, 14 previously recorded cultural resources are within the project site; refer to Table 5.4-1, *Previously Recorded Cultural Resources within the Project Site*.

Table 5.4-1
Previously Recorded Cultural Resources within the Project Site

Primary No.	Trinomial	Age/type	Description
P-33-005062	CA-RIV5062	Prehistoric Site	Bedrock milling feature, rock-shelter/cave, lithic scatter, ceramic scatter
P-33-005063	CA-RIV-5063	Prehistoric Site	Bedrock milling feature
P-33-005064	CA-RIV-5064	Prehistoric Site	Bedrock milling feature, rock-shelter/cave
P-33-005065	CA-RIV-5065/H	Prehistoric Site	Bedrock milling feature and refuse scatter
P-33-012306	--	Prehistoric Isolate	Obsidian pressure flake
P-33-012307	--	Prehistoric Isolate	Chert core
P-33-012309	--	Prehistoric Isolate	Quartz mano
P-33-005072	CA-RIV-005072H	Historic-Period Site	Structure foundations
P-33-005073	CA-RIV-5073	Historic-Period Site	Well
P-33-005074	CA-RIV-5074	Historic-Period Site	Refuse scatter
P-33-005075	CA-RIV-5075H	Historic-Period Site	Foundations/structure pads, landscaping/orchard, refuse scatter, and wall
P-33-011808	--	Historic-Period Isolate	Green glass bottle fragment
P-33-004715	CA-RIV-4715	Built Environment	Historic road
P-33-020559	CA-RIV-010460	Built Environment	Road segment

Source: Refer to Appendix 11.3.

Prehistoric Archaeological Sites

The four prehistoric archaeological sites in the project site were originally recorded by the University of California, Riverside (UCR) Archaeological Research Unit in 1993. To date, subsurface investigations have not been conducted at these sites, and no California Register or National Register recommendations have been made. Descriptive details are provided below:

- **P-33-005062/CA-RIV-5062**. This resource was originally recorded in 1993, described as a rock-shelter under granitic bedrock outcrop and boulders, with interior milling features consisting of a flat granitic slab with one mortar, six bedrock milling slicks, and a wide scatter of artifacts downslope, including manos, and ground stone fragments, debitage, cores, and occasional pottery fragments. The site has a low stone wall across the entrance. Several boulders are covered with graffiti; vegetation surrounding the site consists of coastal sage scrub, sagebrush, chamise, several cacti, and Spanish bayonet.

- **P-33-005063/CA-RIV-5063**. This resource was originally recorded in 1993, described as a granitic bedrock outcrop and boulders, with two milling slicks, located on the streamside terrace of the boulder-strewn hill. Vegetation surrounding the site consisted of coastal sage scrub, sagebrush, chamise, several cacti, and Spanish bayonet.

- **P-33-005064/CA-RIV-5064**. This resource was originally recorded in 1993 and described as a rock-shelter containing five bedrock milling features, including one mortar and four slicks tucked between and under a large exposed boulder, a hearth, mano fragments, and ground stone fragments. The site has a low stone wall across the entrance. The shelter entrance is hidden by scrub oak and brush.

- **P-33-005065/CA-RIV-5065/H**. This resource was originally recorded in 1993, described as a bedrock milling slick feature on an exposed boulder and a small turn-of-the-century refuse, including an old-fashioned bicycle wheel hub, milk cans, and a calendar ceramic dish fragment for the year 1909. The site is located on the streamside western slope of a boulder-strewn hill; vegetation on-site included sagebrush, several cacti, chamise, Spanish bayonet, and non-native grasses.

Prehistoric Isolates

Three prehistoric isolated artifacts identified in the records search are located within the project site. All of the isolates were recorded by the UCR Archaeological Research Unit in 1993. Isolates are described in detail below.

- **P-33-12306**. This isolate is a single-pressure flake.

- **P-33-12307**. This isolate is a chert core; the recorder noted that the core was located, then lost in the grass and not relocated.

- **P-33-12309**. This isolate is a quartz mano, approximately 9 by 8 by 4 centimeters. The recorder noted that the mano was located and flagged, then lost to a group of dirt bike riders.

Historic-Period Archaeological Sites

Six archaeological historic-period sites identified in the records search are located within the project site. All of the sites were originally recorded by the UCR Archaeological Research Unit in 1993.

- **P-33-005072/CA-RIV-5072H**. This resource was originally recorded in 1993 and described as a habitation site in ruins, consisting of cinder block, brick and stone foundations, standing walls, and a trash dump. Recorded features consisted of a concrete house foundation with portions of brick walls, a brick-formed driveway platform, a brick shed, a small animal pen, and another small concrete pad. A historical artifact scatter surrounded the structure, which consisted of boards, nails, roofing tar paper, window glass fragments, pottery fragments, and unspecified trash. The recorder described the site condition in 1993 as fair.

  ICF Jones & Stokes revisited the site in 2008 during the cultural resources survey for the Southern California Edison (SCE) Devers Substation Project. The 2008 survey easily relocated CA-RIV-5072H. However, the eucalyptus tree identifying the site was no longer present, and the "driveway" feature could barely be discerned. Also, no evidence of an animal pen was found, and the wooden deck on the east side of the larger structure had rotted away. Additional trash scatter was noted at the southwest portion of the complex and along the northern edge in a freshly plowed field. The trash scatter was not observed to continue on the north side of the dirt road on this edge of the complex. The walls of the main structure had deteriorated far more since 1993, perhaps due to vandalism activity, since the walls were covered in spray-painted tagging initials, logos, etc. Further evidence of "modern" use of the area was evident from beer bottles dating from 1978 and 1980 and more recent trash. The site's northern portion had been plowed. The 2008 survey also noted evidence of off-highway vehicle traffic along the SCE access roads surrounding the resource.

- **P-33-005073/CA-RIV-5073H**. This resource was originally recorded in 1993 as a poured and formed concrete drain foundation and an asphalt catch basin dating to around the 1930s or 1940s. The catch basin measures approximately 25 feet by 15 feet, and the drain measures approximately 3 feet by 1.5 feet. The original recorder described the site condition as fair and nearly overgrown with vegetation. ICF revisited the site in 2008 during the cultural resources survey for the SCE Devers Substation Project. The 2008 visit relocated the site and found it overgrown with vegetation and fractured in multiple places.

- **P-33-5074/CA-RIV-5074H**. This resource was originally recorded in 1993 and described as a turn-of-the-century historic-period trash scatter located on the north bank of a perennial drainage, including cans, aqua and amethyst glass, and medicine bottles. Surface artifacts identified included six Prince Albert style tobacco tins, soldered kerosene tin, several crimped sanitary cans, plain stoneware plate fragments, stoneware scalloped-edged saucer, a Japanese rice bowl with blue underglaze, and aqua window glass.

- **P-005075/CA-RIV-5075H**. This resource was originally recorded in 1993 and described as a complex of house and other structure foundations dating to around the late 1930s or 1940s. Site features included two poured slab building foundations (one painted red), a low retaining wall and terrace made from reused broken concrete slab fragments, a high poured and formed concrete and stone retaining wall and concrete slab floor (patio/workshop), a poured concrete

and angle iron post footing, and poured concrete small pad with initials and date "JRC 1946 March 15." Also noted were non-native trees, some planted in orderly rows, others feral, and considerable amounts of trash, boards, nails, tar paper, and other debris. The original recorder indicated that the features dated to approximately 1930 or early 1940s based on construction material, and the 1946 dated feature is likely the latest feature on the lot.

- **P-33-004715/CA-RIV-4715**. This historic road was originally recorded in 1992 and described as a historic road built prior to 1869 between Beaumont and the San Jacinto Valley. Historically, the road followed present-day California Avenue south from Beaumont before cutting southwest into the hills west of Lamb Canyon/present-day State Route 79. The road ended in the San Jacinto Valley at the intersection of present-day Gilman Hot Springs Road. The original recorder described the road as being in poor condition, with most of the original road paved over or destroyed by the development of State Route 79. The segment of the road within the project area was inspected by the recorder in 1992 and noted as graded and paved.

- **P-33-020559/CA-RIV-10460**. This historic road was recorded in 2011 and described as a segment of an asphalt-paved, unmarked, narrow, one-lane historical road. The road measures 10 feet wide and runs roughly east to west on the east side of State Route 79. This road was identified on the 7.5-minute Beaumont (1953) and the 15-minute Banning (1956) USGS topographic quads. On these maps, the road appears to have continued west across the highway to South California Avenue, but South California Avenue has been realigned, and the road described here no longer crosses State Route 79.

Historic-Period Isolates

The records search identified a single historic-period isolate located within the project area, P-33-11808, and originally recorded in 1981. This is a green glass bottle fragment with partial embossing.

Field Survey

Michael Baker completed a combination of intensive pedestrian and reconnaissance surveys of the project site between July 1 and July 12, 2024. Supplemental field work was conducted on October 23, 2024. During the surveys, the archaeologists inspected the ground surface, erosional exposures, the spoils from rodent burrows, spoil piles, and natural or artificial cut-banks for evidence of cultural resources. Accessible granitic outcrops were also inspected for evidence of milling features and rock-shelters; previously recorded cultural resources located within the project area were revisited, and the current condition of each resource was updated. Newly identified cultural resources were documented in ArcGIS and recorded on Department of Parks and Recreation Forms.

During the archaeological survey, survey transects were 15 to 20 meters apart, and approximately 75 percent of the project site area was intensively surveyed; this included all accessible areas with terrain that could be surveyed on foot, flat areas, and low hills that could be reached via existing roads and visible trails. These areas tended to have evidence of soil disking and plowing. Portions not intensively surveyed included some areas of densely vegetated area with no surface visibility and steep hillsides where the slope exceeded 30 percent, which occurred in the western and southeastern and some of the southern portions of the project site. This included areas with rough, steep terrain and dense

boulders that were either inaccessible due to safety concerns or subjected to a combination of pedestrian and reconnaissance surveys as warranted.

Ground surface visibility varied by topography, soils, and slope. Ground surface visibility was generally poor within most of the project site due to dense vegetation, including areas previously cultivated but now overgrown with non-native invasive dried cheat grass, brome grasses, tall yellow starthistle bushes, and jimsonweed. The yellow starthistle bushes were three to four feet high and dense and were difficult to walk through; at the same time, the ground was covered with grass, and visibility was zero percent. The western and southeastern hills within the project site were covered with dense chaparral sage scrub and cacti with similar poor ground surface visibility.

Most of the project site area was natural and undisturbed, while other areas were moderately disturbed only upon the surface. The flatter, northern portion of the project site has been disturbed by agricultural disking, modern refuse dumping, and off-road vehicles. The rocky slopes and hilltops have been superficially disturbed by off-road traffic, modern refuse dumping, and foot traffic. All areas of the project site have signs of burrowing rodent activity, the depth of which is likely shallow.

Disturbances observed during the survey include previous agricultural use; the presence of SCE unpaved periodically maintained access roads; modern transmission lines; several dirt roads and ramps associated with the recreational off-road vehicles and dirt bikes; narrow hiking trails created by foot traffic; and some animal tracks within the hilly and badlands areas of the project site. Modern refuse was also observed.

Michael Baker revisited the 14 cultural resources previously recorded within the project site to update their condition and determine whether potential impacts could result from project implementation. The survey relocated seven of the previously recorded 14 cultural resources. The remaining seven sites could not be relocated. Two additional resources were also identified and recorded during the survey. The newly identified resources consist of one prehistoric milling feature and one historic concrete water storage tank. All sites were updated with the appropriate DPR 523 site records as necessary. The updated and newly discovered sites are summarized below.

P-33-005062/CA-RIV-5062 (Update)

This resource was previously described as a rock-shelter under granitic bedrock outcrop and boulders, with interior milling features with one mortar, six bedrock milling slicks, and a wide scatter of artifacts downslope, including manos and ground stone fragments, debitage, cores, and occasional pottery fragments. The site has a low stone wall across the entrance. The rock-shelter was marked with graffiti blue and white logo "De Boyz" and the numbers "#28," "#30," "#72," and "#26" on the western face of the largest bedrock outcrop.

The 2024 survey located site CA-RIV-5062 rock-shelter, bedrock, and milling features and the entrance rock wall, but none of the artifacts described in 1993 were observed on the surface downslope of the rock-shelter or near the site, likely due to the thick vegetation groundcover. The area around the site has been subject to minor disturbance due to close proximity to one of several off-road bike trails; the area in front of the site and downslope appears to have been disturbed, and modern refuse was observed at the opening of the rock-shelter. The graffiti is weathered and faded. Within the

overhang of the rock-shelter, this site is well preserved and has a low potential to contain buried cultural deposits due to likely shallowly buried bedrock.

P-33-005063/CA-RIV-5063 (Update)

This resource was recorded in 1993 and described as a bedrock milling site, originally recorded as containing two milling slicks. A survey of the plotted site boundary and outside the previously recorded extent was conducted in 2024; however, the site was not located. No physical evidence of the site was identified despite intensive surveys on two separate days with different sunlight conditions.

P-33-005064/CA-RIV-5064 (Update)

This resource was recorded in 1993 and described as a rock-shelter containing five bedrock milling features (one mortar and four slicks) between and under a large exposed boulder, a hearth, mano fragments, and ground stone fragments. The site has a low stone wall across the entrance of the shelter. The shelter entrance is hidden by scrub oak and brush. The original recorder described the site integrity as good, apart from some littering and weathering of the bedrock milling features.

The 2024 survey successfully located CA-RIV-5064, the rock-shelter, the mortar and four milling slicks, and the entrance rock wall. The site was found in the same condition as originally described in 1993, except that no manos and mano fragments were identified. The soil inside the shelter is estimated to be 30 centimeters deep based on the depth of a pin flag probed into the soil. The rock wall across the entrance has created an area inside the shelter for soil and sediment accumulation. No surface artifacts were observed besides a single battered stone (waterworn), which was identified and added to the updated record. This site is well preserved and has a high potential to contain buried cultural artifacts or features.

P-33-005065/CA-RIV-5065/H (Update)

This site was recorded in 1993 and described as a bedrock milling feature on an exposed boulder and a small scatter of historic refuse. The 2024 survey evaluated the plotted site boundary and outside the previously recorded extent; however, none of the described historic refuse artifacts or milling features were observed. The existing boulders in the area immediately surrounding the location of the site are weathered and very exfoliated, and the same natural degradation of the milling feature of CA-RIV-5065/H has likely occurred. Alternatively, the resource may be buried under eroded sediments due to the movement of alluvial sediments in the intermittently flowing channel where the resource was previously recorded.

P-33-005072/CA-RIV-5072H (Update)

This site was originally recorded in 1993 and described as a 1940s or 1950s small complex of structural ruins. Recorded features consisted of a concrete house foundation with portions of brick walls, a brick-formed driveway platform, a cinder block shed, a small animal pen, and another small concrete pad. A historical artifact scatter surrounded the structure, which consisted of boards, nails, roofing tar paper, window glass fragments, pottery fragments, and unspecified trash. The site was subject to revisit and condition update in 2008 and was described as in very poor condition, with most of the features destroyed, deteriorated, or no longer present.

The 2024 survey successfully located CA-RIV-5072H. The site is in very poor condition and appears to be in a worse condition than described in the 1993 and 2008 updates. Most of the site features are no longer present, and the structural ruins are very deteriorated and mostly fallen over. Structural debris and modern refuse are scattered all around the site; at the time of the visit, the site was covered with dense vegetation of mostly dried non-seasonal grasses, and ground visibility was very low.

After the field survey of the site, supplemental archival research revealed minimal information regarding the specific site development history or ownership. The map review indicates that the site was first developed in the early 1950s. A road and a small structure are first depicted on the 7.5-minute quadrangle map. The structures are also depicted in 1960s aerial photographs; however, it is difficult to discern the details.

33-005073/CA-RIV-5073H (Update)

This site was originally recorded in 1993 and updated in 2009. CA-RIV-5073H was described in 2009 as a poured and formed concrete drain foundation and an asphalt catch basin dating to about the 1930s or 1940s. The 2024 survey concurs with the 2009 assessment of the resource. CA-RIV-5073H was found to be in poor condition within an overgrown area. The asphalt basin's structural integrity has further deteriorated. It has suffered fracturing due to natural weathering and is segmented by wide cracks filled in with vegetation in multiple areas. The condition of the concrete drain has also declined since the 2009 survey; it is suffering from multiple broken parts due to natural weathering, with vegetation growing from its joints and cracks. With no known historical associations and no important information to be gathered through subsurface testing, sites such as CA-RIV-5073H have limited archaeological data potential (Criterion 4) beyond what has already been documented, and the site is not a historical resource under CEQA. As such, CA-RIV-5073H is recommended not eligible for listing in the California Register.

33-005074/CA-RIV-5074H (Update)

This site, originally recorded in 1993, was described as a turn-of-the-century, historic-period trash scatter located on the north bank of a perennial drainage, including cans, aqua and amethyst glass, and medicine bottles. Surface artifacts identified included six Prince Albert style tobacco tins, soldered kerosene tin, several crimped sanitary cans, plain stoneware plate fragments, stoneware scalloped-edged saucer, a Japanese rice bowl with blue underglaze, and aqua window glass.

The mapped location of the site was revisited during the 2024 survey, but the resource could not be relocated. At the time of the visit, the site was covered with dense vegetation of chaparral and mostly dried non-seasonal grasses, and ground visibility was very low. The resource may exist within the dense vegetation, or it may have been destroyed by natural and human activity in the more than 30 years since the site was initially documented.

P-33-005075/CA-RIV-5075H (Update)

This site was originally recorded in 1993 and described as a complex of structural ruins and foundations dating to around the late 1930s or 1940s. Site features include two poured slab building foundations (one painted red), a low retaining wall and terrace made from reused broken concrete slab fragments, a high poured and formed concrete and stone retaining wall, concrete slab floor, a

poured concrete and angle iron post footing, and a poured concrete small pad with initials and date "JRC 1946 March 15." Also noted were sycamore and eucalyptus trees and considerable amounts of trash, boards, nails, tar paper, and other debris. The original site record described the site condition as fair.

The 2024 survey successfully located CA-RIV-5075H. The site was covered with dense vegetation of mostly dried non-seasonal grasses, and ground visibility was very low. The site is in very poor condition and appears to be worse than described in 1993. The structural ruins are very deteriorated and have mostly fallen over. Structural debris and modern refuse are scattered all around the site. While most of the features drawn in the original sketch map were identified, the site has been impacted and subjected to vandalism, graffiti, ongoing use as an unhoused person encampment, and refuse dumping. Two concrete foundations at the site's eastern edge are covered with fill. The previously recorded four-post footings and cedar trees were located approximately 200 meters to the south of the structural complex.

A review of historical maps and aerial photographs indicates that a farm complex was developed at this location by 1932 at the earliest, which continued to be used as agricultural land until the early 1960s.

P-33-004715/CA-RIV-4715H (Update)

CA-RIV-4715H was originally recorded in 1992 and described as a historic road built prior to 1869 between Beaumont and San Jacinto Valley. Historically, the road followed present-day California Avenue south from Beaumont before cutting southwest into the hills west of Lamb Canyon/present-day State Route 79. The road ended in the San Jacinto Valley at the intersection of present-day Gilman Hot Springs Road. A segment of this road is recorded within the northwestern corner of the project site. This segment is depicted in several early USGS maps as early as 1901 and up until the 1960s. The segment of the road within the project area (T3S R1W in the W1/2 of the SW/14 of Section 15) was originally inspected in 1992 and noted as graded and paved. The recorder described the road as being in poor condition, with most of the original road paved over or destroyed by the development of State Route 79.

The 2024 survey inspected the segment of the road and concurs with the original recorder's findings. The current existing road leading into the project site has undergone partial paving, realignment, or demolition since its original construction and no evidence of the original historic road was identified.

P-33-020559/CA-RIV-10460 (Update)

This historic road was recorded in 2011 and described as a segment of an asphalt-paved, unmarked, narrow, one-lane road. The road measures 10 feet wide and runs roughly east to west on the east side of State Route 79. This road was identified on the 7.5-minute Beaumont (1953) and the 15-minute Banning (1956) USGS topographic quads. On these maps, the road appears to have continued west across the highway to South California Avenue, but South California Avenue has been realigned, and the road described here no longer crosses State Route 79.

The 2024 survey examined the entire length of the road (274 meters). The road has been paved and continues to be used as a private road/driveway leading to the properties adjacent to the north end of the project site.

Isolated Artifacts

Attempts at revisiting and relocating the following archaeological sites and isolated finds during the current survey yielded negative results.

- **P-33-011808**. This isolate consists of an embossed bottle fragment that was documented on the slope of a minor wash in 1981. The location of this previously recorded prehistoric isolated find is currently overgrown with vegetation; surface visibility within this area is less than five percent. The isolate was not found during the 2024 survey and may have been either hidden by vegetation or removed by natural or human activity in the 43 years since it was initially recorded.

- **P-33-12306**. This isolate consists of a single obsidian pressure flake found in an open area within the granitic boulder outcrops at the western edge of a ridgetop east of State Route 79. The location of this previously recorded prehistoric isolated find is currently overgrown with vegetation; surface visibility within this area is less than five percent. The isolate was not found during the 2024 survey.

- **P-33-12307**. This isolate consists of a chert core originally found in an open area within the granitic boulder outcrops at the western edge of a ridgetop east of State Route 79. The original site record indicated that the "core was located, then lost in the grass and not relocated." The location of this previously recorded prehistoric isolated find is currently overgrown with vegetation, and surface visibility within this area is less than five percent. The isolate was not found during the 2024 survey.

- **P-33-12309**. This isolate consists of a quartz mano found on the western slope of the hill southeast of State Route 79. The original site record indicated that "the mano was located and flagged, then lost to a group of dirt-bike riders." The current location where the isolate was recorded is disturbed by modern recreational activity, such as biking and hiking tracks. The isolate was not found during the 2024 survey.

Newly Recorded Resources

MBI-BRM-01

This newly identified resource is a large granitic boulder with one shallow milling slick measuring (22 centimeters by 20 centimeters). The boulder is exfoliated, and the milling slick is partially weathered. No midden soil or artifacts were observed in the area around the feature, though the surface visibility was very low due to vegetation cover. This site is located on the hilltop east of State Route 79 within the southwestern corner of the project site upon the Cieneba series soils. While Cieneba series soils likely date to the Holocene period, they are shallow and lack development processes such as alluvial deposition of sediment, which would typically bury cultural artifacts or features.

MBI-BW-001

This newly identified resource consists of a poured concrete water tank located in a shallow ephemeral drainage in mostly flat terrain. The resource is located approximately 30 feet west of an access road. The structure measures approximately 6.5 feet square. The bottom is filled in with sediment due to natural erosion from the surrounding high ground, and the top of the feature is broken. The highest point of the feature survives to approximately 43 inches above the present ground surface. Living and dead yucca plants were observed surrounding the feature and may have been deliberately planted. No artifacts or other features were identified in the surrounding area.

Project Site Buried Cultural Resource Sensitivity

Based on the Cultural Resources Assessment, the project site has a low potential for buried archaeological resources. Areas mapped as exposures of San Timoteo Formation (Badland) date to the Pliocene, and Ramona series loams, which are Pleistocene in age, have low sensitivity for buried significant cultural resources as these sediments were lain down before the occupation of North America by Native Americans.

The San Timoteo series soils are derived from shales, sandstones, and weathered granites, and the Cieneba series form from weathered granites. While they may have formed during the Holocene epoch, they are typically poorly stratified and do not have an additive process of additional sediments, which would potentially bury cultural artifacts and features as in soils derived from alluvium. Therefore, San Timoteo and Cieneba series soils have low sensitivity for buried archaeological sites.

Two additional soil series, the San Emigdio and the Greenfield, occur in smaller quantities on the project site. These series likely developed during the Holocene epoch through alluvial deposition on fans, floodplains, and terraces. The alluvial activity that deposited these soils partially originates from the extant intermittent drainages, mapped as part of the current project site. When in the presence of surficial archaeological sites, the areas of these series of soils would logically have a heightened buried site potential. However, no archaeological sites occur in areas mapped as these series of soil, and only intermittent water resources (critical for human occupation in prehistory) occur in the project site. Consequently, the San Emigdio and Greenfield series soils in the project site have low sensitivity for buried archaeological sites.

NATIVE AMERICAN CONSULTATION

Michael Baker contacted the NAHC on April 12, 2024, for a Sacred Lands Files search and a list of Native American contacts for the project area. The NAHC indicated in a response dated April 24, 2024, that the search of the Sacred Lands Files was completed for the project area with negative results.

On October 21, 2025, the City sent notification letters to SB 18 and AB 52-specific tribes inviting them to consult on the proposed project in accordance with SB 18 and AB 52. Two tribes responded to the City's notification letter, the Agua Caliente Band of Cahuilla Indians and the Morongo Band of Mission Indians; no other tribes responded to the tribal consultation letters. Refer to Impact Statement CUL-2 for a summary of the City's consultation efforts.

5.4.2 REGULATORY SETTING

FEDERAL LEVEL

National Register of Historic Places

The National Register is the official register of districts, sites, buildings, structures, and objects determined to be worth special protections due to their historic or artistic significance. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- that are associated with events that have made a significant contribution to the broad patterns of our history; or
- that are associated with the lives of person significant in our past; or
- that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- that have yielded, or may be likely to yield, information important in prehistory or history.

All resources or properties nominated for listing in the National Register must retain integrity, which is the authenticity of a historic resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for nomination.

STATE LEVEL

California Register of Historical Resources

The California Register is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The California Register helps government agencies identify and evaluate California's historical resources and indicates which properties are to be protected, to the extent prudent and feasible, from substantial adverse change. Any resource listed in, or eligible for listing in, the California Register is to be considered during the CEQA process.

A cultural resource is evaluated under four California Register criteria to determine its historical significance. A resource must be significant in accordance with one or more of the following criteria:

- *Criterion 1:* Is associated with events that have made a significant contribution to the broad pattern of California's history and cultural heritage.

- *Criterion 2:* Is associated with the lives of persons important to our past.

- *Criterion 3:* Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

- *Criterion 4:* Has yielded, or may be likely to yield, information important in prehistory or history.

AGE

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time must have passed to allow a "scholarly perspective on the events or individuals associated with the resource." Fifty years is used as a general estimate of the time needed to understand the historical importance of a resource. The Office of Historic Preservation recommends documenting, and taking into consideration in the planning process, any cultural resource that is 45 years or older.

PERIOD OF SIGNIFICANCE

The period of significance for a property is "the length of time when a property was associated with important events, activities, persons, or attained the characteristics which qualify it for National Register listing." The period of significance begins with the date of the earliest important land use or activity that is reflected by historic characteristics tangible today. The period closes with the date when events having historical importance ended. The period of significance for an archaeological property is "the broad span of time about which the site or district is likely to provide information." Archaeological properties may have more than one period of significance.

HISTORIC CONTEXT

The significance of cultural resources is generally evaluated using a historic context that groups information about related historical resources based on theme, geographic limits, and chronological period.

INTEGRITY

The California Register also requires a resource to possess integrity, which is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association." Archaeologists use the term "integrity" to describe the level of preservation or quality of information contained within a district, site, or excavated assemblage. Integrity is relative to the specific significance that the resource conveys. Although it is possible to correlate the seven aspects of integrity with standard archaeological site characteristics, those aspects are often unclear for evaluating the ability of an archaeological resource to convey significance under Criterion 4. The integrity of archaeological resources is judged according to the site's ability to yield scientific and cultural information that can be used to address important research questions.

ELIGIBILITY

Resources that are significant, meet the age guidelines, and possess integrity are considered eligible for listing in the California Register.

Senate Bill 18

SB 18 was signed into law in September 2004 and went into effect on March 1, 2005. It places requirements upon local governments for developments within or near traditional tribal cultural places (TTCPs). SB 18 requires local jurisdictions to provide opportunities for involvement of California Native Americans in the land planning process for the purpose of preserving traditional tribal cultural places. The *Final Tribal Guidelines* recommend the NAHC provide written information as soon as possible, but no later than, 30 days after receiving notice of the project to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration.

Assembly Bill 52

On September 25, 2014, Governor Brown signed AB 52. In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, it is the intent of AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.

2. Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.

3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.

4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.

5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be

identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.

6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.

7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflicts in the environmental review process.

8. Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.

9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

LOCAL LEVEL

County of Riverside General Plan

The Multipurpose Open Space Element of the County General Plan 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 following goals and policies are applicable to the project:

Policy OS 19.1: Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.

Policy OS 19.3: Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

City of Beaumont General Plan

The Conservation + Open Space Element of the Beaumont General Plan establishes goals and policies to protect, maintain, and enhance natural resources in the City. The following goals and policies are applicable to the project:

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 8.11.3: Encourage the preservation of historic (i.e. non-archaeological) resources, when practical. When it is not practical to preserve a historic resource in its entirety, require the architectural details and design elements of historic structures to be preserved during renovations and remodels as much as feasible.

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.

5.4.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

SIGNIFICANCE GUIDELINES

Historical Resources

Impacts to a significant cultural resource that affect characteristics that would qualify it for the National Register or that adversely alter the significance of a resource listed in or eligible for listing in the California Register are considered a significant effect on the environment. These impacts could result from "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" (*CEQA Guidelines* Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration "in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register" (*CEQA Guidelines* Section 15064.5[b][2][A]). CEQA states that when a project will cause damage to a historical resource, reasonable efforts must be made to preserve the resource in place or left in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project. Projects that follow the Secretary of the Interior's *Standards for the Treatments of Historic Properties* are typically mitigated below the level of significance.

Archaeological Resources

A significant prehistoric archaeological impact would occur if grading and construction activities result in a substantial adverse change to archaeological resources determined to be "unique" or "historic." "Unique" resources are defined in Public Resources Code Section 21083.2; "historic" resources are defined in Public Resources Code Section 21084.1 and *CEQA Guidelines* Section 15126.4.

Public Resources Code Section 21083.2(g) states:

> *As used in this section, "unique archaeological resource" means 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 that 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; or*
> 3. *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

CEQA states that when a project would cause damage to a unique archaeological resource, reasonable efforts must be made to preserve the resource in place or leave it in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project.

Tribal Cultural Resources

AB 52 established a new category of resources in CEQA called tribal cultural resources. (Public Resources Code Section 21074.) "Tribal cultural resources" are either of the following:

> *(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:*
>
> *(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.*
>
> *(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.*
>
> *(2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.*

AB 52 also created a process for consultation with California Native American Tribes in the CEQA process. Tribal governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project. The Public Resources Code requires avoiding damage to tribal cultural resources, if feasible. If not, lead agencies must mitigate impacts to tribal cultural resources to the extent feasible.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

Cultural Resources

- Cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-1);

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-1);

- Disturb any human remains, including those interred outside of dedicated cemeteries (refer to Section 8.0, *Effects Found Not To Be Significant*);

Tribal Cultural Resources

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

  - 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) (refer to Impact Statement CUL-2); or

  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe (refer to Impact Statement CUL-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.4.4 IMPACTS AND MITIGATION MEASURES

HISTORICAL AND ARCHAEOLOGICAL RESOURCES

CUL-1 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO HISTORICAL AND/OR ARCHAEOLOGICAL RESOURCES.

Impact Analysis: As summarized above, a total of 16 cultural resources are located within the project site (14 previously recorded cultural resources and two new cultural resources). Each cultural resource is evaluated below for significance eligibility for the California Register. For the purposes of CEQA, impacts are only considered for historical resources that are eligible for listing on the California Register. Integrity is defined as the ability of a historical resource to convey its significance. Determining which of these factors are most important depends on the resource being evaluated and the particular California Register criterion under which the resource is considered eligible for listing. All cultural resources must be evaluated under the following four criteria for CEQA:

- *Criterion 1:* Is associated with events that have made a significant contribution to the broad pattern of California's history and cultural heritage.
- *Criterion 2:* Is associated with the lives of persons important to our past.
- *Criterion 3:* Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- *Criterion 4:* Has yielded, or may be likely to yield, information important in prehistory or history.

P-33-005062/CA-RIV-5062

CA-RIV-5062 is a small rock-shelter located within a large outcrop in the southwestern corner of the project site atop a ridge of Cieneba series soil with shallow fluvial deposits noted during the survey. The site contains interior milling features and a single-course wall of stones with an earth floor. A wide scatter of surface artifacts and possible midden were documented at the original time of the site recording in 1993 but not visible in the current effort, likely due to thick vegetation cover that obscured surface visibility. Due to the origin of the soil within the site, it has low potential for deeply buried subsurface deposits. The condition of the site is good, with surficial refuse dumping and a hiking/bike dirt trail in close proximity of the site.

No evidence indicates that the site is directly associated with a prominent historical event (Criterion 1). No evidence has been found to suggest that the site is associated with a prominent historical figure (Criterion 2). The structural features of the site do not embody distinctive characteristics of a type, period, or method of construction, nor do they exhibit any architectural or engineering merits (Criterion 3).

Despite the low potential for buried deposits, due to the thick vegetation cover, the site could possess important information value and could have data potential beyond what has already been documented.

No subsurface archaeological testing has been conducted at the site. The presence of surficial and shallowly buried deposits potentially could provide important data that might enhance the understanding of the local, regional, State, or national prehistory. CA-RIV-5062 is recommended to be assumed eligible for listing in the California Register under Criterion 4, and a historical resource under CEQA.

According to Exhibit 3-5, *Conceptual Development Site Plan*, CA-RIV-5062 is in undeveloped open space and would not be impacted by the proposed development footprint. If project plans change to a level that the site would be impacted and avoidance is not possible or practical, Phase II archaeological site testing and evaluation would be required in accordance with Mitigation Measure CUL-1 to determine if it has important information value and data potential beyond what has already been documented and if the resource retains integrity.

P-33-005063/CA-RIV-5063

This site was described as a bedrock milling site, originally recorded as an exposed bedrock terrace containing two milling slicks. In the 2024 survey, CA-RIV-5063 could not be relocated, likely due to inaccurate mapping. Because the site could not be relocated and its previously recorded location is not within the development footprint of the project, CA-RIV-5063 is recommended not eligible for listing in the California Register and not a historical resource under CEQA.

P-33-005064/CA-RIV-5064

CA-RIV-5064 is a large rock-shelter located within a large rock outcrop in the southwest portion of the project site upon Cieneba series soils, though due to topography, local fluvial slope wash is possible. The rock-shelter contains exterior and interior milling features, surface artifacts and a possible hearth, and a single course wall of stones with an earth floor. Vegetation cover prevented the current effort from establishing whether artifacts or features exist in the immediate vicinity outside of the rock-shelter.

No evidence indicates that the site is directly associated with a prominent historical event (Criterion 1). No evidence has been found to suggest that the site is associated with a prominent historical figure (Criterion 2). The structural features of the site do not embody distinctive characteristics of a type, period, or construction method, nor do they exhibit any architectural or engineering merits (Criterion 3).

Due to the undisturbed condition of the site, the accumulating soil with the rock-shelter, and the surrounding soils held in place by well-developed vegetation, the site may have a high potential for subsurface archaeological deposits. Due to the possibly high potential for buried deposits, the site could possess important information value and could have data potential; however, this cannot be known until after subsurface archaeological testing has been conducted at the site. The presence of buried deposits potentially would provide important data that might enhance the understanding of the local, regional, State, or national prehistory. Therefore, CA-RIV-5064 is recommended to be eligible for listing in the California Register under Criterion 4 and a historical resource under CEQA.

According to Exhibit 3-5, this resource is in undeveloped open space and would not be impacted by the proposed development footprint. If project plans change to a level that the site would be impacted

and avoidance is not possible or practical, Phase II archaeological site testing and evaluation would be required in accordance with Mitigation Measure CUL-1 to determine if it has important information value and data potential beyond what has already been documented and if the resource retains integrity.

P-33-005065/CA-RIV-5065/H

Described as a bedrock milling site, this site was originally recorded as a bedrock milling feature on an exposed boulder and small historic refuse. In the 2024 survey, CA-RIV-5065 could not be relocated. Because the site could not be relocated, CA-RIV-5065 is recommended not eligible for listing in the California Register and not a historical resource under CEQA.

P-33-005072/CA-RIV-5072H

This site was originally recorded in 1993 and described as a 1940s or 1950s small complex of structural ruins containing a concrete house foundation with portions of brick walls, a brick-formed driveway platform, a cinder block shed, a small animal pen, and another small concrete pad. A historical artifact scatter surrounded the structure, which consisted of boards, nails, roofing tar paper, window glass fragments, pottery fragments, and unspecified trash. The site was subject to revisit and condition update in 2008 and was described as in very poor condition, with most of the features destroyed, deteriorated, or no longer present. The 2024 survey concurs with the 2008 assessment of the site condition.

The condition of the site is poor, with most of the site features no longer present, and the structural ruins are very deteriorated and have mostly fallen over. Structural debris and modern refuse are scattered all around the site. Archival research indicates that the site is not directly associated with a prominent historical event (Criterion 1). No evidence has been found to suggest that the site is associated with a prominent historical figure (Criterion 2). The structural features of the site do not embody distinctive characteristics of a type, period, or construction method, nor do they exhibit any architectural or engineering merits (Criterion 3). With no known historical associations and no important information to be gathered through subsurface testing, sites such as CA-RIV-5072H have limited archaeological data potential (Criterion 4) beyond what has already been documented, and the site is not a historical resource under CEQA. CA-RIV-5072H is recommended not eligible for listing in the California Register and not a historical resource under CEQA.

33-005074/CA-RIV-5074H

This site, originally recorded in 1993, was described as a turn-of-the-century, historic-period trash scatter located on the north bank of a perennial drainage, including cans, aqua and amethyst glass, and medicine bottles. Surface artifacts identified included six Prince Albert style tobacco tins, soldered kerosene tin, several crimped sanitary cans, plain stoneware plate fragments, stoneware scalloped-edged saucer, a Japanese rice bowl with blue underglaze, and aqua window glass.

The mapped location of the site was revisited, but the resource could not be relocated. At the time of the 2024 survey, the site was covered with dense vegetation of chaparral and mostly dried non-seasonal grasses, and ground visibility was very low. The resource may exist within the dense vegetation, or it may have been destroyed by natural and human activity in the more than 30 years since the site was

initially documented. Because the site could not be relocated, CA-RIV-5065 is recommended to not be considered a historical resource under CEQA.

P-33-005075/CA-RIV-5075H

This site was originally recorded in 1993 and described as a complex of structural ruins and foundations dating to the late 1930s or 1940s. Site features include two poured slab building foundations, a low retaining wall and terrace, a poured and formed concrete and stone retaining wall, concrete slab floor, a poured concrete and angle iron post footing, and poured concrete small pad with initials and date "JRC 1946 March 15." Also noted were sycamore and eucalyptus trees, and considerable amounts of trash. The original site record described the site condition as fair. The 2024 survey identified the site in very poor condition and appears to be in a worse condition than described in 1993. The structural ruins are very deteriorated and have mostly fallen over.

Archival research indicates that the site is not directly associated with a prominent historical event (Criterion 1). No evidence has been found to suggest that the site is associated with a prominent historical figure (Criterion 2). The structural features of the site do not embody distinctive characteristics of a type, period, or method of construction, nor do they exhibit any architectural or engineering merits (Criterion 3). With no known historical associations and no important information to be gathered through subsurface testing, sites such as CA-RIV-5075H have limited archaeological data potential (Criterion 4) beyond what has already been documented. CA-RIV-5075H is recommended not eligible for listing in the California Register and not a historical resource under CEQA.

P-33-004715/CA-RIV-4715H

CA-RIV-4715 was originally recorded in 1992 and described as a historic road connecting Beaumont between Beaumont and San Jacinto Valley. Historically, the road built prior to 1869 followed present-day California Avenue south from Beaumont before cutting southwest into the hills west of Lamb Canyon/present-day State Route 79. The resource was described as being in poor condition, with most of the original road paved over or destroyed by the development of State Route 79. The segment of the road within the project area was inspected in 1992 and noted as graded and paved. The 2024 survey inspected the segment of the road and concurs with the 1992 findings. The current existing road leading into the project site has undergone partial paving, realignment, or demolition since its original construction.

The resource is associated with the early development of San Gorgonio Pass and its first Euro-American settlers (circa 1869-1920s) (Criteria 1 and 2). The resource is a simple stagecoach road; it is not the work of a master and does not possess high artistic value (Criterion 3). The resource does not appear to be able to answer questions important to history (Criterion 4).

The existing resource is a dirt access road and has evidence of ongoing maintenance and improvement. Consequently, the historic original road has been completely destroyed. No characteristics survive from the resource's period of significance. While the integrity of location and setting are retained, the integrity of design, materials, workmanship, feeling, and association are not retained due to the construction of State Route 79 and ongoing maintenance of the dirt roads. The resource no longer

retains integrity to convey its period of significance. Consequently, the site is recommended not eligible for listing in the California Register and not a historical resource under CEQA.

P-33-020559/CA-RIV-10460

This resource was recorded in 2011 and described as a segment of an asphalt-paved, unmarked, narrow, one-lane road. The road was developed in the early 1950s and serves as an access road/private driveway for the properties adjacent to the project site. The road is a simple common access road that has been improved and is mainly used for access to private property.

Archival research did not reveal any association with important events or persons (Criteria 1 and 2). The resource is a simple road; it is not the work of a master and does not possess high artistic value (Criterion 3). The resource does not appear to be able to answer questions important to history (Criterion 4). The resource has limited archaeological data potential beyond what has already been documented. Therefore, the site is recommended not eligible for listing in the California Register and not a historical resource under CEQA.

Isolated Artifacts

A total of four isolated artifacts were previously recorded within the project, P-33-011808 (historic glass bottle fragment), P-33-12306 (single obsidian pressure flake), P-33-12307 (chert core), and P-33-12309 (a quartz mano). None of the isolates were found during the 2024 survey. In general, isolates are not considered significant, and their data potential is exhausted by the initial recordation. None of the four isolates are recommended to be historical resources under CEQA.

MBI-BRM-01

This newly identified resource is a large granitic boulder with one shallow milling slick measuring (22 centimeters by 20 centimeters). The boulder is exfoliated, and the milling slick is partially weathered. No midden soil or artifacts were observed in the area around the feature, though the area around the milling feature was thickly vegetated, and ground surface visibility was very low. This site is located on the hilltop east of State Route 79 within the southwestern corner of the project site upon the Cieneba series soils.

No evidence indicates that the site is directly associated with a prominent historical event (Criterion 1). No evidence has been found to suggest that the site is associated with a prominent historical figure (Criterion 2). The structural features of the site do not embody distinctive characteristics of a type, period, or method of construction, nor do they exhibit any architectural or engineering merits (Criterion 3).

Despite the low potential for buried deposits, the site could possess important information value and could have data potential beyond what has already been documented due to the thick vegetation cover. No subsurface archaeological testing has been conducted at the site. The presence of surficial and shallowly buried deposits could potentially provide important data that might enhance the understanding of the local, regional, State, or national prehistory. Therefore, MBI-BRM-01 is recommended eligible for listing in the California Register under Criterion 4, and a historical resource under CEQA.

According to Exhibit 3-5, MBI-BRM-01 would be impacted by the proposed development footprint. Given that avoidance is not possible or practical, Phase II archaeological site testing and evaluation would be required in accordance with Mitigation Measure CUL-1 to determine if it has important information value and data potential beyond what has already been documented and if the resource retains integrity.

MBI-BW-001

This newly identified resource consists of a poured-in-place concrete water tank measuring approximately 6.5 feet square located in an ephemeral drainage. The top is broken, apparently deliberately. No other artifacts or structural remains were observed in the vicinity.

No evidence indicates that the site is directly associated with a prominent historical event (Criterion 1). No evidence has been found to suggest that the site is associated with a prominent historical figure (Criterion 2). The structural features of the site do not embody distinctive characteristics of a type, period, or method of construction, nor do they exhibit any architectural or engineering merits (Criterion 3). The resource has limited archaeological data potential beyond what has already been documented, and the resource is recommended to not be a historical resource under CEQA. Therefore, it is recommended not eligible for listing in the California Register.

Conclusion

Overall, the Cultural Resources Assessment identified 16 cultural resources within the project site. Three of the cultural resources are considered eligible for the California Register and are considered potential historical resources for the purposes of CEQA. The remaining 13 cultural resources are not considered historical resources under CEQA. The conceptual site plan shown on Exhibit 3-5 indicates that one historical resource (MBI-BRM-01) would be impacted by the proposed development. Impacts to two cultural resources (P-33-005062/CA-RIV-5062 and P-33-005064/CA-RIV-5064) determined to be eligible for listing in the California Register would be avoided through the design of the conceptual site plan. Refer to Table 5.4-2, *Cultural Resources Eligibility, Impacts, and Required Mitigation*, for a summary of the cultural evaluation.

Table 5.4-2
Cultural Resources Eligibility, Impacts, and Required Mitigation

Site #	Description	California Register Eligibility Criterion	Conceptual Site Plan Location	Impacts	Mitigation Recommendation
Previously Recorded Resources					
P-33-005062/ CA-RIV-5062	Prehistoric bedrock milling feature, rock-shelter/cave, lithic scatter, ceramic scatter	Yes, Criterion 4	Undisturbed open space	Potential	Avoidance or Phase II Site Testing and/or Treatment
P-33 005063/ CA-RIV-5063	Prehistoric bedrock milling feature	No, not relocated	Undisturbed open space	Potential	Monitoring
P-33-005064/ CA-RIV-5064	Prehistoric bedrock milling feature, rock-shelter/cave	Yes, Criterion 4	Undisturbed open space	Potential	Avoidance or Phase II Site Testing and/or Treatment

Site #	Description	California Register Eligibility Criterion	Conceptual Site Plan Location	Impacts	Mitigation Recommendation
P-33-005065/ CA-RIV-5065/H	Prehistoric bedrock milling feature and refuse scatter	No, not relocated	Hillslope grading	Yes	Monitoring
P-33-011808	Historic bottle fragment	No, not relocated	Construction Staging/Earth work Balance	Yes	Monitoring
P-33-012306	Prehistoric isolate obsidian pressure flake	No, not relocated	Hillslope grading	Yes	Monitoring
P-33-012307	Prehistoric isolate chert core	No, not relocated	Hillslope grading	Yes	Monitoring
P-33-012309	Prehistoric isolate quartz mano	No, not relocated	Undisturbed open space	Potential	Monitoring
P-33-005072/ CA-RIV-5072H	Historic structure foundations	No	Building 4	Yes	Monitoring
P-33-005073/CA-RIV-5073H	Historic asphalt foundation and drain	No	Construction Staging/Earth work Balance	Yes	Monitoring
P-33-005074/CA-RIV-5074H	Historic refuse scatter	No, not relocated	Construction Staging/Earth work Balance	Yes	Monitoring
P-33-005075 CA-RIV-5075H	Historic foundations/ structure pads, landscaping/orchard, refuse scatter, and wall	No	Hillslope grading, access road	Yes	Monitoring
P-33-004715/ CA-RIV-4715	Historic road	No	Hillslope grading, access road	Yes	Monitoring
P-33-020559/ CA-RIV-010460	Historic road segment	No	Hillslope grading	Yes	Monitoring
Newly Recorded Resources					
MBI-BRM-1	Bedrock milling feature with one slick	Yes, Criterion 4	Hillslope grading	Yes	Avoidance or Phase II Site Testing and/or Treatment
MBI-BW-001	Historic concrete water tank	No	Construction Staging/Earth work Balance	Yes	Monitoring

Source: Refer to Appendix 11.3.

MBI-BRM-01 is recommended as a historical resource under CEQA and is located within areas of direct impact of the proposed project. Given that avoidance is not possible or practical with the proposed development plans, Phase II archaeological site testing and evaluation would be required in accordance with Mitigation Measure CUL-1 to determine if it has important information value and data potential beyond what has already been documented and if the resource retains integrity. If after Phase II testing and evaluation, the site is determined eligible for the California Register, additional mitigation in the form of Phase III archaeological data recovery would be necessary prior to any ground disturbance at the site. Additionally, archaeological monitoring within 100 feet of the resource is required pursuant to Mitigation Measure CUL-2.

CA-RIV-5062 and CA-RIV-5064 are recommended as historical resources under CEQA and are located outside of the proposed development footprint. However, if any future grading occurs in these locations, these historical resources may be impacted. Avoidance of these sites is recommended; if the project design changes and there is potential for these resources to be impacted, Mitigation Measure CUL-1 would ensure Phase II testing and evaluation is conducted to properly evaluate the sites eligibility for the California Register.

The 13 remaining archaeological sites and isolates are recommended not eligible for listing in the California Register and not historical resources under CEQA. Although not considered eligible, the presence of these archaeological resources may indicate heightened sensitivity for potentially eligible resources within their immediate vicinity. Therefore, archaeological monitoring within 100 feet of these resources would be required pursuant to Mitigation Measure CUL-2. Upon implementation of Mitigation Measures CUL-1 and CUL-2, project impacts to cultural resources would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 Phase II Archaeological Site Testing and Evaluation. If avoidance is not possible for archaeological sites that are considered potential historical resources under CEQA, including MBI-BRM-01, Phase II archaeological site testing shall be undertaken by a qualified archaeologist prior to ground disturbing activities. The primary goals of Phase II testing and evaluation include identifying the vertical and horizontal boundaries, nature, and physical integrity of the site. This will allow for a formal determination of eligibility for the California Register for Historical Resources (California Register). Tasks to be included in the Phase II testing and evaluation include the following:

- Research Design;
- Native American Consultation;
- Intensive Survey, Excavation, and Mapping;
- Laboratory Analysis (e.g., lithics analysis, faunal analysis, paleoethnobotany, radiocarbon dating);
- Technical Report; and
- Curation of Archaeological Material.

If a site is determined eligible for the California Register, additional mitigation in the form of Phase III archaeological data recovery shall be necessary prior to any ground disturbance at that archaeological site. A final report summarizing the Phase II testing and evaluation shall be submitted to the City of Beaumont Planning Department prior to issuance of any grading permits. All cultural resources shall be relinquished by the landowner.

Additionally, the project Applicant shall be responsible for the removal of existing graffiti on stone boulders at P-33-005062/CA-RIV-5062. The graffiti shall be removed in the least invasive manner that shall not cause damage to the resource, and shall be performed in conjunction with the consulting Native American Tribe(s) Tribal

Historic Preservation Officer (THPO) and/or designated Native American Monitor/Representative, and City of Beaumont.

CUL-2 Archaeological and Native American Monitoring and Sensitivity Training. Archaeological and Native American monitors retained by the project applicant shall be present to observe ground disturbance in native soils with the potential to contain archaeological deposits, which is defined as within 100 feet of cultural resources. The monitors shall work under the direct supervision of a qualified archaeologist.

1. The qualified archaeologist shall be on-site at the preconstruction meeting to discuss monitoring protocols. The qualified archaeologist shall conduct a Cultural Resource Sensitivity Training for construction personnel to be involved in ground disturbing activities, in conjunction with the consulting Native American Tribe(s) THPO, and/or designated Native American Monitor/Representative. The training session shall focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event. The archaeological and Native American monitors shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.
2. The archaeological and Native American monitors shall be present full-time during excavation within soils that have the potential to contain archaeological resources. If, after excavation begins, the qualified archaeologist, with agreement from the THPO and/or Native American monitor, determines that the sediments are not likely to produce archaeological resources, monitoring efforts shall be reduced at the discretion of the qualified archaeologist and THPO and/or Native American monitor.
3. The monitors shall be empowered to temporarily halt or redirect grading efforts if archaeological resources are discovered.
4. In the event of an archaeological discovery, the monitors shall flag the area and notify the construction crew immediately. No further disturbance within 50 feet of the discovery area shall occur until the qualified archaeologist has cleared the area. If the discovery is prehistoric in nature, the consulting Native American Tribe(s) THPO shall be consulted.
5. In consultation with the qualified archaeologist and Native American monitor, the archaeological monitor shall quickly assess the nature and significance of the find. If the discovery is not significant, it shall be mapped, documented, removed, and the area cleared. If the discovery is prehistoric in nature, the consulting Native American Tribe(s) THPO shall be consulted.
6. If the discovery is significant, the qualified archaeologist shall notify the Applicant and the City of Beaumont Planning Department immediately. If the discovery is prehistoric in nature, the consulting Native American Tribe(s) THPO shall be consulted.
7. In consultation with the Applicant and the City of Beaumont Planning Department, the qualified archaeologist shall develop a plan of mitigation, which will likely include salvage excavation, laboratory analysis and processing, research, curation of the find in a local museum or repository, and preparation of a report summarizing the find. If the discovery is prehistoric in nature, the consulting

Native American Tribe(s) THPO shall be consulted. All cultural resources shall be relinquished by the landowner.

If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. In addition, according to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and unauthorized disturbance of Native American cemeteries is a felony (Section 7052).

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

TRIBAL CULTURAL RESOURCES

CUL-2 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO TRIBAL CULTURAL RESOURCES.

Impact Analysis: As stated above, the City distributed letters inviting Native American tribes to consult on the project pursuant to SB 18 and AB 52 on October 21, 2025. The Agua Caliente Band of Cahuilla Indians and Morongo Band of Mission Indians responded and requested consultation; no other tribes responded to the tribal consultation letters.

The City and Agua Caliente Band of Cahuilla Indians began initial consultation on March 17, 2026 and the tribe provided a list of requested information and mitigation measures to be considered for inclusion in the Draft EIR. Specifically, the tribe requested confidential information from the Cultural Report regarding cultural resources identified on-site as well as mitigation measures related to Phase II testing, archaeological and Native American monitoring, Worker Environmental Awareness Program (WEAP) training, and reburial options on-site. The confidential information from the Cultural Report was provided to the tribe. Mitigation Measure CUL-1 ensures Phase II testing occurs prior to any construction activities that may impact any identified cultural resources on-site. Further, Mitigation Measure CUL-2 requires archaeological and Native American monitoring and implementation of a Cultural Resources Sensitivity Training. Last, Mitigation Measure CUL-3 establishes protocol for potential cultural resource relocation and artifact disposition for any resources discovered during construction.

The City and Morongo Band of Mission Indians began initial consultation on February 26, 2026. The tribe requested additional project information, including a preliminary grading plan and the project-specific cultural report for their review. Subsequently, the Morongo Band of Mission Indians provided comments on the Cultural Report and requested several minor revisions to the report, which is

incorporated in Appendix 11.3. Mitigation Measures CUL-1 through CUL-3 incorporate requested mitigation measures from the Morongo Band of Mission Indians.

Overall, upon implementation of Mitigation Measures CUL-1 through CUL-3, the project would result in less-than-significant impacts with regards to tribal cultural resources.

Mitigation Measures: Refer to Mitigation Measures CUL-1 and CUL-2, and the following.

CUL-3 Resource Relocation and Artifact Disposition. Prior to ground disturbing activities, the project Applicant shall provide evidence to the City of Beaumont Planning Department that any potential tribal cultural resources discovered during ground disturbing activities shall be reburied in a portion of the project site that will not be disturbed. All cultural resources shall be relinquished by the landowner. Options for reburial shall be provided by the project Applicant, and selected in collaboration with the consulting Native American Tribe(s) THPO. Grading plans shall indicate an area that will be used, if needed, for reburial of any artifacts that have been identified during grading and cannot be avoided. This area shall be protected and not disturbed for the duration of the lifetime of the project. The location for reburial shall remain confidential and not subject to public disclosure.

Any artifacts found on-site during grading activities, shall be reburied on the project site. The measures for reburial shall include, at a minimum, the following:

a) Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources and as deemed appropriate in consultation with the consulting Native American Tribe(s).

b) Any reburial processes shall be culturally appropriate in consultation with the consulting Native American Tribe(s).

c) The location of any reburial shall not be subject to drainage features that may result in erosion that may damage or expose the reburied artifacts or be located beneath a roadway or other access feature where vehicles or equipment will travel. Reburial locations are preferred to have scenic views, if feasible.

d) Listing of contents and location of the reburial shall be included in a confidential report. The confidential report shall be filed with the City of Beaumont Planning Department and not subject to public disclosure.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

5.4.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

HISTORICAL AND ARCHAEOLOGICAL RESOURCES

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH OTHER CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO HISTORICAL AND ARCHAEOLOGICAL RESOURCES.**

Impact Analysis: Cumulative projects developed in the vicinity of the project site have the potential to result in cumulatively considerable impacts to historical and archaeological resources. However, impacts to cultural resources are generally site-specific. Similar to the proposed project, related cumulative projects would be required to undergo project-specific environmental review under CEQA and the City's discretionary review process to determine potential impacts based on project-specific ground-disturbing activities.

As summarized above, there are 16 cultural resources located within the project site. Of those, three resources are recommended eligible for listing in the California Register and a historical resource under CEQA. Upon implementation of Mitigation Measures CUL-1 (Phase II archaeological testing and evaluation) and CUL-2 (archaeological monitoring), the project would result in less-than-significant impacts and thus, would not contribute to a cumulatively considerable impact. Cumulative impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measures CUL-1 and CUL-2.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

TRIBAL CULTURAL RESOURCES

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO A TRIBAL CULTURAL RESOURCE.**

Impact Analysis: Similar to the proposed project, all cumulative development projects would require separate environmental review under CEQA, which may include consultation with Native American tribes pursuant to AB 52 and/or SB 18.

Project implementation would be required to comply with applicable mitigation measures to reduce potential adverse impacts to previously undiscovered tribal cultural resources. Thus, the project would not contribute to a cumulatively considerable impact. Cumulative impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures CUL-1 through CUL-3.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to tribal and/or cultural resources have been identified.

5.5 GEOLOGY AND SOILS

This section describes the geologic and seismic conditions within the project area and evaluates the potential for geologic impacts associated with implementation of the proposed project. This section is based upon the following technical studies; refer to Appendix 11.4, *Geotechnical Investigation/Paleontological Resources Assessment*:

- *Geotechnical Investigation Proposed Industrial Development SCE Beaumont Avenue (Highway 79) and Laird Street, Riverside County (Beaumont Area), California, September 25, 2024* (Geotechnical Investigation), prepared by Southern California Geotechnical and dated September 25, 2024 (revised January 15, 2026); and

- *Beaumont Heights Business Centre Project Paleontological Resources Identification* (Paleontological Resources Assessment), prepared by Michael Baker International and dated August 2025.

5.5.1 EXISTING SETTING

GEOTECHNICAL CONDITIONS

Regional Geology

California is divided into 11 geomorphic provinces, each defined by unique geologic and geomorphic characteristics. The project site is in the northeastern Peninsular Ranges geomorphic province, a region of northwest-trending ranges and valleys, subparallel to faults related to the San Andreas Fault. The project site is situated in a geographic sub-region of the Peninsular Ranges known as the San Gorgonio Pass. The San Gorgonio Pass is bounded to the north by the San Bernardino Mountains and to the south by the San Jacinto Mountains. The project site and surrounding area are located between the San Jacinto Fault Zone (Claremont Branch) and the inactive Banning Fault. This province is bordered to the north by the Transverse Ranges geomorphic province and to the east by the Colorado Desert province.

Local Geology

A coarser-scale geologic map indicates that the project site is underlain by Tertiary (Paleogene to early Pleistocene) course-grained sedimentary rocks (Tss) and granitic and igneous rocks of Mesozoic and older ages (gr), while the finer-scale geologic map shows the project site consisting of Holocene-aged alluvial fan deposits (Qa), older alluvial fan deposits of Pleistocene age (Qoa), Pliocene-aged alluvial sandstones of the San Timoteo Formation (Tst), and Cretaceous-aged plutonic granites and diorites (qdi).[1,2] Holocene and Pleistocene alluvial deposits consist of weakly consolidated gravels and sands. The Holocene is a period that overlaps with archaeological concern; however, Holocene deposits older

[1] Lancaster, J. T., C. A. Hayhurst, and T. L. Bedrossian, *Preliminary geologic map of the Quaternary surficial deposits in southern California Palm Springs 30' X 60' quadrangle, California Geological Society Special Report 217, scale 1:100,000*, 2012.

[2] Dibblee, T. W., and Minch, J. A., *Geologic map of the Beaumont quadrangle, Riverside County, California, Dibblee Geological Foundation Map DF-114, scale 1:24,000*, 2003.

than 5,000 years in age and Pleistocene-aged deposits can possibly contain significant fossil resources. Geotechnical studies have identified geologic units mapped within the project site (alluvium, older alluvium, San Timoteo Formation rocks, and plutonic rocks) that can be found at current surface conditions to shallow depths beneath topsoil at approximately two to six feet below ground surface.

The project is within the Inland Hills ecoregion, which occurs on moderate to steep slopes, northeast of Lake Perris. The climate is hot and dry compared to the coastal hills to the west with annual precipitation of approximately 10 to 14 inches. Topography across the site is generally sloping downward from the northeast corner to the southwest corner. In general, the site is gently sloping in the northern portion and more variable in the south and southeastern portions of the site.

SOILS

The U.S. Department of Agriculture (USDA) soil survey map units at the site include San Timoteo loam (41.5 percent), Badland (24.8 percent), Ramona sandy loam (18.0 percent), Cieneba rocky sandy loam (5.2 percent), San Emigdio fine sandy loam (3.1 percent), Greenfield sandy loam (2.9 percent), Ramona very fine sandy loam (2.3 percent), and San Emigdio loam (2.2 percent). The San Timoteo series consists of well-drained soils on upland areas derived from shales, sandstones, and weathered granites. Badland units are described as moderate to very steep barren areas within semiarid and arid regions, cutting through soft geologic material with intermittent drainage channels. Cieneba series soils are located on hills and mountains and consist of shallow, excessively drained soils formed from weathered granites. The San Emigdio series consists of well-drained soils that formed in sedimentary alluvium and are found on alluvial fans and floodplains. Greenfield series soils consist of well-drained alluvium derived from granitic and mixed sources that can be found on alluvial fans and terraces. The Ramona series consists of sandy loam.

Based on field explorations conducted on-site, the site is generally underlain by younger alluvium and/or older alluvium in the near surface. San Timoteo Formation bedrock generally was encountered at the ground surface and underlying the alluvium at most of the exploration locations. These on-site subsurface soil conditions are further described below.

- *Younger Alluvium*: Younger native alluvium was encountered at the ground surface at four trench and three boring locations, extending to depths of approximately 1.5 to 9.5 feet below the existing ground surface. The younger native alluvium generally consists of loose to dense sandy clays, silty sands to sandy silts. The younger alluvial soils encountered at Trench No. T-1 possess a loose relative density and a somewhat disturbed appearance. These soils were classified as disturbed alluvium and extended to a depth of approximately 1.5 feet below the ground surface.

- *Colluvium*: Native colluvium was encountered at Bucket Auger No. BA-4, extending to a depth of approximately 6.5 feet below ground surface. The colluvium consisted of medium dense to very dense sandy silts and fine to coarse-grained gravelly sand. The colluvial soils possess little clay content, iron oxide staining, calcareous veining and nodules, and abundant cobble content.

- *Older Alluvium*: Older alluvium was encountered at the ground surface or beneath the younger alluvial soils at most of the boring and trench locations extending to depths of 1.5 to at least

20 feet below ground surface. The older alluvium generally consists of medium dense to very dense sandy silts, silty sands, occasional clayey sands, and stiff to hard silty clays and fine to medium sandy clays. The older alluvial soils are generally red brown or brown in color and possess moderate to high densities with occasional cementation. Various levels of iron oxide staining, and occasional calcareous veining were observed in the older alluvial soils.

- *San Timoteo Formation (Tst) Bedrock*: San Timoteo Formation bedrock (map symbol Tst) was encountered beneath the younger and/or older alluvium at most of the boring and trench locations and at the ground surface at 10 boring and trench locations, extending to at least the maximum explored depth of approximately 91 feet below existing site grades. The bedrock generally consists of dense to very dense fine and fine to medium grained sandstone, silty sandstone, sandy siltstone, clayey sandstone, and very stiff to hard sandy claystone, clayey siltstones, and silty claystone. Occasional layers of dense gravelly sandstone were encountered at depths between 8.5 to 24 feet below existing site grades. The bedrock materials possess variable levels of cementation, sand, silt, gravel, clay, calcareous veining, iron oxide staining, and manganese staining. The bedrock is generally weathered, friable, and weakly to strongly cemented. Occasional layers of caliche and mica cross-bedding were observed in the bedrock at various depths within most of the bucket auger borings. A fault was identified in Bucket Auger Boring BA-7 at a depth of approximately 16 feet. A displacement of approximately one inch was observed at the location of the fault within the bedrock stratum at this depth.

GROUNDWATER

Based on the Geotechnical Investigation, no groundwater was encountered to the maximum explored depth of approximately 91 feet. Similarly, previous geological investigations of the project site did not encounter groundwater in prior explorations advanced to a maximum depth of 66 feet.

SEISMIC HAZARDS

Potential seismic hazards involve primary hazards (i.e., surface fault rupture and seismicity/ground shaking) and secondary hazards including liquefaction, seismically induced settlement, lateral spreading, seismically induced landslides, seismically induced flooding, seiches, and tsunamis. Refer to Section 5.7, *Hydrology and Water Quality*, for an analysis concerning potential impacts involving flooding, seiches, and tsunamis. The primary and secondary seismic hazards with potential to impact the City are discussed below.

Primary Seismic Hazards

Faulting and Seismicity

The subject site is not located within the boundaries of a designated Earthquake Fault Hazard Zone, as defined by the State of California pursuant to the Alquist-Priolo Earthquake Fault Zoning Act. The closest active fault is the San Jacinto Fault located approximately 4.0 miles southwest of the site.

Two segments of the Beaumont Plains Fault Zone pass through the site in a northwest/southeast direction; refer to Plate 2, in Appendix A of the Geotechnical Investigation. However, a fault evaluation report was prepared in 2022 related to the segments of the Beaumont Plains Fault Zone

and concluded that the faults are not considered to be Holocene active and are not subject to Alquist-Priolo Earthquake Fault Zoning Act development restrictions. Further, the Geotechnical Investigation conducted a more recent (2025) fault study that confirmed the results form the 2022 report. Overall, there are neither active nor potentially active faults present at the project site.

Surface Fault Rupture

Surface fault rupture is the offset or rupturing of the ground surface by relative displacement across a fault during an earthquake. As stated, the two segments of the Beaumont Plains Fault Zone that transect the site are not active. Overall, there are neither active nor potentially active faults present at the project site that could result in surface fault rupture.

Seismic Ground Shaking

The site is located in a seismically active area of Southern California and is likely to be subjected to strong ground shaking due to earthquakes on nearby active faults. As stated, the San Jacinto Fault is located approximately 4.0 miles southwest of the site. The project site could be subjected to intense seismic shaking associated with a large earthquake along the San Jacinto Fault. The intensity of ground shaking at a given location depends on many factors, including the magnitude of the earthquake, distance from the earthquake epicenter, and underlying soil conditions. The type of construction also affects how particular structures and improvements perform during seismic ground shaking events. In general, the larger the magnitude of an earthquake and the closer a site is to the epicenter of the event, the greater the effects. However, soil conditions can also amplify earthquake shock waves. Generally, the shock waves remain unchanged in bedrock, are amplified to a degree in thick alluvium, and are greatly amplified in thin alluvium.

If a major earthquake were to occur, extensive damage could result, including the destruction of most unreinforced masonry and frame structures along with their foundations, as well as the destruction of some well-built wooden structures and bridges. Conspicuous ground cracking, bent rails, considerable landsliding from steep slopes, the shifting of mud and sand, and water splash could also be expected as the result of a major earthquake.

Secondary Seismic Hazards

Liquefaction

Liquefaction is the phenomenon in which loosely deposited granular soils located below the water table undergo rapid loss of shear strength due to excess pore pressure generation when subjected to strong earthquake-induced ground shaking. Ground shaking of sufficient duration results in the loss of grain-to-grain contact due to a rapid rise in pore water pressure causing the soil to behave as a fluid for a short period of time. The greatest danger from liquefaction occurs in areas where the groundwater table is within 30 feet of ground level, and the soil is poorly consolidated or relatively uncompacted. This condition is characterized by the sudden loss of shearing resistance due to ground shaking combined with an increase in pore water pressure. Subsequently, this often results in the collapse or displacement of building foundations.

The *Riverside County Land Information System* indicates that a small area in the western portion of the site (i.e., the incised drainage along the eastern side of California Avenue), is located within a zone of moderate liquefaction susceptibility. However, the soil and bedrock conditions encountered at most of the boring and trench locations conducted under the Geotechnical Investigation are not considered to be conducive to liquefaction. The conditions at the borings and trenches generally 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 encountered near the ground surface consist of loose to medium dense silty sands, sands, and sandy silts and in their present condition, may be susceptible to liquefaction. Further, previous geotechnical investigations conducted on-site concluded that alluvial and colluvial sediments located within and flanking on-site drainages may be susceptible to liquefaction (where saturated).

Groundwater has not been encountered in any boring done on-site to a maximum depth explored of 91 feet below existing grades. However, the drainage networks flanking the site likely become seasonally saturated and, due to their relatively unconsolidated nature, are prone to liquefaction when saturated and dry sand settlement when unsaturated. The underlying older alluvial soils and bedrock are not considered susceptible to liquefaction.

Lateral Spreading

According to the Geotechnical Investigation, the site has potential for liquefaction and thus, hazards associated with lateral spreading is similarly anticipated. As stated, the incised drainage along the eastern side of California Avenue is mapped as having a moderate potential for liquefaction and younger alluvial and colluvium soils in the drainages on-site have potential for liquefaction and associated lateral spreading.

Landslides

Based on the Geotechnical Investigation, landslides have not been mapped nor encountered within any of the geologic investigations of the site. Thus, landslide hazards are negligible.

Soil Erosion

Erosion is a process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur on a project site where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. The site is entirely undeveloped and thus, grading and development on-site has the potential to result in soil erosion and loss of topsoil.

Subsidence

Subsidence is characterized as a sinking of the ground surface relative to surrounding areas and can generally occur where deep soil deposits are present. Subsidence in areas of deep soil deposits is typically associated with regional groundwater withdrawal or other fluid withdrawal from the ground such as oil and natural gas. Subsidence can result in the development of ground cracks and damage to subsurface vaults, pipelines, and other improvements.

There is a potential for seismic ground subsidence (dry seismic settlement) to occur in the younger alluvial and colluvial soils in drainages if they are in an unsaturated condition. The underlying older alluvial soils and bedrock are not considered susceptible to seismic ground subsidence.

Compressible/Collapsible Soils

Compressible soils are generally comprised of soils that undergo consolidation when exposed to new loading, such as fill or foundation loads. Soil collapse is a phenomenon where the soils undergo a significant decrease in volume upon increase in moisture content, with or without an increase in external loads. Buildings, structures, and transportation improvements may be subject to excessive settlement-related distress when compressible soils or collapsible soils are present. Areas that have a high potential for fissures are an example of areas with compressible soils. As detailed under "Soils" above, the topsoil and younger alluvium at the site are considered highly compressible and susceptible to hydro-collapse.

Expansive Soils

The Geotechnical Investigation conducted expansion index testing of on-site soils. The testing indicated that the near-surface on-site soils have been determined to possess very low to medium expansion potentials, which was generally consistent with the testing performed on the alluvial materials during previous investigation by other consultants. Previous testing performed on the on-site bedrock materials indicated the sandstone materials have a very low to low expansion potential and the siltstone have a low to medium expansion potential. Highly expansive soils can cause substantial damage to building foundations, highways and other surface structures. However, these effects can be minimized or eliminated (particularly in areas of moderate shrink-swell), provided that structures are engineered in accordance with existing building code requirements and given special design considerations.

PALEONTOLOGICAL RESOURCES

As part of the Paleontological Resources Assessment, a fossil locality records search from the Western Science Center was conducted on May 13, 2024. The records search showed no previously identified fossil localities within the project site or within three miles of the project site. However, an unspecified number of fossil localities from similar sedimentary deposits to those mapped within the project site have been recorded nearby. One nearby fossil locality is the El Casco Substation, approximately seven miles northwest of the project site, which has resulted in several dozen taxa of plants, invertebrates, and vertebrate fossils from the San Timoteo Formation.

Supplemental paleontological records searches were also conducted within four miles of the project site using the University of California Museum of Paleontology Locality Search, San Diego Natural History Museum Collection Database, and The Paleobiology Database websites. While these databases showed no previously identified fossil-bearing localities within the property area, several localities have been reported within three miles of the project site from geologic units identified as present within the project site; refer to Paleontological Resources Assessment Table 1, *Previously Recorded Paleontological Resources From Online Data*. There are additional vertebrate localities within three miles of the project site that correspond to geologic units not represented within the project site on the local geologic map, such as the Lake Mathews Formation, Mt. Eden Formation, Pauba Formation,

Temecula Arkose Formation, and an "unnamed sandstone." The records searches were limited to data available online.

The review of the published scientific literature also yielded reported occurrences of fossils throughout the San Timoteo Badlands and the geologic formations underlying the project site. For over a century (since 1916), paleontological investigations have been taking place in the San Timoteo Badlands. Numerous vertebrate fossils, including horse, deer, camels, ground sloths, and tortoises, have been recovered from the San Timoteo Canyon area; additionally, horse, ground sloths, sabre-tooth cats, dogs, cats, bears, deer, antelopes, peccaries, camels, mastodons, rabbits, and fish have been recovered from the Mt. Eden area. Numerous plant fossils have also been recovered from the Mt. Eden area, such as pines, grasses, manzanitas, buckthorns, and mahogany.

5.5.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Clean Water Act

The primary goals of the Federal Clean Water Act (CWA) are to restore and 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 water quality management and control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, nonpoint-source discharge programs, and wetlands protection. The U.S. Environmental Protection Agency (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 Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site lies within jurisdiction of the Santa Ana RWQCB.

Under the NPDES permit program, the EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. CWA Section 402 prohibits discharge of pollutants to "Waters of the United States" from any point source unless the discharge complies with an NPDES Permit.

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore soil functions on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. If the soil is impacted, disruptions of its natural functions and of its function as an archive of natural and cultural history should be avoided, as far as practicable. In addition, CWA requirements provide guidance for protection of geologic and soil resources through the NPDES permit.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 established the National Earthquake Hazards Reduction Program which is coordinated through the Federal Emergency Management Agency (FEMA), the U.S. Geological Survey (USGS), the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the program is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by federal, State, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines through (1) grants, contracts, cooperative agreements, and technical assistance; (2) development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and (3) development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction. The program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decisions sciences.

Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act was established within the Omnibus Public Land Management Act of 2009, which regulates the management, collection, and curation of paleontological resources from National Forest System lands.

STATE LEVEL

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Act) (Public Resources Code 2621-2624, Division 2 Chapter 7.5) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the Seismic Hazards Mapping Act is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards.

Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake–induced

landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes.

The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards (i.e., liquefaction and earthquake induced landslides) and formulate mitigation measures prior to permitting most developments designed for human occupancy.

California Building Standards Code

California building standards are published in the California Code of Regulations, 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.

Soils Investigation Requirements

California Health and Safety Code Sections 17953–17955 and in Section 1802 of the California Building Code (CBC) identify requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

California Public Resources Code

Paleontological resources are protected under a wide variety of Public Resources Code policies and regulations. In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the Public Resources Code and CEQA. Public Resources Code Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244 states:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.*

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with Public Resources Code Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. Public Resources Code Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable

mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

State Water Resources Control Board

CONSTRUCTION GENERAL PERMIT ORDER 2022-0057-DWQ

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 NPDES permit is addressed in two parts: construction and post-construction (operations). Construction permitting would be administered by the SWRCB, while post-construction permitting would be administered by the RWQCB.

On November 16, 1990, the EPA published final regulations that established stormwater permit application requirements for specified categories of industries. The regulations provide that discharges of stormwater to waters of the United States from construction projects are effectively prohibited unless the discharge complies with an NPDES Permit. On August 19, 1999, the SWRCB reissued the General Construction Stormwater Permit (Water Quality Order 99-08-DWQ). On December 8, 1999, the SWRCB amended Order 99-08-DWQ to apply to sites as small as one acre.

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under Construction General Permit Order 2022-0057-DWQ (NPDES No. CAS000002). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity.

The Construction General Permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP). Construction General Permit Section A describes the elements that must be contained in a SWPPP, which include a site map(s), a list of Best Management Practices (BMPs) the discharger would use to protect stormwater runoff, and the placement of those BMPs. Additionally, the SWPPP is required to 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. A project applicant must submit a Notice of Intent (NOI) to the SWRCB, to be covered by the Construction General Permit, and prepare the SWPPP prior to construction. Implementation of the plan begins at commencement of construction and continues through project completion. Upon project completion, the applicant is required to submit a Notice of Termination (NOT) to the SWRCB to indicate that construction is completed.

LOCAL LEVEL

County of Riverside General Plan

The Safety Element of the County General Plan conveys the County's goals, policies, and actions to minimize the hazards to safety in and around unincorporated Riverside County. The following goals and policies are relevant to the proposed project:

Policy S 2.1: Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following:

a) Require geologic studies or analyses for critical structures, lifelines, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map. The County geologist shall review and make recommendations based on the results to reduce the potential risk.

b) Request geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined by the Riverside County Geologist, is accepted. The County of Riverside may request geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines.

c) Require that infrastructure systems, such as energy, communications, and transportation infrastructure be designed to resist, without failure to the extent feasible, their crossing of a fault, should fault rupture occur.

d) Support efforts by the California Department of Conservation, California Geological Survey, to develop geologic and engineering solutions in areas of ground deformation due to faulting and seismic activity, in those areas where a fault cannot be reliably located.

e) Encourage and support efforts by the geologic research community to define better the locations and risks of Riverside County faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.

Policy S 2.2: Request geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landslides, or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory structures/buildings, as determined by County officials. Any studies or surveys should be prepared/completed by a State licensed professional.

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 Groundwater" for all proposed critical facilities, except for accessory buildings. Any studies must be prepared/completed by a State-licensed professional.

Policy S 2.4: Request that engineered slopes be designed to resist seismically-induced failure as appropriate. For lower-risk projects, this may include requiring slope design to be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects,

appropriate standards may include requiring the stability analyses to factor in the intensity of expected ground-shaking, using a Newmark-type deformation analysis or other analyses as appropriate.

Policy S 2.5: Request that cut-and-fill transition lots appropriately mitigate the potential of seismically-induced differential settlement, including through using over-excavation or other techniques as required by geotechnical, soils, and grading requirements.

Policy S 2.6: Request structures in liquefaction and slope instability hazard zones to mitigate the potential of seismically-induced differential settlement through appropriate techniques as determined by geotechnical studies, including a 100-percent maximum variation of fill depths as warranted.

Policy S 2.8: Request the following in landslide potential hazard management zones, or when deemed necessary for compliance with the California Environmental Quality Act (CEQA), prior to the issuance of development permits or approval of project designs:

a) Preliminary geotechnical and geologic investigations, including certification regarding the stability of the site against adverse effects of earthquake and subsidence.

b) Evaluations of site stability, including any possible impact on adjacent properties.

c) Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications, shall be prepared by state-licensed professionals.

Policy S 2.9: Require new development in areas prone to geologic hazards (e.g., landslides, steep topography, slope instability) to be adequately mitigated against these hazards, as feasible. Any development in hillside areas should prepare drainage plans to direct runoff and drainage away from potentially unstable slopes. New developments should incorporate hillside design techniques and features to mitigate and support slope stability.

Policy S 2.10: Identify and request mitigation of on-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements, particularly during the entitlement or permitting process.

Policy S 2.11: Request grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, to ensure the adequate demonstration of a project's ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.

The Multipurpose Open Space Element of the County General Plan 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 following goals and policies are applicable to the project:

Policy OS 19.1: Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.

Policy OS 19.3: Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

The Pass Area Plan

The Area Plan describes the Pass as one of the most densely faulted areas in Riverside County. The following goals and policies are relevant to the proposed project:

Policy PAP 19.1: Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.

City of Beaumont General Plan

The Safety Element of the Beaumont General Plan establishes a policy framework for maintaining and improving the safety of City residents. It identifies proactive measures to minimize public safety challenges to community residents, structures, public facilities, infrastructure, and to enable the City to expediently and efficiently respond in the event of a public safety challenge. The following goals and policies are relevant to the proposed project:

Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.

Policy 9.7.2: Require that all development projects within designated Alquist-Priolo Earthquake Fault Zones are accompanied by appropriate geotechnical analysis.

The Conservation + Open Space Element of the Beaumont General Plan establishes goals and policies to protect, maintain, and enhance natural resources in the City. The following goals and policies are applicable to the project:

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

Policy 8.9.3: Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

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.

Beaumont Municipal Code

Municipal Code Chapter 13.24, *Stormwater/Urban Runoff Management and Discharge Controls*, protects the health, safety and welfare of the public by 1) reducing pollutants in stormwater discharges to the maximum extent practicable; 2) regulating illicit connections and discharges to the storm drain system; and 3) regulating non-stormwater discharges to the storm drain system. Specifically, Section 13.24.050, *Reduction of pollutants in stormwater runoff*, requires construction work in the City to comply with the provisions of the ordinance codified in Municipal Code Chapter 13.24 and other City ordinances for erosion and sediment control.

Chapter 15.04, *Building Code*, of the Municipal Code, adopts the CBC, Title 24, California Code of Regulations, Part 2, Volumes 1 and 2, including Chapter 1, Division II - Scope and Administration, and Appendix J - Grading, including any and all amendments set forth in Municipal Code Chapter 15.04. Section 15.04.020, *Amendments to the 2022 California Building Code*, amends the 2022 CBC with the following language related to erosion:

J109.4 Drainage across property lines. All graded lots shall drain to the street or publicly maintained facility. Cross lot drainage may be allowed at the sole discretion of the City Engineer/Director of Public Works. Drainage across property lines shall not exceed that which existed prior to grading. Excess or concentrated drainage shall be contained onsite or directed to an approved drainage facility. Erosion of the ground in the area of discharge shall be prevented by the installation of nonerosive down drains or other devices acceptable to the City Engineer.

J110.1 General. The faces of cut and fill slopes and graded surfaces shall be prepared and maintained to control erosion. This control shall be permitted to consist of effective planting and other practicable means.

City of Beaumont Local Hazard Mitigation Plan

The Disaster Mitigation Act of 2000 requires communities to prepare and to keep updated a Local Hazard Mitigation Plan (LHMP) recognizing potential natural hazards and to identify and consider mitigation measures to reduce the risks associated with such hazards. Hazard mitigation planning helps to reduce loss of life and property by minimizing the impact of disasters. In May 2017, the City of Beaumont prepared the *City of Beaumont Local Hazard Mitigation Plan* (City LHMP). The City LHMP identifies vulnerabilities, provides recommendations for prioritized mitigation actions, evaluates resources, identifies mitigation shortcomings, provides future mitigation planning, and establishes schedule for maintenance of existing plan. Mitigation strategies included in the City LHMP typically serve as the implementation plan for the Beaumont General Plan Safety Element.

5.5.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

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

   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 (refer to Section 8.0, *Effects Found Not To Be Significant*);

   ii) Strong seismic ground shaking (refer to Impact Statement GEO-1);

   iii) Seismic-related ground failure, including liquefaction (refer to Impact Statement GEO-2);

   iv) Landslides (refer to Section 8.0, *Effects Found Not To Be Significant*);

b) Result in substantial soil erosion or the loss of topsoil (refer to Impact Statement GEO-3);

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 (refer to Impact Statement GEO-4);

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 (refer to Impact Statement GEO-4);

e) 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 (refer to Section 8.0, *Effects Found Not To Be Significant* 5); and

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GEO-5).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.5.4 IMPACTS AND MITIGATION MEASURES

STRONG SEISMIC GROUND SHAKING

GEO-1 PROJECT IMPLEMENTATION COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING.

Impact Analysis: Southern California is known to be earthquake prone, and the project site would likely be subjected to some degree of seismic ground shaking during earthquake events. As stated, the San Jacinto Fault is located approximately 4.0 miles southwest of the site. The proposed development could be subjected to intense seismic shaking associated with a large earthquake along the San Jacinto Fault. Although the proposed project would introduce new buildings and associated employees to the site, the project itself would not exacerbate ground shaking on-site or in the project area. Additionally, the risk of strong seismic ground shaking is common to all construction in the southern California region and is typically mitigated through building design in accordance with the CBC.

The Geotechnical Investigation concluded that the structural design of the proposed development would need to incorporate recommended geotechnical design measures to mitigate the effects of strong ground motion. Specifically, the Geotechnical Investigation recommends the loose and potentially compressible and collapsible younger alluvial soil be removed and replaced as compacted structural fill and for the alluvial and colluvial soils and bedrock be overexcavated and replaced as properly compacted fill prior to installation of new foundations or floor slabs. Additionally, the proposed development would be required to comply with existing regulatory requirements, including the Earthquake Hazards Reduction Act, Seismic Hazard Mapping Act, the CBC, and Municipal Code Chapter 15.04, *Building Code*. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

LIQUEFACTION

GEO-2 PROJECT IMPLEMENTATION COULD EXPOSE PEOPLE AND STRUCTURES TO SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LIQUEFACTION.

Impact Analysis: According to the Geotechnical Investigation, groundwater has not been encountered in any boring done on-site to a maximum depth explored of 91 feet below existing grades. However, young alluvial and colluvial sediments located within and flanking on-site drainages along the western and southern project boundary may be susceptible to liquefaction (where saturated). Furthermore, the incised drainage along the eastern side of California Avenue is delineated as having a moderate potential for liquefaction based on the *Riverside County Land Information System*. However, liquefaction is not expected to adversely impact the proposed development as the alluvial and colluvial soils in the drainages would be removed and replaced as properly compacted fill as part of the remedial grading recommendations included in the Geotechnical Investigation. Specifically, remedial grading

should include removal of alluvial and colluvial materials and installation of appropriate subdrainage. Fills should be properly benched into competent materials and constructed as recommended in the Geotechnical Investigation. Detailed characterization and stability analyses should be performed for proposed fill slopes. Mitigation Measure GEO-1 would ensure the recommended geotechnical construction and design measures are integrated into project plans and implemented during project construction activities. Additionally, the proposed development would be required to comply with the CBC and Municipal Code requirements related to building safety to reduce potential liquefaction impacts. Thus, the proposed project would not expose people or structures to adverse liquefaction hazards, and impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

GEO-1 Prior to issuance of grading permits, the project Applicant shall ensure the geotechnical recommendations outlined in the *Geotechnical Investigation Proposed Industrial Development SCE Beaumont Avenue (Highway 79) and Laird Street, Riverside County (Beaumont Area), California, September 25, 2024*, prepared by Southern California Geotechnical and dated September 25, 2024 (revised January 15, 2026), or an updated/finalized project-specific geotechnical investigation, are integrated into the project plans. The City of Beaumont City Engineer shall verify the recommendations are included in the final project plans during final plan check review.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

SOIL EROSION

GEO-3 PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL SOIL EROSION OR LOSS OF TOPSOIL.

Impact Analysis: Construction activities associated with the proposed development would include demolition, clearing, grading, and paving, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Short-term erosion impacts associated with the construction of the development would be minimized through required grading permits. In compliance with the NPDES program, individual projects involving one or more acres of site disturbance, including the proposed project, would be required to prepare and implement a SWPPP and associated BMPs in compliance with the Construction General Permit during grading and construction. Typical BMPs include erosion prevention mats or geofabrics, silt fencing, sandbags, plastic sheeting, temporary drainage devices, and positive surface drainage to allow surface runoff to flow away from site improvements or areas susceptible to erosion. Proper surface drainage design, landscaping, and project site maintenance practices would reduce potential soil erosion during project operations. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. In addition, the project would also be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would reduce the potential for soil erosion caused by wind by requiring implementation of dust control measures during construction activities. Upon compliance with the NPDES program requirements

and SCAQMD Rule 403, the project would result in less-than-significant impacts involving soil erosion and loss of topsoil.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

UNSTABLE AND EXPANSIVE SOILS

GEO-4 PROJECT IMPLEMENTATION COULD BE LOCATED ON UNSTABLE OR EXPANSIVE SOILS AND POTENTIALLY RESULT IN GEOLOGIC HAZARDS.

Impact Analysis: The proposed development could be located on unstable or expansive soils that could result in landslides, lateral spreading, subsidence, liquefaction, or collapse. Refer to Section 8.0 for a discussion concerning the project's potential impacts in regard to landslide hazards and to Impact Statement GEO-2 for analysis regarding the project's potential impacts with regards to liquefaction hazards.

Unstable Soils

Lateral Spreading. According to the Geotechnical Investigation, the site has potential for liquefaction and thus, hazards associated with lateral spreading is similarly anticipated. However, lateral spreading is not expected to adversely impact the proposed development as the young alluvial and colluvial soils in the drainages would be removed and replaced as properly compacted fill as part of the project's required remedial grading. Mitigation Measure GEO-1 would ensure the recommended geotechnical construction and design measures are integrated into project plans and implemented during project construction activities. Impacts would be less than significant in this regard.

Subsidence. Based on the Geotechnical Investigation, there is a potential for seismic ground subsidence (dry seismic settlement) to occur in the younger alluvial and colluvium soils within and flanking on-site drainages along the southern and western boundaries when unsaturated. The underlying older alluvial soils and bedrock are not considered susceptible to seismic ground subsidence. However, seismic ground subsidence is not expected to negatively impact the project as the soils in the drainages would be removed and replaced as properly compacted fill as part of the remedial grading of the site. Mitigation Measure GEO-1 would ensure the remedial grading recommendations are integrated into the project plans and implemented during project construction activities. Thus, impacts associated with subsidence hazards would be reduced to less than significant levels.

Collapse. The Geotechnical Investigation concludes that the topsoil and younger alluvium at the site are considered highly compressible and susceptible to hydro-collapse. Therefore, the Geotechnical Investigation recommends proper excavation, compact fill, and soil preparation to reduce any potential impacts associated with collapsible soils. Mitigation Measure GEO-1 would ensure the geotechnical recommendations are integrated into the project plans and implemented during project construction activities. Thus, impacts associated with collapsible soil hazards would be reduced to less than significant levels.

Expansive Soils

As detailed above, the Geotechnical Investigation conducted expansion index testing of on-site soils. The testing indicated that the fine-grained alluvial soils (sandy silts and sandy clays) encountered in the boring explorations have a low potential for expansion, which was generally consistent with the testing performed on the alluvial materials during previous investigation by other consultants. Previous testing performed on the on-site bedrock materials indicated the sandstone materials have a very low to low expansion potential and the siltstone have a low to medium expansion potential. The Geotechnical Investigation recommends proper excavation, compact fill, and soil preparation to reduce any potential impacts associated with unstable soils and geologic hazards. Thus, impacts would be less than significant in this regard.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

PALEONTOLOGICAL RESOURCES

GEO-5 PROJECT IMPLEMENTATION COULD DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Impact Analysis: According to the Paleontological Resources Assessment, the paleontological records search did not identify any paleontological resources within the entire project site. However, the records search and fossil locality searches of online databases, record 199 localities within three miles of the project site from rock formations similar to those underlying the project site, with several hundreds of mammal and reptile fossils recorded. Per mitigation impact guidelines set forth by the Society of Vertebrate Paleontology, the portions of the project site underlain by sedimentary rock formations (older Holocene-aged [over 5,000 years old] alluvium, Pleistocene-aged alluvium, and San Timoteo Formation deposits of Pliocene age) have a high potential to disturb paleontological resources within undisturbed bedrock, as determined by the numerous fossils previously recorded from these sedimentary rock units. The igneous rock formation (Cretaceous-aged plutonic granites), found in the southwestern and southern portions of the project site, has no potential to disturb paleontological resources. Based on the known geology of the area based on USDA soil reports and previous geotechnical investigations as described in Section 5.5.1, *Existing Setting*, paleontological monitoring is required during excavations at and below current surface elevations that reach native sediments. Implementation of Mitigation Measures GEO-2 and GEO-3 would ensure a paleontological monitor is present during ground disturbing activities that reach native sediment and provides proper procedures in the event that paleontological resources are encountered during construction activities. Compliance with Mitigation Measures GEO-2 and GEO-3 would reduce project impacts to paleontological resources to less than significant levels.

Mitigation Measures:

GEO-2 The project Applicant shall retain a paleontological monitor to monitor construction-related activities, including grading, trenching, drilling, and any other ground-disturbing activities that reach native sediments. The qualified monitor shall examine sediments

exposed by grading activities and take photographs and may collect sediment samples for microfossil and sedimentary analysis, as safety conditions permit. Tools used on-site can include brushes, trowels, geology hammers, sieves, GPS units, and tablets for recordation during monitoring, as well as collection materials in instances of fossil discovery.

Boring and drilling of deep holes may also be monitored on a part-time basis. These activities bring subsurface sediments to the surface as loosened spoils. Although the precise depth of discovery can be difficult to ascertain, fossils recovered from boring and drilling activities may still be significant.

The paleontological monitor shall complete, at a minimum, a daily written monitoring log. The monitor shall also complete other documentation, such as photographic records and other forms, as determined by the qualified paleontologist. The monitoring logs and other monitoring documentation shall be submitted weekly to the City of Beaumont Department for review and verification.

GEO-3 In the event that paleontological resources are encountered during earth-disturbing activities, all construction activities in the immediate area of the find shall be temporarily halted, and a qualified paleontologist retained by the project Applicant shall evaluate the find to determine the appropriate treatment in accordance with Society for Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance, recovery, or curation, as appropriate. Any fossils recovered during mitigation shall be deposited to an accredited and permanent scientific institution, such as the Western Science Center.

A qualified paleontologist is a professional with a graduate degree in paleontology, geology, or a related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least two years of full-time professional experience or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

5.5.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

GEOLOGIC AND SOIL HAZARDS

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING GEOLOGY AND SOILS.**

Impact Analysis: Future cumulative projects listed in Table 4-1 would be required to undergo project-specific environmental review under CEQA and the City's discretionary review process to determine potential effects involving geology and soils. Additionally, similar to the proposed project, cumulative projects would be required to comply with existing local, State, and federal regulations regarding geologic hazards. For example, related projects would be required to comply with the CBC, NPDES program permitting requirements, and Municipal Code Chapter 15.04, *Building Code*, and Chapter 13.24, *Stormwater/Urban Runoff Management and Discharge Controls*.

As concluded above, geologic hazard impacts associated with the proposed project would be less than significant upon implementation of regulatory requirements and Mitigation Measure GEO-1. Thus, cumulative impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

PALEONTOLOGICAL RESOURCES

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.**

Impact Analysis: Paleontological impacts are typically site-specific and dependent on a proposed project's limits of disturbance, including the development footprint and anticipated depths of excavation. Cumulative projects listed in Table 4-1 would be required to undergo project-specific environmental review under CEQA and the City's discretionary review process to determine potential impacts related to paleontological resources and may require preparation of a site-specific paleontological resources assessment to determine project-specific impacts and required mitigation.

As concluded above, project-related paleontological impacts would be less than significant upon implementation of Mitigation Measures GEO-2 (related to paleontological monitoring) and GEO-3 (related to the inadvertent discovery of paleontological resources). Thus, cumulative impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measures GEO-2 and GEO-3.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to geology and soils have been identified.

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5.6 HYDROLOGY AND WATER QUALITY

This section identifies regional and local hydrology conditions and potential project impacts related to hydrology and water quality. This section is based upon the following technical studies; refer to Appendix 11.5, *Hydrology Study/WQMP*:

- *Preliminary Hydrology Report: Beaumont Heights Preliminary Drainage* (Hydrology Study), prepared by Pacific Advanced Civil Engineering, Inc., dated September 2025; and
- *Beaumont Heights Preliminary Water Quality Management Plan* (Preliminary WQMP), prepared by Pacific Advanced Civil Engineering, Inc., dated September 2025.

5.6.1 EXISTING SETTING

HYDROLOGY AND DRAINAGE

Groundwater

According to the Beaumont General Plan EIR, the City overlies the San Timoteo Subbasin of the Upper Santa Ana River Valley Basin. The subbasin is bounded to the north and northeast by the Banning fault and impermeable rocks of the San Bernardino Mountains, Crafton Hills, and Yucaipa Hills; on the south by the San Jacinto fault; on the west by the San Jacinto Mountains; and on the east by a topographic drainage divide within the Colorado River Hydrologic Region. The surface is drained by Little San Gorgonio Creek and San Timoteo Canyon to the Santa Ana River. Average annual precipitation ranges from 12 to 14 inches in the western part, to 16 to 18 inches in the eastern part of the subbasin.[1]

The San Timoteo Subbasin is further divided into several groundwater basins, including the Beaumont Basin, South Beaumont Basin, Singleton Basin, and Edgar Canyon. The Beaumont Cherry Valley Water District (BCVWD) operates within the Beaumont Basin and Edgar Canyon. Groundwater in Edgar Canyon primarily occurs in the shallower, younger, and older alluvial valleys and within the rock fractures beneath the alluvium. Numerous faults cross the canyon generally in a southeast-northwest direction. These act as barriers to groundwater movement and subdivide the canyon into several subbasins. The groundwater aquifer in Edgar Canyon is limited and storage is small. Groundwater levels vary from just a few feet below ground surface (bgs) to approximately 200 feet bgs. The groundwater levels and groundwater production respond quickly to stream flow.[2]

The Beaumont Basin is one of the largest groundwater units in the San Gorgonio Pass area. It covers approximately 27 square miles and has a groundwater storage capacity of approximately 1.1 million acre-feet, with an additional unused groundwater storage capacity of approximately 200,000 to 400,000 acre-feet. The boundaries of the Beaumont Basin are defined on all sides by postulated faults including the Banning and Cherry Valley Faults to the north, and unnamed faults to the south, east, and west.

[1] California Department of Water Resources, *California's Groundwater (Bulletin 118): Hydrologic Region South Coast, Upper Santa Ana Valley Groundwater Basin, San Timoteo Subbasin*, updated February 27, 2004.
[2] Beaumont Cherry Valley Water District, *2020 Urban Water Management Plan*, September 2021.

Groundwater within the Beaumont Basin primarily occurs in the older alluvium and the San Timoteo Formation. Groundwater elevations in the Beaumont Basin range from approximately 160 feet bgs to 600 feet bgs. Underlying the Beaumont Basin are nearly impermeable granitic/metamorphic basement rock.[3]

Surface Water

Surface watersheds in California are divided into ten hydrologic regions, as defined by the California Department of Water Resources (DWR). The City is located within the South Coast Hydrologic Region, and is subject to the objectives and limits of the *Santa Ana River Basin Water Quality Control Plan* (Basin Plan) under the jurisdiction of the Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB). Surface water features within the City typically originate in the San Bernardino Mountains. The streams and creeks that flow into the City are dry for most of the year with occasional runoff during and shortly after rainfall events. Beaumont's location at the top of the San Gorgonio Pass causes streams in and around the City to drain into the San Timoteo Creek, the Potrero Creek, and the Smith Creek.

According to the Preliminary WQMP, the project site is located within the Santa Ana Watershed and Laborde Canyon-San Jacinto River sub-watershed of the South Coast Hydrologic Region. The project site is intersected by Lamb's Canyon, a blue line stream, along the western border.

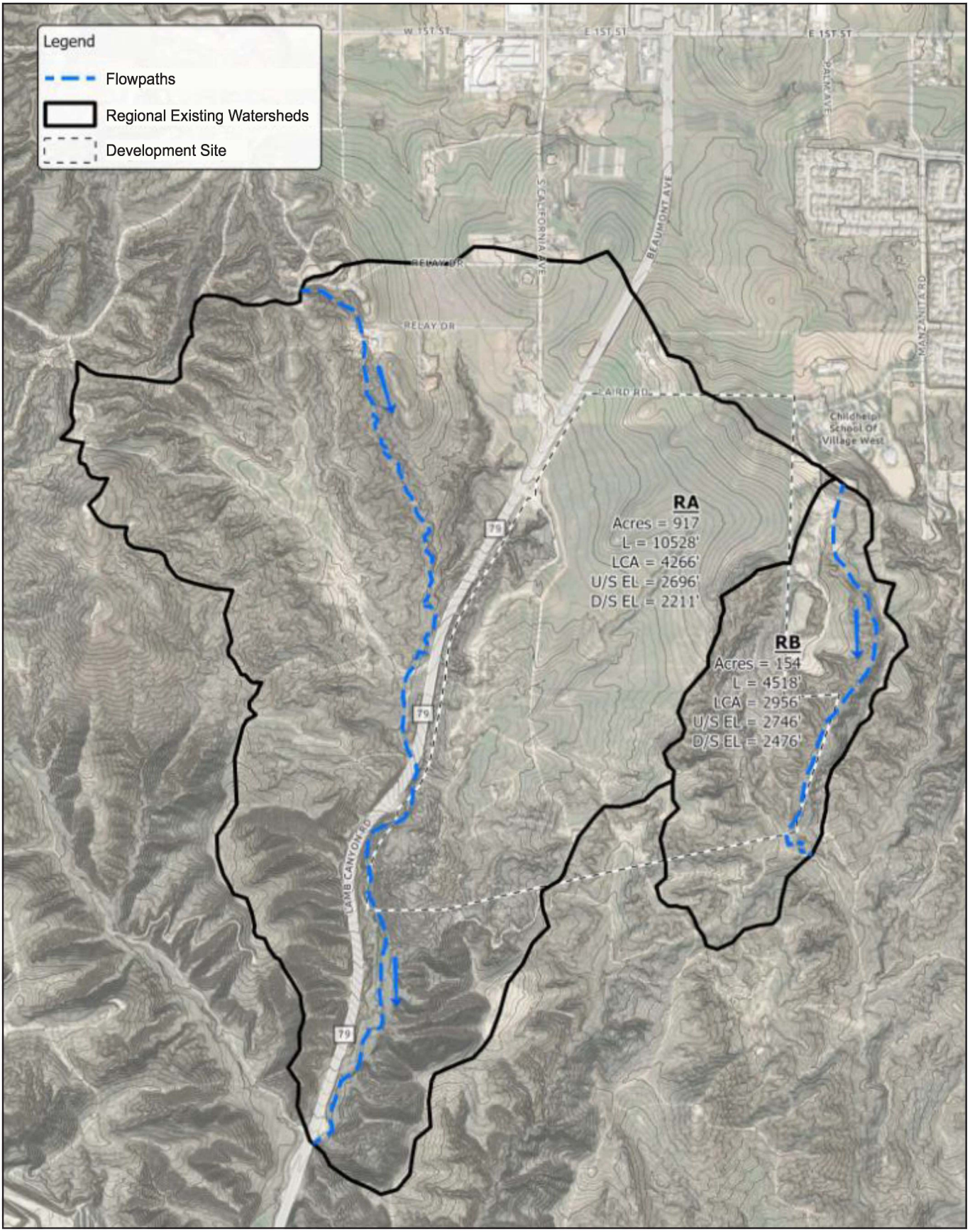
Drainage Facilities

Beaumont's location at the top of the San Gorgonio Pass causes streams in and around the City to drain into the San Timoteo Creek, the Potrero Creek, and the Smith Creek. The Riverside County Flood Control and Water Conservation District (RCFCWCD) provides regional flood control facilities within the City. Existing and planned drainage facilities within the City are depicted in Figure 5.9-2 – *Flood Control Facilities*, of the Beaumont General Plan EIR. According to Figure 5.9-2, there are planned drainage improvements north of the project site, along Interstate 10 (I-10). However, there is no existing stormwater infrastructure that serves the project site.

The regional watershed consists of 917 acres of predominately natural land use. Several rural residences are scattered along the northern boundary of the watershed. The watershed is mixed foothills and valley terrain. Although there is only one blue line stream crossing, two watersheds (RA and RB) were delineated to capture a second tributary impacted by the proposed improvements; refer to Exhibit 5.6-1, *Existing Regional Hydrology*.

Locally, the western portion of the project site contains hills that descend towards the adjacent State Route 79 (SR-79) and towards the center of the site. The eastern portion has sharper slopes that direct flow east and eventually off site. The terrain includes tall dry grasses and chapparal that cover the entirety of the site. Flows on the east side of Beaumont Avenue travel alongside the road, with no culverts identified during the preliminary assessment based on the Hydrology Study.

[3] Beaumont Cherry Valley Water District, *2020 Urban Water Management Plan*, September 2021.



Source: Pace Advanced Water Engineering, September 2025

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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Existing Regional Hydrology

Exhibit 5.6-1

The Hydrology Study delineated existing site (local) hydrology into two major drainage areas, Areas 2A and 2C; refer to Exhibit 5.6-2, *Existing Local Hydrology*. Area 2A drains from the northeast to southwest, and eventually into Lamb's Canyon. Area 2C drains from the site's northeast to the southeast boundary towards the southernly border of the site in the formation of sheet flow.

Flooding

According to the Federal Emergency Management Agency (FEMA), portions of the project site proposed for roadway and utility improvements are located in Flood Zone X: Other Flood Areas, which are areas of 0.2 percent chance annual flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; or areas protected by levees from 1 percent annual chance flood. The Development Site is located in Flood Zone X: Other Areas, which are areas determined to be outside the 0.2 percent annual chance floodplain.[4] The Beaumont General Plan EIR Figure 5.9-3, *Flood Hazard Zones*, depicts the City's SOI, including the project site, as being outside of a flood hazard zone.

STORMWATER QUALITY

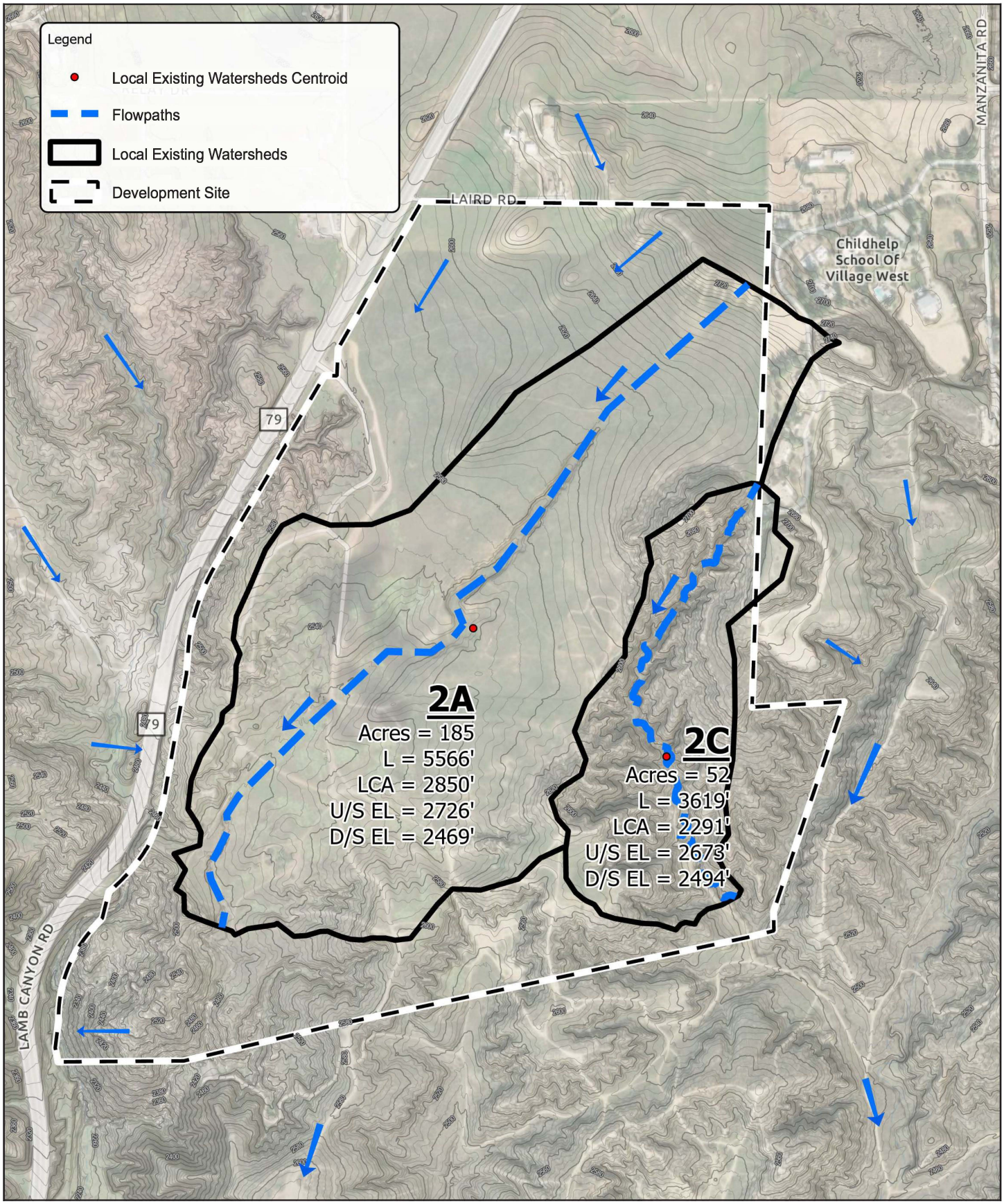
Point Source Pollutants

Historically, point source pollutants have consisted of industrial operations with discrete discharges to receiving waters. Over the past several decades, many industrial operations have been identified as potential sources of pollutant discharges. For this reason, many types of industrial operations require coverage under the State of California's General Industrial Permit. This permit regulates the operation of industrial facilities and monitors and reports mechanisms to ensure compliance with water quality objectives. State regulations require industrial operations to comply with California's General Industrial Permit, which significantly lessens impacts on the quality of receiving waters. However, industrial operations that are not covered under the General Industrial Permit's jurisdiction may still have the potential to affect the water quality of receiving waters. These industrial operations would be considered nonpoint source pollutants.

Nonpoint Source Pollutants

A net effect of urbanization can be to increase pollutant export over naturally occurring conditions. The impact of the higher export affects the adjacent streams and the downstream receiving waters. However, an important consideration in evaluating stormwater quality is to assess whether the beneficial use to the receiving waters is impaired. Nonpoint source pollutants are characterized by the following major categories to assist in determining the pertinent data and its use. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. Standard water quality categories of typical urbanization impacts are:

[4] Federal Emergency Management Agency, *Flood Insurance Rate Map for Riverside County, California, and Incorporated Areas, Map #06065C0811G*, effective August 28, 2008.



Source: Pace Advanced Water Engineering, September 2025

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ENVIRONMENTAL IMPACT REPORT

Existing Local Hydrology

Exhibit 5.6-2

- *Sediment*. Sediment is made up of tiny soil particles that are washed or blown into surface waters. It is the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy or turbid. The fine sediment particles also act as a vehicle to transport other pollutants, including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development. Another major source of sediment is streambank erosion, which may be accelerated by increases in peak rates and volumes of run-off due to urbanization.

- *Nutrients*. Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen, which can cause algal blooms and excessive vegetative growth. Of the two, phosphorus is usually the limiting nutrient that controls the growth of algae in lakes. The orthophosphorous form of phosphorus is readily available for plant growth. The ammonium form of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes significant amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawns or other areas more than needed by the plant, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from auto emissions also contributes phosphorus in areas with heavy automobile traffic. Generally, nutrient export is greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are: 1) surface algal scums; 2) water discolorations; 3) odors; 4) toxic releases; and 5) overgrowth of plants. Common measures for nutrients are total nitrogen, organic nitrogen, total Kjeldahl nitrogen (TKN), nitrate, ammonia, total phosphate, and total organic carbon (TOC).

- *Trace Metals*. Trace metals are primarily a concern because of their toxic effects on aquatic life, and their potential to contaminate drinking water supplies. The most common trace metals found in urban run-off are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of the trace metals in urban runoff are attached to sediment; this effectively reduces the level, which is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with sediment settle out rapidly and accumulate in the soils. Urban runoff events typically occur over a shorter duration, reducing the amount of exposure, which could be toxic to the aquatic environment. The toxicity of trace metals in runoff varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects increases.

- *Bacteria*. Bacteria levels in undiluted urban runoff exceed public health standards for water contact recreation almost without exception. Studies have found that total coliform counts exceeded the U.S. Environmental Protection Agency's (EPA) water quality criteria at almost every site and almost every time it rained. The coliform bacteria that are detected may not be a health risk by themselves but are often associated with human pathogens.

- *Oil and Grease*. Oil and grease are characterized as high-molecular weight organic compounds. Elevated oil and grease content can decrease the aesthetic value of the water body, as well as the water quality. Introduction of these pollutants to water bodies may occur due to the wide uses and applications of some of these products in municipal, residential, commercial,

industrial, and construction areas. Primary sources of oil and grease are petroleum hydrocarbon products, motor products from leaking vehicles, esters, oils, fats, waxes, and high molecular-weight fatty acids.

- *Other Toxic Chemicals*. Priority pollutants are generally related to hazardous wastes or toxic chemicals and can be sometimes detected in stormwater. Priority pollutant scans have been conducted in previous studies of urban run-off, which evaluated the presence of over 120 toxic chemicals and compounds. The scans rarely revealed toxins that exceeded the current safety criteria. The urban run-off scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (possibly except for illegally disposed or applied household hazardous wastes). Measures of priority pollutants in stormwater include: 1) phthalate (plasticizer compound); 2) phenols and creosols (wood preservatives); 3) pesticides and herbicides; 4) oils and greases; and 5) metals.

Physical Characteristics of Surface Water Quality

Standard parameters, which can assess stormwater quality, provide a method of measuring impairment. A background of these typical characteristics assists in understanding water quality requirements. The quantity of a material in the environment and its characteristics determine the degree of availability as a pollutant in surface run-off. In an urban environment, the quantity of certain pollutants in the environment is a function of the intensity of the land use. For instance, high automobile traffic volumes cause various potential pollutants (such as lead and hydrocarbons) to be more prevalent. The availability of a material, such as a fertilizer, is a function of the quantity and the way in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or groundwater.

The physical properties and chemical constituents of water traditionally have served as the primary means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. There are many types and classifications of water quality parameters for stormwater. Typically, the concentration of an urban pollutant, rather than the annual load of that pollutant, is required to assess a water quality problem. Some of the physical, chemical, or biological characteristics that evaluate the quality of surface runoff are listed below.

- *Dissolved Oxygen*. Dissolved oxygen (DO) in the water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The DO concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. DO is a transient property that can fluctuate rapidly in time and space and represents the status of the water system at a point and time of sampling. The decomposition of organic debris in water is a slow process, as are the resulting changes in oxygen status. The oxygen demand is an indication of the pollutant load and includes measurements of biochemical oxygen demand or chemical oxygen demand.

- *Biochemical Oxygen Demand*. The biochemical oxygen demand (BOD) is an index of the oxygen-demanding properties of the biodegradable material in the water. Samples are taken from the field and incubated in the laboratory at 20°C, after which the residual dissolved oxygen is

measured. The BOD value commonly referenced is the standard five-day values. These values are useful in assessing stream pollution loads and for comparison purposes.

- *Chemical Oxygen Demand*. The chemical oxygen demand (COD) is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with BOD. COD does not necessarily provide a good index of oxygen demanding properties in natural waters.

- *Total Dissolved Solids*. Total dissolved solids (TDS) concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS is an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. TDS are also a major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influences the ability of a water body to assimilate wastes. Eutrophication rates depend on TDS.

- *pH*. The pH of water is the negative log, base 10, of the hydrogen ion (H^+) activity. A pH of 7 is neutral; a pH greater than 7 indicates alkaline water; a pH less than 7 represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life; generally, toxic limits are pH values less than 4.8 and greater than 9.2.

- *Alkalinity*. Alkalinity is the opposite of acidity, representing the capacity of water to neutralize acid. Alkalinity is also linked to pH and is caused by the presence of carbonate, bicarbonate, and hydroxide, which are formed when carbon dioxide is dissolved. A high alkalinity is associated with a high pH and excessive solids. Most streams have alkalinities less than 200 milligrams per liter (mg/l). Ranges of alkalinity of 100-200 mg/l seem to support well-diversified aquatic life.

- *Specific Conductance*. The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of project waters can develop a relationship between specific conductivity and TDS. Its measurement is quick and inexpensive and can be used to approximate TDS. Specific conductivities more than 2,000 microohms per centimeter (µohms/cm) indicate a TDS level too high for most freshwater fish.

- *Turbidity*. The clarity of water is an important indicator of water quality that relates to the alkalinity of photosynthetic light to penetrate. Turbidity is an indicator of the property of water that causes light to become scattered or absorbed. Turbidity is caused by suspended clays and other organic particles. It can be used as an indicator of certain water quality constituents, such as predicting sediment concentrations.

- *Nitrogen*. Sources of nitrogen in stormwater are from the additions of organic matter to water bodies or chemical additions. Ammonia and nitrate are important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification

consumes dissolved oxygen in the water. Nitrogen occurs in many forms. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen, a form available for plants. High concentrations of nitrate-nitrogen (N/N) in water can stimulate growth of algae and other aquatic plants, but if phosphorus is present, only about 0.30 mg/l of nitrate-nitrogen is needed for algal blooms. Some fish life can be affected when nitrate-nitrogen exceeds 4.2 mg/l. There are several ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia), ammonia, nitrite plus nitrate, nitrite, and nitrogen in plants. The principal water quality criterion for nitrogen focuses on nitrate and ammonia.

- *Phosphorus*. Phosphorus is an important component of organic matter. In many water bodies, phosphorus is the limiting nutrient that prevents additional biological activity from occurring. The origin of this constituent in urban stormwater discharge is generally from fertilizers and other industrial products. Orthophosphate is soluble and considered the only biologically available form of phosphorus. Since phosphorus strongly associates with solid particles and is a significant part of organic material, sediments influence concentration in water and are an important component of the phosphorus cycle in streams. Important methods of measurement include detecting orthophosphate and total phosphorus.

Existing Regional Water Quality Conditions

The project site is under the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB is responsible for establishing water quality standards and objectives that protect the beneficial uses of various waters in their region. The Santa Ana RWQCB is also responsible for protecting surface and groundwaters from both point and non-point sources of pollution. Water quality standards and control measures for surface and ground waters of the Santa Ana Region are contained in the Basin Plan. The Basin Plan designates beneficial uses for surface water and groundwater and establishes water quality objectives, waste discharge prohibitions, and other implementation measures to protect those beneficial uses. According to the Preliminary WQMP, the project site's receiving waters include Lamb Canyon, the San Jacinto River, Canyon Lake (also known as the Railroad Canyon Reservoir), and Lake Elsinore, all of which have beneficial uses with the exception of Lamb's Canyon.

The State and RWQCBs assess water quality data for California's waters every two years to determine if they contain pollutants at levels that exceed protective water quality criteria and standards. This biennial assessment is required under Clean Water Act (CWA) Section 303(d). Once a water body has been listed as "impaired", a Total Maximum Daily Load (TMDL) for the constituent of concern (pollutant) must be developed for that water body. Canyon Lake is included on the CWA's Section 303(d) list of impaired waters because of excessive concentrations of nutrients, and Lake Elsinore is included on the CWA's Section 303(d) list of impaired waters due to the presence of polychlorinated biphenyls (PCBs), organic enrichment/low dissolved oxygen, nutrients, toxicity, and dichlorodiphenyltrichloroethane (DDT).

5.6.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Clean Water Act

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act (Clean Water Act [CWA]). Originally enacted in 1948, it was amended in 1972 and has remained substantially the same since. The CWA consists of two major parts: provisions that authorize Federal financial assistance for municipal sewage treatment plant construction and regulatory requirements that apply to industrial and municipal dischargers. The CWA authorizes the establishment of effluent standards on an industry basis. The CWA also requires States to adopt water quality standards that "consist of the designated uses of the navigable waters involved and the water quality criteria for such waters based upon such uses."

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 National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The U.S. EPA has delegated the responsibility for administration of portions of the CWA to State and regional agencies.

Section 303(d) List of Impaired Water Bodies

CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act (described below) require that the State establish the beneficial uses of its State waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes a TMDL, which is the maximum quantity of a contaminant that a water body can maintain without experiencing adverse effects, to guide the application of State water quality standards. Section 303(d) also requires the State to identify "impaired" streams (water bodies affected by the presence of pollutants or contaminants) and to establish the TMDL for each stream.

National Pollution Discharge Elimination System

To achieve its objectives, the CWA is based on the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. The NPDES is the permitting program for discharge of pollutants into surface waters of the United States under CWA Section 402. Thus, industrial and municipal dischargers (point source discharges) must obtain NPDES permits from the appropriate RWQCB. The existing NPDES (Phase I) stormwater program requires municipalities serving more than 1,000,000 persons to obtain a NPDES stormwater permit for any construction project larger than five acres. Proposed NPDES stormwater regulations (Phase II) expand this existing national program to smaller municipalities with populations of 10,000 persons or more and construction sites that disturb more than one acre. For other dischargers, such as those affecting groundwater or from nonpoint sources, a Report of Waste Discharge must be filed with the regional RWQCB. For specified situations, some permits may be waived, and some discharge activities may be handled through being included in an existing General Permit.

National Flood Insurance Program

Congress passed the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. These Acts are intended to reduce the need for large publicly funded flood control structures and disaster relief by restricting development on floodplains.

The National Flood Insurance Program (NFIP) provides a means for property owners to financially protect themselves from flood damage. The NFIP offers flood insurance to homeowners, renters, and business owners if their community participates in the program. Participating communities agree to adopt and enforce ordinances that meet or exceed FEMA requirements to reduce the risk of flooding. The City of Lancaster is a participating community and must adhere to the NFIP.

Through its Flood Hazard Mapping Program, FEMA identifies flood hazards, assesses flood risks and partners with States and communities to provide accurate flood hazard and risk data. Flood hazard mapping is an important part of the NFIP, as it is the basis of the NFIP regulations and flood insurance requirements. FEMA maintains and updates data through FIRMs and risk assessments. A FIRM is an official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones applicable to the community.

A Special Flood Hazard Area (SFHA) is an area within a floodplain having a one percent or greater chance of flood occurrence within any given year (commonly referred to as the 100-year flood zone). SFHAs are delineated on flood hazard boundary maps issued by FEMA. The Flood Disaster Protection Act of 1973 and the National Flood Insurance Reform Act of 1994 make flood insurance mandatory for most properties in SFHAs.

STATE LEVEL

Porter-Cologne Water Quality Control Act

The CWA places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the States, although it establishes certain guidelines for the States to follow in developing their programs and allows the EPA to withdraw control from States with inadequate implementation mechanisms.

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act (Water Code Sections 13000, et seq.). The Porter-Cologne Water Quality Control Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Water Quality Control Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Water Quality Control Act and established by the SWRCB in its State water policy. The Porter-Cologne Water Quality Control Act

also provides that a RWQCB may include, within its regional plan, water discharge prohibitions applicable to particular conditions, areas, or types of waste.

Statewide Industrial General Permit

The Industrial General Permit regulates industrial storm water discharges and authorized non-storm water discharges from point-source industrial facilities in California to minimize water pollution accumulation found in streams, rivers, lakes, and the ocean. The Industrial General Permit is called a general permit because many industrial facilities are covered by the same permit, but comply with its requirements at their individual industrial facilities. The State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCBs) (collectively, the Water Boards) implement and enforce the Industrial General Permit. The Industrial General Permit expired on June 30, 2020, but it is administratively continued in accordance with 40 Code of Federal Regulations 122.6 until a new permit is issued.

State Water Resources Control Board

CONSTRUCTION GENERAL PERMIT ORDER 2022-0057-DWQ

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 NPDES permit is addressed in two parts: construction and post-construction (operations). Construction permitting would be administered by the SWRCB, while post-construction permitting would be administered by the RWQCB.

On November 16, 1990, the EPA published final regulations that established stormwater permit application requirements for specified categories of industries. The regulations provide that discharges of stormwater to waters of the United States from construction projects are effectively prohibited unless the discharge complies with an NPDES Permit. On August 19, 1999, the SWRCB reissued the General Construction Stormwater Permit (Water Quality Order 99-08-DWQ). On December 8, 1999, the SWRCB amended Order 99-08-DWQ to apply to sites as small as one acre.

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under Construction General Permit Order 2022-0057-DWQ (NPDES No. CAS000002). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity.

The Construction General Permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP). Construction General Permit Section A describes the elements that must be contained in a SWPPP, which include a site map(s), a list of Best Management Practices (BMPs) the discharger would use to protect stormwater runoff, and the placement of those BMPs. Additionally, the SWPPP is required to 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. A project applicant must submit a Notice of Intent (NOI) to the SWRCB, to be covered by the Construction General Permit,

and prepare the SWPPP prior to construction. Implementation of the plan begins at commencement of construction and continues through project completion. Upon project completion, the applicant is required to submit a Notice of Termination (NOT) to the SWRCB to indicate that construction is completed.

Groundwater Management Act

In 1992, the State Legislature provided for more formal groundwater management with the passage of Assembly Bill (AB) 3030, the Groundwater Management Act (Water Code Section 10750, et seq.). Groundwater management, as defined in DWR's Bulletin 118 Update 2003, is the planned and coordinated monitoring, operation, and administration of a groundwater basin, or portion of a basin, with the goal of long-term groundwater resource sustainability. Groundwater management needs are generally identified and addressed at the local level in the form of Groundwater Management Plans (GMP). The Act provides local water agencies with procedures to develop a GMP to enable those agencies to manage their groundwater resources efficiently and safely while protecting the quality of supplies. Under the Act, development of a GMP by a local water agency is voluntary.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) established a framework for sustainable, local groundwater management. SGMA requires groundwater-dependent regions to halt overdraft and bring basins into balanced levels of pumping and recharge. With passage of the SGMA, the Department of Water Resources launched the Sustainable Groundwater Management (SGM) Program to implement the law and provide ongoing support to local agencies around the State. The SGMA:

- Establishes a definition of "sustainable groundwater management";
- Requires that a Groundwater Sustainability Plan be adopted for the most important groundwater basins in California;
- Establishes a timetable for adoption of Groundwater Sustainability Plans;
- Empowers local agencies to manage basins sustainably;
- Establishes basic requirements for Groundwater Sustainability Plans; and
- Provides for a limited State role.

Specifically, SGMA requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a GSP. According to the California Department of Water Resources, the Upper Santa Ana Valley – San Timoteo Groundwater Basin is categorized as a "very low" priority basin.[5] Therefore, there is no groundwater sustainability plan established for the Basin.

[5] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp2018-dashboard/p1/, accessed December 5, 2024.

REGIONAL LEVEL

Water Quality Control Plan for Santa Ana River Basin

The project site is located within the jurisdiction of the Santa Ana RWQCB. The Basin Plan for the Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The RWQCB's Basin Plan contains policies for managing the region's water quality and water quality standards (water quality objectives, beneficial uses, and anti-degradation policy) for the region. The Basin Plan outlines water quality management and improvement initiatives, policies and practices for implementation, and implementation plans. Water quality management plans are reviewed every three years as mandated by the CWA, and basin plans are reviewed periodically for areas that need improvements or updates.

Santa Ana Regional Municipal Separate Storm Sewer System Permit

The General Stormwater Unit and the Municipal Stormwater Unit of the Santa Ana RWQCB enforce stormwater runoff regulation for the region. The Municipal Stormwater Unit administers the Phase I and Phase II Municipal Separate Storm System (MS4) permits and the California Department of transportation (Caltrans) MS4 Permit programs, while the General Stormwater Unit administers the Industrial General Permit, Construction General Permit, and the Scrap Metal Permit programs. Both units regulate pollution in stormwater and non-stormwater discharges to waters of the U.S. (e.g., storm drains, rivers, streams, lakes, wetlands, and the ocean).

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). This MS4 Permit regulates urban runoff from areas under jurisdiction of the permittees, including the County and its incorporated cities, as well as the RCFCWCD. The MS4 Permit identifies allowable and unallowable discharges and requires implementation of low-impact development (LID) infrastructure at project sites. Projects that qualify as a development or redevelopment project are required to develop a site-specific water quality management plan (WQMP), which includes site design, source control, and treatment control elements to reduce the discharge of pollutants in runoff. The WQMP is required to be approved prior to the issuance of a building or grading permit. The MS4 Permit also requires the implementation of BMPs.

LOCAL LEVEL

County of Riverside General Plan

The Land Use Element of the County General Plan 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 following policy is relevant to the proposed project:

Policy LU 9.4: Identify and request mitigation of on-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements, particularly during the entitlement or permitting process.

The Multipurpose Open Space Element of the County General Plan categorizes issues and policies into those that seek to conserve, or manage the use of, resources and those that seek to preserve resources for the purpose of sustaining their stocks in perpetuity. Additionally, the resource conservation section of the element is subdivided into renewable resources and non-renewable resources. The following policies are relevant to the proposed project:

Policy OS 3.2: Encourage wastewater treatment innovations, sanitary sewer systems, and groundwater management strategies that protect groundwater quality in rural areas.

Policy OS 4.6: Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through "Low Impact Development" or other Best Management Practice measures.

The Safety Element of the County General Plan conveys the County's goals, policies, and actions to minimize the hazards to safety in and around unincorporated Riverside County. The following policies are relevant to the proposed project:

Policy S 2.10: Identify and request mitigation of on-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements, particularly during the entitlement or permitting process.

Policy S 2.11: Request grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, to ensure 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 3.1: All residential, commercial, and industrial structures should be flood-proofed, to the maximum extent possible and as required by law, from the mapped 100-year storm flow, or to an appropriate level determined by site-specific hydrological studies for areas not mapped by the Federal Emergency Management Agency. This may require that the finished floor elevation be constructed at such a height as to meet this requirement. Nonresidential (commercial or industrial) structures may be allowed with a "flood-proofed" finished floor below the Base Flood Elevation (i.e., 100year flood surface) to the extent permitted by state, federal, and local regulations. New critical facilities should be constructed above-grade to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies. Residential commercial, and industrial structures shall meet these standards as a condition of approval.

Policy S 3.6: All projects in unincorporated Riverside County should address and mitigate where applicable, adverse impacts to the carrying capacity of local and regional storm drain systems.

Policy S 3.9: Ensure that new development projects and retrofits to existing large-scale projects incorporate design strategies and features to reduce the area of impervious surfaces.

Policy S 3.11: Consider identifying areas of poor drainage and installing new or upgrade existing drainage systems to accommodate drainage needs. Use natural infrastructure to the extent possible.

The Pass Area Plan

Portions of the Pass Area are located in each of three watersheds: Santa Ana River, San Jacinto River, and Salton Sea, which must be preserved and protected. Additionally, some portions of the Pass Area are flood-prone. The following policies are relevant to the proposed project:

Policy PAP 14.1: Protect the Santa Ana, San Jacinto, and Salton Sea watersheds and surrounding habitats, and provide flood protection through adherence to the applicable policies within the Multiple Species Habitat Conservation Plan, Wetlands and Floodplain, and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

Policy PAP 17.1: Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.

City of Beaumont General Plan

Land Use and Community Design Element identifies the location and intensity of land uses throughout the City and can be used to promote the equitable and accessible distribution of different land uses, improvement of public health, and the reduction of infrastructure costs in the long-term. The following policies are relevant to the proposed project:

Policy 3.10.7: Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.

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.

The Community Facilities and Infrastructure Element maintains and enhances the quality of life in the City by ensuring that attractive and accessible community facilities, dependable electricity and water supply, and efficient waste removal are provided for all citizens and continue to be invested in. The following policies are relevant to the proposed project:

Policy 7.2.6: Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.

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.

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.

The Safety Element seeks to reduce the risk of death, injuries, property damage, and economic and social dislocation from natural and human-made hazards. The following policies are relevant to the proposed project:

Policy 9.8.2: Restrict development in Flood Hazard Areas.

Policy 9.8.4: Require all new developments to mitigate potential flooding that may result from development, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.

Beaumont Municipal Code

Municipal Code Chapter 8.32, *Nuisances*, sets the standards of defined public nuisances, including but not limited to, improper grading or excavation that causes erosion, subsidence, or surface water runoff problems of such magnitude as to be injurious or potentially injurious to public health, safety, and welfare or to adjacent premises.

Municipal Code Chapter 13.24, *Stormwater/Urban Runoff Management and Discharge Controls*, protects the health, safety and welfare of the public by 1) reducing pollutants in stormwater discharges to the maximum extent practicable; 2) regulating illicit connections and discharges to the storm drain system; and 3) regulating non-stormwater discharges to the storm drain system. Specifically, Section 13.24.050, *Reduction of pollutants in stormwater runoff*, requires construction work in the City to comply with the provisions of the ordinance codified in Municipal Code Chapter 13.24 and other City ordinances for erosion and sediment control.

5.6.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (refer to Impact Statement HWQ-1);

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Impact Statement HWQ-2);

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 (refer to Impact Statement HWQ-3);

   ii) Substantially increase the rate or amount of surface run-off in a manner that would result in flooding on- or off-site (refer to Impact Statement HWQ-3);

   iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff (refer to Impact Statement HWQ-3); or

   iv) Impede or redirect flood flows (refer to Impact Statement HWQ-3);

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (refer to Section 8.0, *Effects Found Not To Be Significant*); and/or

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (refer to Impact Statement HWQ-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.6.4 IMPACTS AND MITIGATION MEASURES

WATER QUALITY

HWQ-1 THE PROPOSED PROJECT COULD VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.

Impact Analysis:

CONSTRUCTION

Project-related construction activities could result in short-term impacts to water quality associated with the handling, storage, and disposal of construction materials; maintenance and operation of construction equipment; and earthmoving activities. These activities, if not controlled, could result in on- and off-site soil erosion due to stormwater runoff or operation of mechanical equipment. Poorly maintained construction vehicles and heavy equipment leaking fuel, oil, antifreeze, or other vehicle-related fluids on the site are also common sources of stormwater pollution and soil contamination.

In conformance with the NPDES program, developments that disturb greater than one acre of land area would be subject to the stormwater discharge requirements of the Statewide General Construction Permit (CGP), which also includes Waste Discharge Requirements (WDRs) for discharges of stormwater runoff associated with construction and land disturbance activities. The CGP requires preparation of an effective Storm Water Pollution Prevention Plan (SWPPP) that describes targeted erosion and sediment control best management practices (BMPs) to prevent stormwater pollution during construction. The SWPPP must be prepared by a Qualified SWPPP Developer (QSD) and implemented on-site by a Qualified SWPPP Practitioner (QSP). Further, grading practices would be controlled to minimize the potential for erosion, consistent with Municipal Code Chapter 13.24, *Stormwater/Urban Runoff Management and Discharge Controls*. Through compliance with the Municipal Code requirements for erosion control, and the existing regulatory requirements of the NPDES Statewide CGP, construction of the proposed project would not violate water quality standards or WDRs. Short-term construction impacts would be less than significant.

OPERATIONS

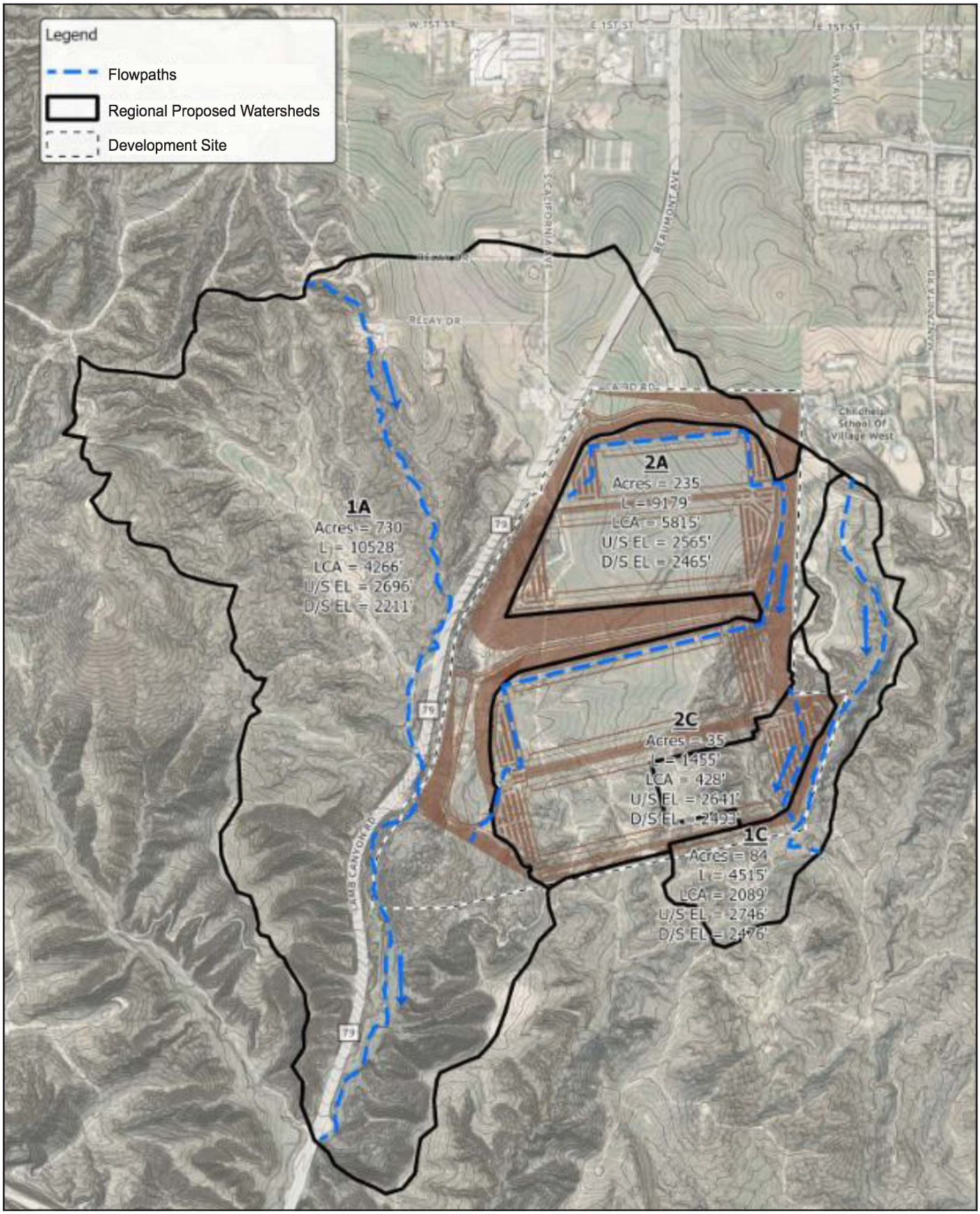
Following project buildout, the approximately 385.60-acre undeveloped, vacant (i.e., pervious) Development Site would be improved with approximately 245 acres of impervious surfaces, mainly comprised of asphalt concrete streets, parking lots, and impervious rooftops; this represents an approximately 64 percent increase in impervious surfaces, thus increasing urban runoff. Operation of the proposed industrial development may also indirectly transport substances such as oils, fuels, paints, and solvents to nearby drainages, watersheds, and groundwater in stormwater runoff.

To minimize effects related to the new impervious areas implemented in this project, flood control basins and structural BMPs are proposed. As described above, the existing regional hydrology is broken down into two major drainage areas (RA and RB); refer to Exhibit 5.6-1. Under the proposed condition, the regional watershed would include the proposed industrial buildings, parking lots, and truck bays; refer to Exhibit 5.6-3, *Proposed Regional Hydrology*, for the proposed watershed delineations,

which split the existing two watersheds into four (Areas 1A, 2A, 1C, and 2C) to account for the proposed development. The watershed boundaries vary from the existing because the site brings slightly more area towards watersheds 1A and 2A.

As described above, the existing local hydrology is broken down into two major drainage areas (Areas 2A and 2C); refer to Exhibit 5.6-2. As shown on Exhibit 5.6-4, *Proposed Local Hydrology*, the proposed development would flatten the site for the proposed buildings but generally follows the existing condition drainage pattern carrying runoff to the west side of the project site. The site would utilize low-impact development (LID) BMPs in the form of one biofiltration basin and a modular wetland unit for filtration-based treatment. Additional storage would be provided to capture the first flush and meter it to the filtration BMPs. One detention basin is proposed for Area 2A to mitigate flows from the site to meet the existing flowrate of Lamb's Canyon and follow the Riverside County basin guidelines. Detention would be underground and provide 30 acre-feet of storage. Approximately 13 acre-feet would be for water quality volume capture and would be metered to the proposed biofiltration basin. Runoff within on-site drainage areas (Areas 2A and 2C) would be conveyed through the storm drain system and into the proposed detention basins. Flows would be diverted from the basin outlet pipe into a biofiltration basin for stormwater treatment to maintain water quality. Hydromodification management is also provided through these basins. Mitigated and treated flows would then be discharged to existing channels near the project boundaries. It should be noted that the site consists of soil types C and D, which have a very low rate of infiltration, and as such infiltration would not be feasible. In addition to assumed poor infiltration rates based on hydrologic soil type, the site is also tributary to Lake Elsinore and infiltration would only exacerbate water quality problems in Lake Elsinore due to water evaporation. Overall, the Hydrology Study determined that, with implementation of the above improvements, post-development conditions would release runoff at a rate similar to the pre-development condition for the different storm events, and the bio-retention basins/detention system would be adequately sized for its storage capacity.

The project-specific Preliminary Water Quality Management Plan (Preliminary WQMP), prepared in compliance with the Riverside County MS4 NPDES Permit requirements, further demonstrates how proposed flood control basins and structural BMPs would minimize downstream impacts to flooding and water quality. In addition to the above proposed improvements, the Preliminary WQMP identifies source control BMPs that would be incorporated into the project, such as on-site catch basin inlet stenciling, the use of drought-tolerant plants in landscaping as well as pesticide use and integrated pest management (IPM) strategies in conformance with County guidelines, and roofs for trash enclosure areas. The Preliminary WQMP requires that any spills at loading dock locations be cleaned immediately and all products offloaded or loaded to covered areas immediately. Regarding paved areas such as sidewalks and parking lots, monthly sweeping would be required to prevent litter and debris from entering the storm drain system, and all wash water containing any cleaning agent or degreaser would be collected and discharged to the sanitary sewer system. Further, all industrial operations would be required to be conducted indoors and would not be permitted to drain to the stormwater system. the design capture volumes and the proposed volume of the BMPs are detailed in the Section D.5, *LID BMP Sizing* of the Preliminary WQMP, the proposed volume of the BMPs is 690,000 cubic feet. Table 5.6-1, *Summary of Design Capture Volume*, details the Design Capture Volume of each drainage areas. Overall, the Preliminary WQMP determined that adequate LID Principles and LID BMPs have been incorporated into the site design to fully address all drainage management areas.



Source: Pace Advanced Water Engineering, September 2025

Michael Baker INTERNATIONAL

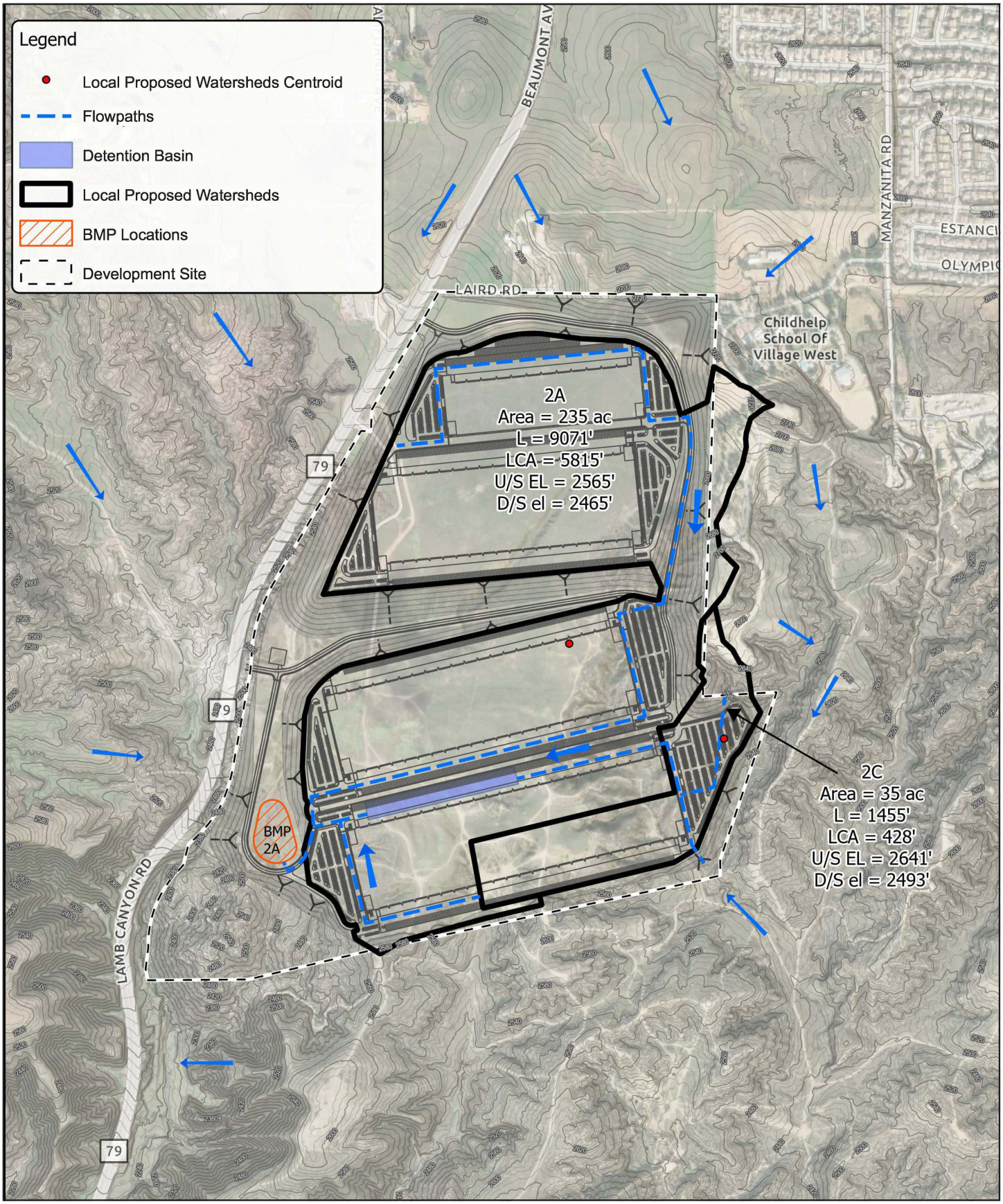
NOT TO SCALE

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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Proposed Regional Hydrology

Exhibit 5.6-3



Source: Pace Advanced Water Engineering, September 2025

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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Proposed Local Hydrology

Exhibit 5.6-4

Table 5.6-1
Summary of Design Capture Volume

Drainage Area	Design Capture Volume, V_{BMP} (cf)
Area 2A	576,440
Area 1A	27,336
Area 2C	80,301
Total	684,077
Notes: cf = cubic feet	
Source: Refer to Appendix 11.5.	

Additionally, as an industrial use facility, the proposed project would be required to comply with the Industrial General Permit (IGP) that is issued by the SWRCB for long-term monitoring and reporting The IGP requires an industrial SWPPP for each facility and a Qualified Industrial Storm Water Practitioner (QISP) for certain facilities where site sampling of stormwater runoff is needed, depending on the type and location of the facility. The regulators at the State level and the City are charged with ensuring the different stages of development, and sectors of the community, comply with water quality standards and WDRs.

In conclusion, following implementation of the Preliminary WQMP and compliance with existing regulations and permits, the project would not result in the violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

GROUNDWATER SUPPLIES

HWQ-2 THE PROPOSED PROJECT COULD DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Impact Analysis: The proposed project would not result in direct impacts to groundwater through groundwater extraction activities, as none are proposed. Project implementation could result in indirect impacts of groundwater withdrawal due to increased water demands, as well as decreased recharge volumes as a result of increased impervious surfaces on-site.

The San Jacinto River and Canyon Lake are both sources of groundwater recharge for the BCVWD, and both are receiving waters of project site's drainage. While the proposed development would increase the impermeability of the currently vacant site, as discussed in Impact Statement HWQ-1, post-development conditions would release runoff at a rate similar to existing conditions following implementation of proposed detention basins, stormwater treatment system, LID features, and BMPs as outlined in the Preliminary WQMP. Further, hydromodification management for the proposed project would be provided through underground detention for Area 2A and reduced size of Area 2C.

Table 5.6-2, *Summary of 2-Year Flowrates*, details existing and proposed flow rates under two-year 24-hour storm events. As shown in Table 5.6-2, peak flows in two-year 24-hour storm events would be similar to existing condition without additional mitigation. As such, no further mitigation would be required As such, it is not anticipated that recharge volumes to these receiving waters would decrease.

Table 5.6-2
Summary of Two-Year Flowrates

Drainage Area	Existing Peak Flow Volume (cfs)	Proposed Peak Flow Volume (cfs)
Area 2A	20	15
Area 2C	24	9
Notes: cfs = cubic feet per second		
Source: Refer to Appendix 11.5.		

Regarding potential impacts as a result of increased water demand, the proposed project would result in a net increase in water demand of approximately 310.65 acre-feet per year (AFY); refer to Impact Statement USS-1 in Section 5.10, *Utilities and Service Systems*. Based on the *Water Supply Assessment Beaumont Heights Business Center* (WSA), prepared by Michael Baker International, dated April 2025, provided in Appendix 11.7, *Water Supply Assessment*, of this EIR, there is sufficient supply available for the area, including the project's demands. As such, implementation of the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge in a manner that would impede sustainable groundwater management of the Upper Santa Ana River Valley Basin. Impacts in this regard are less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

DRAINAGE PATTERNS

HWQ-3 THE PROPOSED PROJECT COULD SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERNS OF THE SITE OR AREA, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF, IN A MANNER THAT WOULD RESULT IN SUBSTANTIAL EROSION, SILTATION, OR FLOODING ON- OR OFF-SITE.

Impact Analysis: As described in Impact Statement HWQ-1, the proposed regional hydrology delineations would subdivide the existing two drainage areas (Areas 2A and 2C) into four drainage areas (Areas 1A, 2A, 1C, and 2C) to account for the proposed development; refer to Exhibit 5.6-3. Table 5.6-3, *Summary of Hydrologic Results*, shows that preliminary basin routing sizing has adequate storage to meet the drainage needs of the proposed development. For Area 2C, the tributary area was reduced such that peak flow would be less than the existing condition; as such, so runoff storage is only proposed for water quality volume detention. Hydromodification management is also provided through the basin or reduction in tributary area. The regional analysis shows that the increased time of concentration from the proposed site and storm drain system provides a reduction in peak flow rate without accounting for the basin routing. As such, the basin analysis was only provided for the local condition. In regard to the drainage areas, Area 1A is left as is and confluences with Area 2A,

while Area 2A would include underground storage for both water quality and flood mitigation. Post-development hydrology condition is designed to release runoff at the rate similar to the pre-development condition for the different storm events, as shown in As shown in Table 5.6-3 under "Existing Discharge" and "Proposed Mitigation Discharge". In other words, runoff rate would not increase under the proposed project, and runoff volume under the proposed condition would not exceed the capacity of the storm water drainage system; the project would not impede or redirect flood flows.

Overall, the proposed drainage improvements would not substantially alter the existing drainage patterns of the site or area, and proposed stormwater improvements would release runoff at a rate similar to the pre-development condition for the different storm events. Short-term erosion impacts associated with the construction of the development would be minimized through required grading permits. In compliance with the NPDES program, the proposed project would be required to prepare and implement a SWPPP and associated BMPs in compliance with the Construction General Permit. Adherence to the BMPs in the SWPPP, as well as compliance with Municipal Code Chapter 8.32, *Nuisances*, would reduce, prevent, or minimize soil erosion from project-related grading and construction activities; adherence to the BMPs in the Preliminary WQMP would also reduce, prevent, or minimize erosion and siltation during project operation. The project site is located in a FEMA-designated Flood Zone X: Other Flood Areas and outside of a flood hazard zone per the Beaumont General Plan EIR. Project design would be required to comply with applicable federal, State, and local regulations related to flood control. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

Table 5.6-3
Summary of Hydrologic Results

Return Interval	Existing Discharge					Proposed Unmitigated Discharge					Proposed Mitigated Discharge				
	Acre	1-Hour	3-Hour	6-Hour	24-Hour	Acre	1-Hour	3-Hour	6-Hour	24-Hour	Acre	1-Hour	3-Hour	6-Hour	24-Hour
Area 2C (cfs)															
2-Year	52	44	27	24	8	35	51	27	26	9	--	--	--	--	--
5-year	52	72	38	36	14	35	80	35	32	13	--	--	--	--	--
25-Year	52	128	63	63	30	35	131	61	55	22	--	--	--	--	--
100-Year	52	173	83	84	43	35	175	80	71	30	--	--	--	--	--
Area 2A (cfs)															
2-Year	185	110	75	67	20	235	200	137	131	66	235	3	3	11	15
5-year	185	187	119	105	41	235	309	196	180	89	235	3	10	4	34
25-Year	185	345	223	197	99	235	516	310	280	139	235	13	15	15	107
100-Year	185	475	305	269	144	235	687	401	359	180	235	15	49	137	137

Notes: cfs = cubic feet per second
Source: Refer to Appendix 11.5.

WATER QUALITY CONTROL OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN

HWQ-4 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.

Impact Analysis: Refer to Impact Statement HWQ-1 for a discussion on project impacts related to water quality and consistency with a water quality control plan.

The project site is located within the Upper Santa Ana Valley Basin, which is ranked as a "very low" priority basin. Therefore, there is no groundwater sustainability plan established for the Upper Santa Ana Valley Basin and the project would not conflict with or obstruct a sustainable groundwater management plan in this regard.

As discussed above, the project site is under the jurisdiction of the Santa Ana RWQCB; therefore, project-related construction and operational activities would be required to comply with the Basin Plan by preparing and adhering to a project-specific SWPPP and WQMP and by installing and maintaining BMPs. As stated, implementation of the project would not conflict with or obstruct the Basin Plan. Furthermore, following incorporation of the project's LID features and SWPPP, the project would not contribute substantial amounts of polluted runoff that could adversely affect the underlying groundwater basin. Additionally, as previously discussed in the Impact Statement HWQ-2, the project would not interfere substantially with groundwater recharge. As such, the project would not conflict with any water quality control plans or sustainable groundwater management plans, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.6.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

WATER QUALITY

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.**

Impact Analysis: Cumulative projects listed in Table 4-1 could contribute to water quality degradation of the South Coast Hydrologic Region. Similar to the proposed project, cumulative

projects would be required to mitigate specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including NPDES and MS4 permits requirements (i.e., preparing and implementing project-specific SWPPP, WQMP, and associated BMPs and/or LID features). Upon compliance, the cumulative projects would not result in violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

As discussed in Impact Statement HWQ-1, the Hydrology Study determined that the proposed detention basins, stormwater treatment system, LID features, and BMPs as outlined in the Preliminary WQMP, as well as compliance with the NPDES and MS4 permits, would mitigate any increased runoff during project construction and operation. Overall, implementation of the project would minimize the off-site discharge of anticipated and potential pollutant runoff during construction and post-development conditions in accordance with applicable regulations. As a result, the project would not result in violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Therefore, implementation of the proposed project would not result in a substantial cumulative contribution to water quality impacts and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

GROUNDWATER SUPPLIES

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.**

Impact Analysis: Cumulative projects could result in increased demands on water supply and could increase impervious surfaces, reducing the amount of surface water to percolate into the groundwater. Related projects would be required to comply with existing State and local regulations pertaining to stormwater best management practices on a case-by-case basis, such as providing permeable surfaces, infiltration systems, etc.

As detailed in Impact Statement HWQ-2, the proposed project would not result in direct impacts to groundwater through groundwater extraction activities. Further, development in accordance with the proposed project is not anticipated to alter runoff rates compared to existing conditions, despite the project's increased impermeability. Further, there is sufficient water supply available for the area, including the project's demands. As such, the project would not have to potential to result in a cumulatively considerable impact with regards to substantially decreasing groundwater supplies, interfering substantially with groundwater recharge in a manner that would impede sustainable groundwater management of the Upper Santa Ana River Valley Basin, or conflicting with the Basin Plan. Impacts in this regard would be less than significant and the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

DRAINAGE PATTERNS

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERNS OF THE SITE OR AREA, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF, IN A MANNER THAT WOULD RESULT IN SUBSTANTIAL EROSION, SILTATION, OR FLOODING ON- OR OFF-SITE.**

Impact Analysis: Cumulative projects could alter drainage patterns in the watershed and result in substantial erosion/siltation and/or flooding. However, as stated above, cumulative projects would be required to consider specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including NPDES and MS4 permits requirements (i.e., preparing and implementing project-specific Stormwater Pollution Prevention Plan [SWPPP], water quality management plan [WQMP], and associated BMPs and/or LID features) as well as FEMA guidelines related to flood control. These regulations would reduce peak flow rate or runoff volumes, ensuring these cumulative projects do not cause flooding on- or off-site or result in peak flow in exceedance of storm drain system capacity. Overall, potential erosion/siltation and flooding would be reduced with compliance with existing federal, State, and local laws and regulations.

As stated, the project proposes flood control basins and structural BMPs, LID features, and source control BMPs in accordance with the Preliminary WQMP. The proposed drainage design results in similar stormwater runoff generated from the project site when compared to existing conditions; refer to Table 5.6-3. Implementation of the proposed project would not result in a substantial cumulative contribution to erosion, siltation, or flooding on- or off-site and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

WATER QUALITY CONTROL OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.**

Impact Analysis: As discussed, no groundwater sustainability plan is established for the Upper Santa Ana Valley Groundwater Basin. However, water quality standards and control measures for surface and ground waters of the South Coast Region are contained in the Basin Plan. Cumulative projects

could contribute to water quality degradation by potentially increasing impervious areas in the City and thus increasing urban runoff. However, all cumulative projects would be required to mitigate site-specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local regulations and requirements, including NPDES permit requirements (i.e., preparation of project-specific SWPPPs, WQMPs, and associated BMP/LID features). Similarly, cumulative projects would also be required to undergo project-level environmental review under CEQA on a case-by-case basis.

By preparing and adhering to a project-specific SWPPP and WQMP, and by installing and maintaining proposed BMPs, the project would ensure consistency with the Basin Plan. As a result, the proposed project would not result in a substantial cumulative contribution related to conflict with a water quality control plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to hydrology and water quality have been identified.

5.7 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential for the proposed project to expose the public to hazards, hazardous materials, or risk of upset that may be related to existing conditions or new hazards created as a result of the project. The analysis in this section is based in part on the *Phase I Environmental Site Assessment Beaumont Heights Business Centre* (Phase I ESA), prepared by Michael Baker International, and dated June 13, 2024 (revised December 22, 2025); refer to Appendix 11.6, *Phase I ESA*.

5.7.1 EXISTING SETTING

EXISTING AND FORMER ON-SITE USES

Current uses on-site comprise primarily of vacant land and unimproved roads. During a site visit conducted as part of the Phase I ESA, miscellaneous debris was also encountered on-site. Miscellaneous debris, likely from illegal dumping, encountered on-site were nominal in quantity and consisted of tires, plastic, and roofing materials. Southern California Edison (SCE) overhead electrical towers and transmission lines were also observed on-site with access provided by several unimproved access roads.

The majority of the project site consisted of vacant land and unimproved roads from at least 1901 to present day. However, the western portion of the project site was historically developed with a rural residential dwelling with a small orchard prior to 1938. Evidence of sparse structures that appear to be associated with residences from the 1950s through the 1970s have also occurred in the central, eastern, and southern portions of the project site. A combination of several commonly used pesticides (i.e., DDD, DDT, DDE), which are now banned, could have been used at the former orchard. The historical use of agricultural pesticides may have resulted in pesticide residues in soil at concentrations that are considered to be hazardous based on established federal regulatory levels. The former orchard was present since before 1938 until the early 1950s. By 1953, this orchard was removed. Due to the size of the orchard and evidence of past disturbance of soils at this location (likely from high volume storm events), the former orchard is not an identified recognized environmental condition (REC).

Additionally, a portion of the project site appears to have been used as a construction staging site in March 2025 during preparation of this EIR. As such, an additional site visit was conducted in December 2025 to observe the activity and determine if any new hazardous releases may have occurred. Since this time, all materials have been removed from the site and the site remains vacant land. Based on the site visit, no visible evidence to suggest the release of a hazardous material was noted.

EXISTING AND FORMER ADJOINING USES

Adjoining properties refer to properties that are along the project site boundary line. Existing and former adjoining uses include vacant land, rural residential uses, and an existing institutional use (Harmony Haven Children and Youth Center). Adjoining rural residential uses were constructed circa 1938 and are still currently present.

Rural residential uses are not typically associated with the handling/storage or transport of hazardous materials. Additionally, the adjoining vacant land has been vacant since 1901. The Harmony Haven Children and Youth Center was constructed by the early 1960s and improved in the 1970s to conditions similar to present day. During site reconnaissance, no visible or physical evidence was observed to suggest that a surface release of petroleum-based or hazardous materials or waste has recently occurred from this off-site use, as observed from the project site. Based on the Phase I ESA, the Harmony Haven Children and Youth Center maintains a Waste Discharge Requirements (WDR) permit, as the facility treats sewage. Other hazardous substances have been reported and disposal of materials has been recorded. No evidence of underground storage or surface releases have been reported for the facility.

As there were no recorded violations of any environmental laws, regulations, or standards at these adjoining uses, these uses are not considered an REC.

EXISTING AND FORMER ADJACENT USES

Adjacent properties refer to properties that are nearby the project site. Existing and former adjacent uses consist of rural residential and commercial uses. Residential uses are not typically associated with the handling/storage or transport of hazardous materials. However, four adjacent properties were listed in regulatory databases searched as part of the Phase I ESA. Based on files reviewed as part of the Phase I ESA, these adjacent properties did not present a concern to groundwater underlying the project site due to their distance, direction of groundwater flow, site status, and/or because records indicate that no contamination has been reported.

CORTESE DATABASE

Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to CCR Tile 14 Section 18051 to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste. Specifically, Government Code Section 65962.5 requires the Department of Toxic Substance Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites listing per the Code Section's criteria. Additionally, the State Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and are subject to water analysis pursuant to Health and Safety Code Section 116395. These lists are collectively known as the "Cortese List".[1]

According to CalEPA, the project site is not currently listed pursuant to Government Code Section 65962.5.[2]

[1] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed November 21, 2024, 2024.

[2] California Environmental Protection Agency, *Cortese List Data Resources*, *List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database*, https://geotracker.waterboards.ca.gov/search?CMD=search&case_number=&business_name=&main_street_name=&city=&zip=&county=&SITE_TYPE=LUFT&oilfield=&STATUS=&BRANCH=&MASTER_BASE=&Search=Search, accessed November 21, 2024.

5.7.2 REGULATORY SETTING

Refer to Section 5.11, *Wildfire* for the regulatory setting regarding wildland fires.

FEDERAL LEVEL

The U.S. Environmental Protection Agency (USEPA) is a federal agency responsible for enforcing environmental laws to protect human health and the environment. The USEPA develops and enforces environmental regulations based on laws passed by Congress, conducts environmental research and provides grants to environmental programs, and is responsible for environmental emergency response.

According to the USEPA, a "hazardous" waste is defined as one "which because of its quantity, concentrations, or physiochemical or infectious properties, may either increase mortality or produce irreversible or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed" (U.S. Public Health and Welfare Code Section 6903). Special handling and management are required for materials and wastes that exhibit hazardous properties. Treatment, storage, transport, and disposal of these materials are highly regulated at both the federal and State levels. The federal and State laws provide the "cradle to grave" regulation of hazardous wastes. Businesses, institutions, and other entities that generate hazardous waste are required to identify and track their hazardous waste from the point of generation until it is recycled, reused, or disposed of. Compliance with federal and State hazardous materials laws and regulations minimizes the potential risks to the public presented by these potential hazards.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The primary responsibility for implementing RCRA is assigned to the USEPA's DTSC, although individual states are encouraged to seek authorization to implement some or all RCRA provisions.

Toxic Substance Control Act (TSCA)

The Toxic Substance Control Act (TSCA) provides the USEPA the authority to regulate the manufacture, importation, use, and disposal of chemical substances. The TSCA also requires chemical testing, reporting, and pre-manufacturing notifications for new substances while also restricting hazardous materials such as asbestos and polychlorinated biphenyls (PCBs).

Occupational Safety and Health Act

The Occupational Safety and Health Act of 1970 was established by the Occupational Safety and Health Administration (OSHA) which is responsible for ensuring safe and healthful working conditions through the enforcement of standards and regulations. OSHA requires employers to comply with specific safety protocols which mandates that workplaces be free from recognized hazards that could cause serious harm.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) is a law developed to protect the water, air, and soil resources from the risks created by past chemical disposal practices. This law is also referred to as the Superfund Act and regulates sites on the National Priority List, which are called Superfund sites.

Hazardous Materials Transportation Act (HMTA)

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property." In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting State, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The HMTUSA statute includes provisions to encourage uniformity among different State and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Emergency Planning and Community Right-To-Know Act (EPCRA)

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the "Emergency Planning and Community Right-to-Know Act of 1986" (EPCRA). The EPCRA required the establishment of State commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plan. Under the requirements, local emergency planning committees are responsible for developing a plan for preparing for and responding to a chemical emergency, including:

- An identification of local facilities and transportation routes where hazardous materials are present;
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan);
- A plan for notifying the community that an incident has occurred;
- The names of response coordinators at local facilities; and
- A plan for conducting drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The goal of the plan is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or man-made emergencies.

Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to State and local agencies the location and quantities of chemicals stored on-site. Under Section 313 of EPCRA, manufacturers are

required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The USEPA maintains the Toxic Release Inventory database that documents the information that regulated facilities are required to report annually.

National Emission Standards for Hazardous Air Pollutants

The National Emission Standards for Hazardous Air Pollutants (NESHAP) are stationary source standards for hazardous air pollutants established by the USEPA. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. Sources subject to NESHAPs are required to perform an initial performance test to demonstrate compliance. To demonstrate continuous compliance, sources are generally required to monitor control device operating parameters which are established during the initial performance test. Sources may also be required to install and operate continuous emission monitors to demonstrate compliance.

STATE LEVEL

The California Environmental Protection Agency (CalEPA) and the DTSC have developed and continue to update lists of hazardous wastes subject to regulation. In addition to the CalEPA and DTSC, the Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB) is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. Other State agencies involved in hazardous materials management include the Office of Emergency Services (OES), California Department of Transportation (Caltrans), CHP, California Air Resources Board (CARB), and the California Integrated Waste Management Board.

Hazardous Materials Release Notification

Many State statutes require emergency notification of a hazardous chemical release, including, but not limited to, the following:

- California Health and Safety Codes Sections 25270.8, and 25507;
- Vehicle Code Section 23112.5;
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161);
- Government Code Sections 51018, 8670.25.5 (a);
- Water Codes Sections 13271, 13272; and
- California Labor Code Section 6409.1 (b)10.

Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, all releases that result in injuries or harmful exposure to workers must be immediately reported to the California Occupational Safety and Health Administration (Cal/OSHA)pursuant to the California Labor Code Section 6409.1(b).

Hazardous Materials Disclosure Programs

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include Hazardous Materials Release Response Plans and Inventories (business plans), the California Accidental Release Prevention (CalARP) Program, the UST Program, and the Aboveground Petroleum Storage Tank (APST) Program. The Unified Program is implemented at the local government level by Certified Unified Program Agencies (CUPAs).

California Accidental Release Prevention (CalARP) Program

The California Accidental Release Prevention (CalARP) program was implemented on January 1, 1997, in response to Senate Bill 1889 and replaced the California Risk Management and Prevention Program (RMPP). CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of hazardous materials business plans under the Unified Program, implemented by the CUPA.

Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by CCR Title 26. The U.S. Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing) and enforces federal and State regulations and respond to hazardous materials transportation emergencies along with the California Highway Patrol. Emergency responses are coordinated as necessary between federal, State, and local governmental authorities and private persons through a State-mandated Emergency Management Plan.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

Department of Toxic Substances Control

The responsibility for implementation of RCRA was given to DTSC in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by USEPA are called "non-RCRA hazardous wastes."

REGIONAL LEVEL

Santa Ana Regional Water Quality Control Board

The Santa Ana RWQCB is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. The Underground Storage Tank Program protects public health and safety and the environment from releases of petroleum and other hazardous substances from UST systems. Such sites include active and inactive gasoline stations, agricultural sites, brownfield redevelopment sites, airports, bulk petrochemical storage terminals, pipeline facilities, and various chemical and industrial facilities. The Site Cleanup Program (SCP) focuses on releases of pollutants to soils and groundwater, but in some cases also to surface waters and sediments. SCP sites include those with pollution from recent or historical surface spills and subsurface releases (e.g., pipelines, sumps), along with other unauthorized discharges that pollute or threaten to pollute surface waters or groundwater.

LOCAL LEVEL

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The *County of Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan* (County LHMP) 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. The County LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through grant programs. The City is one of the participating jurisdictions in the County LHMP.

County of Riverside General Plan

The County General Plan Safety Element discusses policies, goals, and actions to minimize the hazards to safety in and around unincorporated Riverside County. The following policies are applicable to the project:

S 5.2	Review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the CHWMP. Such projects shall provide a buffer zone, to be determined by the County, between the installation and property boundaries sufficient to protect public safety.
S 5.3	Require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.
S 5.4	Ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.
S 5.5	Regulate the storage of hazardous materials and wastes and require secondary containment and periodic examination for all such materials as necessary.

S 5.6	Require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.
S 5.7	Ensure that the use and disposal of hazardous materials in the County complies with local, state, and federal safety standards.
S 5.9	Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to install automatic fire and hazardous materials detection, reporting, and shut-off devices, and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

County of Riverside Local Hazard Mitigation Plan

The *County of Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan* (County LHMP) identifies the County's hazards and includes goals to mitigate potential risks and reduce/eliminate long-term risks to people and property within its jurisdiction. The County LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through grant programs.

City of Beaumont Emergency Operations Plan

The City 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 and Riverside County, special districts, and State agencies. The EOP references and is consistent with the Beaumont General Plan Safety Element goals and policies.

City of Beaumont Local Hazard Mitigation Plan

The Disaster Mitigation Act of 2000 requires communities to prepare and to keep updated a Local Hazard Mitigation Plan (LHMP) recognizing potential natural hazards and to identify and consider mitigation measures to reduce the risks associated with such hazards. Hazard mitigation planning helps to reduce loss of life and property by minimizing the impact of disasters. In May 2017, the City of Beaumont prepared the *City of Beaumont Local Hazard Mitigation Plan* (City LHMP). The City LHMP identifies vulnerabilities, provides recommendations for prioritized mitigation actions, evaluates resources, identifies mitigation shortcomings, provides future mitigation planning, and establishes schedule for maintenance of existing plan. Mitigation strategies included in the City LHMP typically serve as the implementation plan for the Beaumont General Plan Safety Element.

City of Beaumont General Plan

The Health and Environmental Justice Element addresses the communities' concern on health issues and includes policies that manage new developments to prevent future health issues. The following policies are applicable to the project:

Policy 6.7.1: Prohibit new non-residential uses that are known to release or emit toxic waste at levels that are harmful to human health while continuing to allow R&D uses, medical uses, and other necessary services such as dry cleaners.

Policy 6.7.3: Prioritize the prevention of illegal dumping and hazardous waste dumping, and the removal of dumping by the Department of Public Works when it does occur, to protect health, safety, environmental quality, and community aesthetics.

Policy 6.7.4: Reduce exposure to legacy pesticides, particularly in areas previously utilized by agricultural, and whenever possible work with landowners and developers to eliminate concentrations of pesticides from soil and groundwater.

Policy 6.7.10: Reduce the potential for lead exposure and poisoning through health checks, home inspections and code enforcement.

The Safety Element establishes a framework for maintaining and improving the safety of the City's residents. The following policies are applicable to the project:

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 plan, as a condition of a project, subject to review by the County Environmental Health Department.

Policy 9.11.3: Work with responsible Federal, State, and County agencies to effectively regulate the management, disposal, and appropriate remediation for accidental spills of hazardous materials and hazardous waste.

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.

Policy 9.11.6: Establish clear policies and procedures in the event of a hazardous contamination. Recommend and offer trainings to private sector companies.

Beaumont Municipal Code

Municipal Code Chapter 8.12.530, *Hazardous Waste*, states that no individual shall place or deposit hazardous waste, household hazardous waste, or universal waste in any container provided by a solid waste franchisee, or deposit, release, spill, leak, pump, pour, emit, empty, discharge, inject, dump or dispose into the environment any hazardous waste, household hazardous waste or universal waste.

5.7.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (refer to Section 8.0, *Effects Found Not To Be Significant*);

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 (refer to Impact Statements HAZ-1);

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Section 8.0, *Effects Found Not To Be Significant*);

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 (refer to Section 8.0, *Effects Found Not To Be Significant*);

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area (refer to Section 8.0, *Effects Found Not To Be Significant*);

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement HAZ-2); and

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fire (refer to Impact Statement HAZ-3).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.7.4 IMPACTS AND MITIGATION MEASURES

ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

HAZ-1 PROJECT IMPLEMENTATION COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

Impact Analysis: One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure to contaminated soil or water can have potential health effects based on a variety of factors, such as the nature of the contaminant and the degree of exposure.

CONSTRUCTION

Construction of the proposed project would involve grading/excavation and construction of new buildings, as well as trenching and installation of off-site utilities. Potentially hazardous materials used during construction include substances such as paints, sealants, lubricants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. The materials used, however, would not be in such quantities or stored in such a manner as to pose a significant safety hazard.

In addition to on-site utilities, the project proposes off-site wastewater and dry utilities, transportation improvements, and water and recycled water improvements. Such improvements would require trenching/installation within existing paved roadways and/or associated right-of-way areas. The installation of new utilities, as well as the handling/relocation/removal of any existing utilities, would be conducted pursuant to the standard practices of each local purveyor in a manner consistent with the existing laws and regulations, including those of DTSC, CalEPA, OSHA, Cal/OSHA, and SCAQMD, particularly in regard to hazards and hazardous materials. These activities would also be short-term and would cease upon completion of construction.

Hauling and Disposal of Hazardous Waste

Construction activities associated with project development could expose construction workers and the public to hazardous substances/materials involving the transport, use, and storage of construction materials, equipment (i.e., oil, diesel fuel, and transmission fluid), and construction waste. As discussed in the Phase I ESA, no structures currently exist on-site that could contain hazardous materials, such as asbestos containing materials (ACMs) and/or lead based paints (LBPs). However, miscellaneous waste (tires, plastic, roofing materials, etc.), likely from illegal dumping, were encountered sporadically throughout the project site. As the age and exact content of dumped material is unknown, the potential for hazardous materials such as ACMs and/or LBPs may be encountered. Due to the nominal quantity of such materials, the potential for large hazardous waste contamination is minimal. Nevertheless, any potential ACMs and/or LBPs would be removed in accordance with applicable

federal and State regulations. Specifically, if ACMs are identified, asbestos abatement is required to be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal is required to be performed by a State-certified asbestos containment contractor. If paint is separated from building materials (chemically or physically), the paint waste is required to be evaluated independently from the building material by a qualified environmental professional in accordance with California Code of Regulations Title 8, Section 1532.1. If LBPs are found, abatement is required to be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. LBP removal and disposal activities are required to comply with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Specialists or contractors performing ACM, LBP, and/or universal waste removal are required to provide evidence of abatement activities to the City. As such, compliance with existing regulations related to ACMs and LBPs would reduce potential impacts in this regard to a less than significant level.

As discussed above, the clearing/removal and hauling and disposal of existing trash/debris and foundations would be conducted pursuant to the standard practices of each purveyor in a manner consistent with the existing laws and regulations, including those of DTSC, CalEPA, OSHA, Cal/OSHA, and SCAQMD, particularly in regard to hazards and hazardous materials. In order to ensure the proper reuse of on-site soils as well as proper handling/removal and disposal of existing materials, the project would be required to implement a Soil Management Plan (SMP) prior to and during site clearing of existing foundations on-site (Mitigation Measure HAZ-1). Confirmation sampling, adjacent to existing foundations, would be required prior to issuance of a grading permit in order to verify that no ACMs, LBPs, and/or termiticides, above regulatory thresholds for commercial use, are present in soils immediately adjacent to foundations. The SMP would present procedures for the excavation and construction contractors to use in the event that unknown structures (i.e., underground septic tanks, etc.). The SMP would provide guidance for the characterization, proper handling, and management of impacted or suspected impacted soil, if present. The SMP would also be required to include a decision framework and specific risk management measures for characterization, proper handling, and management of impacted or suspected impacted soil, including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements. The SMP must be made available to the contractor and the City Engineer for use during site clearing/grading activities. With implementation of Mitigation Measure HAZ-1, risks from the removal of existing foundations and disturbance of surrounding soils during project clearing/grading activities would be conducted in accordance with the law. With implementation of Mitigation Measure HAZ-1, potential accidental conditions during site clearing/grading would be reduced to less than significant levels.

OPERATIONS

Future operational activities associated with proposed project would be subject to compliance with existing federal, State, and local regulations, standards, and guidelines related to the transport, use, and disposal of hazardous materials. Specifically, the proposed project would be subject to compliance with existing hazardous materials regulations codified in California Code of Regulations Titles 8, 22, and 26, and their enabling legislations set forth in Health and Safety Code Chapter 6.95 as well as California Code of Regulations Title 49. Both federal and State regulations require any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the Riverside County Fire Department (RCFD) as a manager of regulated substances and prepare a

Risk Management Plan. The Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses would also be required to submit their plans to the CUPA (i.e., RCFD), which would make the plans available to emergency response personnel.

The proposed project would comply with applicable laws and regulations related to the protection of the public's health and safety from the use and storage of hazardous materials. Upon compliance with the existing federal, State, and local procedures, long-term impacts related to the accidental release of hazardous materials during project operations would be less than significant.

Mitigation Measures:

HAZ-1 Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience. As part of the SMP, and prior to site clearing of existing foundations, the qualified environmental professional shall sample soils immediately adjacent to existing foundations for asbestos containing materials (ACMs), lead based paints (LBPs), and/or termiticides. Further, shallow soils in the western portion of the project site shall be sampled for pesticides and heavy metals to confirm property reuse and/or handling/hauling of such materials. The SMP shall present procedures for the excavation and construction contractors to use in the event that unknown structures (i.e., underground septic systems, etc.) are encountered during clearing/grading, or any other soil disturbance activities. The SMP shall provide guidance for the characterization, proper handling, and management of impacted, if present, in accordance with the law. The SMP shall also include a decision framework and specific risk management measures for characterization, proper handling, and management of impacted or suspected impacted soil, if any, including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements. The SMP shall be made available to the contractor and the City of Beaumont City Engineer for use during clearing and grading activities.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

EVACUATION PLAN

HAZ-2 PROJECT IMPLEMENTATION COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.

Impact Analysis: The City LHMP provides a comprehensive analysis of natural and human-caused hazards that threaten the City, with a focus on goals that would mitigate and reduce risks associated with such hazards. Each section of the LHMP provides information and resources to assist in understanding the region and hazard-related issues facing citizens, businesses, and the environment. The sections of the LHMP combine to create a document that guides the City's goal to reduce risk and prevent loss from future hazard events. As discussed in the City LHMP, the potential for

hazardous materials and transportation hazards within the City are high because of the numerous commercial transportation vehicles that travel along the Interstate 10. The Interstate 10 is located approximately one mile north of the project site. Commercial heavy trucks traveling to and from the site could travel along both State Route 79 (SR-79) and Interstate 10.

As shown on Beaumont General Plan Safety Element Figure 9.2, *Evacuation Routes*, the nearest designated emergency evacuation route travels along Beaumont Avenue/SR-79. The project site is bound by SR-79 to the west. Construction of the proposed project may require temporary partial lane closures along SR-79 during on- and off-site construction activities. Thus, construction activities could potentially interfere with the City's evacuation route along SR-79. As such, the proposed project would implement Mitigation Measure HAZ-2, which requires preparing and implementing a Traffic Management Plan (TMP). The TMP would require that travel in each direction along the SR-79 and other impact roadways be maintained during construction activities. Additionally, the TMP would include other measures that help minimize congestion and maintain traffic flow (i.e., construction signage, limitation on timing for lane closures during peak hours of traffic, temporary lane striping, and flag person to direct traffic). Compliance with Mitigation Measure HAZ-2 would allow for uninterrupted emergency access to evacuation routes. Thus, project impacts with regard to interfering with an emergency responder or evacuation plan would be reduced to less than significant levels.

Project operations would not result in any adverse alterations to vehicular circulation routes or obstruct public access along adjacent roadways. The proposed development would provide 30-foot wide internal drive aisles that can accommodate fire and emergency vehicle access. Additionally, the proposed project would comply with all applicable City codes and policies related to emergency access, including the California Fire Code and Municipal Code Title 15, *Buildings and Construction*. Thus, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts in this regard would be less than significant.

Mitigation Measures:

HAZ-2 Prior to issuance of a grading permit, the project applicant shall prepare a Traffic Management Plan (TMP) for approval by the City of Beaumont Public Works Department, City of Beaumont Police Department, and Riverside County Fire Department to minimize project impacts on existing traffic flow and emergency access in the project area. The TMP shall specify that travel in each direction on surrounding roadways shall always be maintained during project construction activities. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours of truck traffic, temporary striping plans, and, if necessary, use of construction flag person(s) to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

WILDLAND FIRE HAZARD

HAZ-3 PROJECT IMPLEMENTATION COULD EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRE.

Impact Analysis: As shown on Exhibit 5.11-1, *Fire Hazard Severity Zones*, the majority of the project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ). As such, the proposed industrial development could expose people and buildings to hazards associated with wildland fires.

In order to minimize risks associated with wildland fires, the project would include implementation of a Fire Protection Plan and Fuel Modification Plan, which would ensure the project is designed to include defensible areas around structures, modified landscaping zones, and constructed with fire-resistant building materials. Additionally, the proposed project would be constructed to meet applicable State, County, and local standards for fire safety, including but not limited to the California Building Code and California Fire Code, with appropriate setbacks from adjacent fire-prone undeveloped areas. The proposed project would also include other design features that would minimize wildfire risks. Such features include concrete building materials, drought-tolerant landscaping that would provide a buffer between industrial activities and the surrounding area, and 30-foot-wide drive aisles for emergency access vehicles. The project would also be subjected to building plan check reviews by the City and RCFD to ensure adequate fire reduction features are implemented and compliance with existing California Fire Code regulations. All water storage and hydrant locations, mains, and water pressures would be designed to fully comply with Riverside County Fire Code Fire Flow Requirements. As detailed in the County Fire Code Section 8.32.050 and California Fire Code Section 903.2, all structures within the development are required to have an NFPA 13 consistent automatic fire sprinkler systems based on the latest adopted Building and Fire Codes for occupancy types. Fire hydrants would also be located along fire access roadways and adjacent to each structure, as determined by the RCFD and current fire code requirements to meet operational needs.

As discussed in Chapter 5.11, *Wildfire*, the proposed project would not impair any adopted emergency response or evacuation plans upon implementation of the proposed fire protection design features and Mitigation Measure HAZ-2 related to implementing a TMP during construction activities. The proposed project would include appropriate setbacks, site design, fire-resistant materials, and drought-tolerant landscaping to reduce wildfire risk to project occupants. Additionally, the project would implement fire protection design features detailed in the Fire Protection Plan that addresses fire safety requirements related to infrastructure, building ignition resistance, and defensible spaces. Although the project would construct an industrial development within a VHFHSZ, the proposed structures and associated site improvements would be constructed to meet applicable State and local fire safety standards. All on- and off-site utility infrastructure improvements would be installed below ground and would not exacerbate fire risk with their installation or operations. All improvements would occur within the Development Site or along existing right-of-way and/or within areas that have been previously disturbed, and no new environmental impacts are expected other than other than those discussed and analyzed throughout this EIR. As such, the proposed project would not exacerbate wildfire risks. The project would not expose people or structures to significant wildfire risks, either

directly or indirectly, of loss, injury or death involving wildland fires and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.7.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED PROJECTS, COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.**

Impact Analysis: Cumulative projects could result in the increase in handling of hazardous materials, potential for accidental conditions, particularly during site disturbance and demolition activities. However, with compliance with applicable laws and regulations, including those of DTSC, CalEPA, OSHA, Cal/OSHA, and SCAQMD, these impacts would be minimized. Compliance with all applicable Federal and State laws and regulations related to the handling of hazardous materials would reduce the likelihood and severity of accidents.

As discussed above, construction of the proposed project would require the use of hazardous materials such as paints, sealants, lubricants, solvents, adhesives, cleaners, and diesel fuel and could result in the accidental release of hazardous materials into the environment. However, the use of the hazardous materials would not be in such quantities or stored in such a manner as to pose a significant safety hazard. Additionally, the use of such materials would cease upon construction completion. Additionally, operations of the proposed project would comply with existing hazardous materials regulations codified in California Code of Regulations Titles 8, 22, and 26, and their enabling legislations set forth in Health and Safety Code Chapter 6.95 as well as California Code of Regulations Title 49. As such, upon compliance with existing regulations and implementation of Mitigation Measure HAZ-1, the project would not result in cumulatively considerable impacts.

Mitigation Measures: Refer to Mitigation Measure HAZ-1.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

EVACUATION PLAN

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.**

Impact Analysis: Cumulative projects could interfere with an adopted emergency response or evacuation plan. However, future cumulative projects would be required to undergo project-level environmental review under CEQA on a case-by-case basis and comply with existing applicable State and local laws related to emergency access and response. Additionally, all cumulative projects would be subject to plan reviews by the respective lead agency and fire protection and emergency services provider (e.g., City of Beaumont and RCFD) to ensure compliance with applicable CBC and CFC requirements and inclusion of adequate emergency access and fire prevention features.

Construction of the proposed project could result in temporary partial lane closures along SR-79 and adjacent roadways utilized for emergency evacuation purposes. As such, the proposed project would prepare and implement a TMP pursuant to Mitigation Measure HAZ-2 to minimize the project's construction impact on emergency routes. With implementation of Mitigation Measure HAZ-2, impacts in this regard would be reduced to less than significant and would not be cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measure HAZ-2.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

WILDLAND FIRE HAZARD

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRE.**

Impact Analysis: Cumulative projects could expose people or structures to risks associated with wildland fire. However, future cumulative projects would be required to undergo project-level environmental review under CEQA on a case-by-case basis and comply with existing applicable State and local laws related to wildland fires. Additionally, cumulative projects would be required to comply with applicable State, County, and local standards for fire safety, including but not limited to the California Building Code and California Fire Code.

As discussed above, development of the proposed project would not expose people and structures to significant risks associated with wildland fires. As discussed in Chapter 5.11, *Wildfire*, the proposed project would not impair any adopted emergency response or evacuation plans upon implementation of the proposed fire protection design features and Mitigation Measure HAZ-2 related to implementing a TMP during construction activities. The proposed project would include appropriate setbacks, site design, fire-resistant materials, and drought-tolerant landscaping to reduce wildfire risk to project occupants. Additionally, the project would implement fire protection design features

detailed in the Fire Protection Plan that addresses fire safety requirements related to infrastructure, building ignition resistance, and defensible spaces. Although the project would construct an industrial development within a VHFHSZ, the proposed structures and associated site improvements would be constructed to meet applicable State and local fire safety standards. All on- and off-site utility infrastructure improvements would be installed below ground and would not exacerbate fire risk with their installation or operations. All improvements would occur within the Development Site or along existing right-of-way and/or within areas that have been previously disturbed, and no new environmental impacts are expected other than those discussed and analyzed throughout this EIR. As such, the proposed project, combined with other related projects, would not exacerbate wildfire risks. Cumulative impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.7.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to hazards and hazardous materials have been identified.

5.8 POPULATION AND HOUSING

This section identifies the existing population, housing, and employment statistics in the project area and provides an analysis of potential impacts that may result from project implementation. More specifically, this impact analysis evaluates if project implementation would induce direct or indirect population, housing, or employment growth in the City. The following analyses are based primarily on data obtained from the 2010 and 2020 U.S. Census, California Department of Finance (2024 data), California Employment Development Department (2024 data), and Southern California Association of Governments' (SCAG) *Connect SoCal 2024* (Connect SoCal 2024).

5.8.1 EXISTING SETTING

POPULATION

Population data for the County and City is presented in Table 5.8-1, *Population Estimates and Projections*.

Table 5.8-1
Population Estimates and Projections

Year	County of Riverside	City of Beaumont	City of Beaumont as Percent of County of Riverside
Population			
2020[1]	2,418,185	53,036	2.2%
Existing Conditions (May 2024)[2]	2,442,378	57,416	2.4%
2020-2024 Change	*+24,193*	*+4,380*	--
2020-2024 % Change	*+1.0%*	*+8.3%*	--
2050 SCAG Forecast[3]	**2,992,000**	**55,400**	**1.9%**
2024-2050 Change	*+549,622*	*-2,016*	--
2024-2050 % Change	*+22.5%*	*-3.5%*	--

Sources:
1. U.S. Census Bureau, 2020 Profile of General Population and Housing Characteristics, https://data.census.gov/table/DECENNIALDP2020.DP1?t=Populations and People&g=050XX00US06065_160XX00US0604758&y=2020&d=DEC Demographic Profile, accessed September 19, 2024.
2. California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.
3. Southern California Association of Governments, *Connect SoCal 2024 Demographics & Growth Forecast Technical Report*, April 4, 2024.

County of Riverside

According to Table 5.8-1, the County's 2020 population was approximately 2,418,185 persons and is currently estimated to be approximately 2,442,378 persons, representing a growth rate of approximately 1.0 percent between 2020 and 2024.

SCAG projects the County's population to increase to approximately 2,992,000 persons by 2050, a 22.5 percent increase from 2024.

City of Beaumont

As indicated in Table 5.8-1, the City's population was an estimated 53,036 persons in 2020 and is currently estimated to be approximately 57,416 persons, representing a population increase rate of approximately 8.3 percent between 2020 and 2024.

SCAG forecasts the City's population to decrease to approximately 55,400 persons by 2050, a 3.5 percent decrease from 2024. By 2050, the City is forecast to constitute approximately 1.9 percent of the County's total population, slightly lower than existing conditions (2.4 percent of the County's population).

HOUSING

Housing data for the County and City is presented in Table 5.8-2, *Housing Inventory Estimates and Projections*.

Table 5.8-2
Housing Inventory Estimates and Projections

	Dwelling Units	
	County of Riverside	**City of Beaumont**
2020[1]	848,549	17,311
Existing Conditions (May 2024)[2]	882,389	19,199
2020-2024 Change	*+33,840*	*+1,888*
2020-2024 % Change	*+4.0%*	*+10.9%*
2024 Vacancy Rate[2]	10.1%	2.9%
2024 Persons per Household[2]	3.03	3.05
2050 SCAG Forecasts[3,4]	**1,181,313**	**20,495**
2024-2050 Change	*+298,924*	*+1,296*
2024-2050 % Change	*+33.9%*	*+6.8%*

Sources:
1. U.S. Census Bureau, *2020 Census Demographic and Housing Characteristics File (DHC)*, https://data.census.gov/table?g=050XX00US06065_160XX00US0604758&y=2020&d=DEC+Demographic+and+Housing+Characteristics, accessed August 26, 2025.
2. California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.
3. Southern California Association of Governments, *Connect SoCal 2024 Demographics & Growth Forecast Technical Report*, April 4, 2024.
4. Dwelling unit forecasts are based on 2024 vacancy rates and SCAG forecasted household estimates.

County of Riverside

As detailed in Table 5.8-2, the County's housing inventory was an estimated 848,549 dwelling units in 2020 and is currently estimated to be approximately 882,389 dwelling units, representing an increase of approximately 4.0 percent between 2020 and 2024.

Vacancy rates are a measure of the general availability of housing. They also indicate how well the types of available units meet the housing market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range, whereas a high vacancy rate indicates that either the units available are not suited to the population's needs or there is an oversupply of housing

units. The availability of vacant housing units provides households with choices of type and price to accommodate their specific needs. Low vacancy rates can result in higher prices, limited choices, and settling with inadequate housing. Low vacancy rates may also contribute to overcrowding. A vacancy rate between 4.0 and 6.0 is considered "healthy." As of 2024, the County has an estimated vacancy rate of 10.1 percent and an average household size of 3.03.

SCAG forecasts the County's households to reach 1,062,000 by 2050. Assuming a 10.1 percent vacancy rate, the County's housing inventory is forecast to total approximately 1,181,313 dwelling units by 2050, representing an increase of approximately 33.9 percent between 2024 and 2050; refer to Table 5.8-2.

City of Beaumont

The City's housing inventory was an estimated 17,311 dwelling units in 2020 and is currently estimated to be approximately 19,199 dwelling units, representing an increase of approximately 10.9 percent from 2020 to 2024; refer to Table 5.8-2. Comparatively, the City's housing growth rate between 2020 and 2024 was higher than the County's growth rate for the same period (4.0 percent).

As indicated in Table 5.8-2, the City's 2024 vacancy rate is estimated to be approximately 2.9 percent with an average household size of 3.05. Comparatively, the City has a lower vacancy rate than the County's overall vacancy rate of 10.1 percent and a similar household size compared to the County's average household size of 3.03.

SCAG forecasts the City's households to reach 19,900 by 2050. Assuming a 2.9 percent vacancy rate, the City's housing inventory is anticipated to increase to 20,495 dwelling units by 2050, representing an increase of approximately 6.8 percent between 2024 and 2050; refer to Table 5.8-2.

EMPLOYMENT

Table 5.8-3, *Employment Estimates and Projections*, details existing and projected employment data for the County and City.

Table 5.8-3
Employment Estimates and Projections

	County of Riverside		City of Beaumont	
	Employment	Unemployment Rate	Employment	Unemployment Rate
Existing Conditions (July 2024)[1]	1,093,300	5.8%	23,700	5.0%
2050 SCAG Forecast[2]	**1,185,000**	**--**	**12,300**	**--**
2024-2050 Change	*+91,700*	--	*-11,400*	--
2024-2050 % Change	*+8.4%*	--	*-48.1%*	--

Sources:
1. California Employment Development Department, Labor Market Information Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP) July 2024 - Preliminary,* August 16, 2024.
2. Southern California Association of Governments, *Connect SoCal 2024 Demographics & Growth Forecast Technical Report*, April 4, 2024.

County of Riverside

According to the California Employment Development Department, the County has an estimated 1,093,300 jobs and an unemployment rate of 5.8 percent as of July 2024. SCAG projections indicate the County will have an estimated 1,185,000 jobs by 2050, representing an increase of approximately 8.4 percent between 2024 and 2050.

City of Beaumont

As indicated in Table 5.8-3, the City has an estimated 23,700 jobs and an unemployment rate of 5.0 percent as of July 2024. SCAG projections indicate that the number of jobs within the City are forecast to decrease by 11,400 jobs to 12,300 jobs by 2050, an approximately 48.1 percent decrease between 2024 and 2050.

The jobs/housing ratio is used as a general measure of balance between a community's employment opportunities and the housing needs of its residents. However, it does not indicate the types of jobs available or if wages are commensurate with housing prices. It should be noted that a ratio of 1.0 or greater generally indicates that a community provides adequate employment opportunities, potentially allowing its residents to work within the community (rather than commuting to neighboring cities). Based on 2024 data, the City's jobs/housing ratio (23,700 jobs/19,199 dwelling units) is approximately 1.23. By 2050, the City's jobs/housing ratio is anticipated to decrease to approximately 0.60 (12,300 jobs/20,495 dwelling units) due to a substantial anticipated decrease in jobs.

5.8.2 REGULATORY SETTING

REGIONAL LEVEL

Southern California Association of Governments

SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth. On April 4, 2024, SCAG's Regional Council adopted the Connect SoCal 2024, a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

LOCAL LEVEL

County of Riverside General Plan

The Land Use Element of the County General Plan includes economic development policies that provide direction for the County's responsiveness to local markets as well as become an equal participant in regional, national, and international markets. The following policies are relevant to the proposed project:

Policy LU 8.1: Accommodate the development of a balance of land uses that maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity.

Policy LU 8.2: Promote and market the development of a variety of stable employment and business uses that provide a diversity of employment opportunities.

Policy LU 8.12: Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the county.

City of Beaumont General Plan

LAND USE AND COMMUNITY DESIGN ELEMENT

The Land Use and Community Design Element provides a long-term vision, goals, and policies for Beaumont over the next 20 to 30 years. The overall focus is on how to accommodate change and growth in the City, while preserving and enhancing the features and attributes that make it such a desirable place to live. The City recognizes that the sustainable future of Beaumont is dependent on both the mix of residential, commercial, employment, and industrial uses, which provide the foundation for a fiscally resilient economy; as well as the design and quality of buildings, streets and public spaces, which make Beaumont an attractive place for its residents. The following policies are relevant to the proposed project:

Policy 3.4.5 Focus economic development efforts on attracting high paying jobs to the City.

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.

ECONOMIC DEVELOPMENT AND FISCAL ELEMENT

The purpose of the Economic Development and Fiscal Element is to establish policy guidance critical to Beaumont's overall fiscal and economic prosperity. Local business growth and investment, job creation and diversification, and the City's financial stability are foundational to the success of the community. This element provides a policy framework to give the City greater control of outcomes aimed at resiliency and long-term prosperity through changing economic cycles. The following policies are relevant to the proposed project:

Policy 5.1.1 Support economic growth that provides quality employment opportunities to balance Beaumont's jobs with its housing supply.

Policy 5.1.2 Recruit and retain emerging growth industries (industries with significant employment and performance potential) that provide revenues to the City and jobs to the community, including health care, education, and professional services.

Policy 5.2.1 Align economic development efforts with the labor pool to increase the number of jobs filled by Beaumont residents. This policy relies on having a diversity of high-quality job types for residents of different ages, education levels and skill sets to generate a more consistent and sustainable economy.

Policy 5.8.1 Support development that is fiscally sustainable and provides the City with a diverse tax base to sustain municipal services.

5.8.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact to population and housing if it would:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (refer to Impact Statement PH-1); and/or

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed program have been categorized as either a "less-than-significant impact" or "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.8.4 IMPACTS AND MITIGATION MEASURES

UNPLANNED POPULATION GROWTH

PH-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD POTENTIALLY INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY OR INDIRECTLY.

Impact Analysis: The project proposes to construct up to 5,182,891 square feet of industrial uses that would generate approximately 6,114 permanent jobs. This analysis assesses whether the construction and operation of the project would induce direct substantial unplanned population growth or indirect substantial unplanned population growth.

CONSTRUCTION

Project construction would generate temporary employment opportunities, including short-term design, engineering, and construction jobs. However, construction-related jobs would not result in substantial unplanned population growth as they would be filled by workers in the region and would only last for the duration of the construction and design stage. Additionally, it is unlikely that a

substantial number of workers would relocate to the City as permanent residents for temporary jobs. Therefore, temporary construction-related jobs would not result in substantial unplanned population growth in the City, and impacts would be less than significant.

OPERATION

The proposed industrial development would accommodate up to 5,182,891 square feet of non-residential use and employ up to approximately 6,114 employees.

Direct Impacts

Under CEQA Guidelines Appendix G, implementation of the project could result in a direct substantial unplanned level of population growth if estimated increases in businesses would exceed local or regional population growth projections and result in a substantial job-housing imbalance.

Because the project's ultimate tenant mix is currently unknown, it is speculative at this time to estimate what percentage of employees generated by the project would originate from the City or relocate to the City, and, thus, it is not possible to quantify any specific changes to the City's population or number of households that would result from development of the project. It is nevertheless anticipated that the employees would come from within the City or the surrounding region because there has been an existing and longstanding imbalance of jobs and housing in western Riverside County; the jobs that an industrial project in the region is likely to provide would be consistent with the job skills of residents in the area. For example, according to SCAG's Pre-Certified Local Housing Data, Beaumont has 19,385 workers living within its borders who work across 13 major industrial sectors. The most prevalent industry is Education & Social Services with 5,714 employees (29.5 percent of total) and the second most prevalent industry is Retail Trade with 2,593 employees (13.4 percent of total). Additionally, the Construction industry has 1,071 employees (0.06 percent of total) and the Manufacturing industry has 1,483 employees (0.08 percent of total).[1] Thus, the project's employment generation would not induce substantial growth in the area because the project would result in industrial-oriented jobs, which are jobs that are anticipated to be filled by existing and future residents of the City and surrounding area.

According to the Bureau of Labor Statistics (BLS), in August 2025, the Riverside-San Bernardino-Ontario region's civilian labor force exceeded 2,252,700 persons with more than 2,115,400 people employed and an unemployment rate of 6.1 percent (or 137,414 persons).[2] Accordingly, the Riverside-San Bernardino-Ontario region contains an ample supply of potential employees under existing conditions and the project's labor demand is not expected to draw a substantial number of new, unplanned residents to the area. The project would provide job opportunities closer to home for existing and future City residents, which would subsequently help achieve a better jobs-to-housing balance within the City, as analyzed below.

The General Plan EIR was prepared in 2020 and includes General Plan buildout assumptions for a 2040 buildout year. The General Plan buildout assumptions include buildout of the City's Sphere of

[1] Southern California Association of Governments, *Pre-Certified Local Housing Data for the City of Beaumont*, updated April 2021.

[2] U.S. Bureau of Labor Statistics, *Riverside-San Bernardino-Ontario, CA Economy at a Glance*, https://www.bls.gov/eag/eag.ca_riverside_msa.htm#eag_ca_riverside_msa.f.p, accessed December 11, 2025.

Influence (SOI), which includes the project site. As such, Table 5.8-4, *Proposed Project Buildout Compared to General Plan Buildout*, compares the project's anticipated employment growth with General Plan EIR buildout.

Table 5.8-4
Proposed Project Buildout Compared to General Plan Buildout

Description	City of Beaumont		
	Population	Employment	Dwelling Units
Existing Conditions (2024)[1]	57,416	23,700	19,199
Proposed Project	0	6,114	0
Total (Including Proposed Project)	*57,416*	*29,814*	*19,199*
General Plan EIR Buildout (2040)	131,949	38,224	40,849
Net Difference (General Plan EIR Buildout - Project Buildout with Existing Conditions)	**74,533**	**8,410**	**21,650**

Notes:
1. Refer to Tables 5.8-1 through 5.8-3 above regarding existing population, employment, and housing within the City of Beaumont, respectively.

As indicated in Table 5.8-4, the anticipated employment growth generated by the proposed project would be within the General Plan EIR buildout assumptions for the 2040 buildout year. Therefore, the project would not result in substantial unplanned growth and impacts in this regard would be less than significant.

Table 5.8-5, *Proposed Project Buildout Compared to SCAG Growth Forecasts*, compares the project's anticipated population and employment growth with SCAG population and employment forecasts for 2050.

Table 5.8-5
Proposed Project Buildout Compared to SCAG Growth Forecasts

Description	County of Riverside		City of Beaumont	
	Population	Employment	Population	Employment
Existing Conditions (2024)[1]	2,442,378	1,093,300	57,416	23,700
Proposed Project	0	6,114	0	6,114
Total (Including Proposed Project)	*2,442,378*	*1,099,414*	*57,416*	*29,814*
SCAG 2050 Forecasts	2,992,000	1,185,000	55,400	12,300
Net Difference (SCAG 2050 Forecasts – Project Buildout with Existing Conditions)	**549,622**	**85,586**	**-2,016**	**-17,514**

Notes:
1. Refer to Tables 5.8-1 and 5.8-3 above regarding existing population and employment, respectively.

As shown in Tables 5.8-1 and 5.8-3, SCAG anticipates population and employment within the City to decrease between 2024 and 2050. Therefore, Table 5.8-5 reflects a similar effect with the proposed development resulting in a net increase in employment growth (17,514 more jobs) compared to SCAG's decreasing employment forecast (12,300 jobs) for Beaumont. However, the employment added by the proposed project is within SCAG's 2050 growth forecasts for the County. Therefore,

the project would not result in substantial unplanned population growth and impacts would be less than significant in this regard.

Jobs/Housing Balance

The jobs/housing ratio is used as a general measure of balance between a community's employment opportunities and the housing needs of its residents. As of 2024, the City's jobs/housing ratio is approximately 1.23 (23,700 jobs/19,199 dwelling units). According to the General Plan EIR, the City's jobs/housing ratio is anticipated to decrease to approximately 0.94 (38,224 jobs/40,849 dwelling) by 2040. Based on SCAG growth projections, the City's jobs/housing ratio is anticipated to decrease to approximately 0.60 (12,300 jobs/20,495 dwelling units) by 2050.

As stated, a jobs/housing ratio of 1.0 to 1.5 generally indicates that a community provides adequate employment opportunities (without being too jobs rich), potentially allowing its residents to work within the community (rather than commuting to neighboring cities). The projected jobs/housing ratio of 0.94 (38,224 jobs/40,849 dwelling) in 2040 and 0.60 (12,300 jobs/20,495 dwelling units) in 2050 by the General Plan EIR and SCAG, respectively, indicate an anticipated decline in employment within the City and a shortfall in local jobs in Beaumont.

Based on existing 2024 data, the project would slightly increase the City's jobs/housing ratio from 1.23 to 1.55 (29,814 jobs/19,199 dwelling units). In comparison, based on General Plan EIR buildout assumptions, the project would increase the City's ratio from 0.94 (38,224 jobs/40,849 dwelling) to 1.09 ([38,224+6,114] jobs/40,849 dwelling units) by 2040, and utilizing SCAG 2050 projections, the project would improve the City's jobs/housing ratio from 0.60 (12,300 jobs/20,495 dwelling units) to 0.91 ([12,300+6,114] jobs/20,495 dwelling units) by 2050. Generally, depending on which baseline assumption is utilized, the proposed project would increase the City's jobs/housing ratio and bring it closer or near the healthy 1.0 to 1.5 range identified above. Overall, the proposed project would provide beneficial impacts related to employment in the City and improve the jobs/housing balance, potentially allowing its residents to work within the community (rather than commuting to neighboring cities).

Indirect Impacts

Under CEQA Guidelines Appendix G, implementation of the project could result in an indirect substantial unplanned level of population growth if it would result in the extension of new roads or other infrastructure that could induce population growth. As detailed in Section 3.0, *Project Description*, the project would require construction of roadways and utility infrastructure to serve the proposed development.

As shown on Exhibit 3-5, *Conceptual Development Site Plan*, site access is proposed at two access points from SR-79, one near the northerly boundary of the Development Site, and the other further south along SR-79 near the center of the Development Site. On-site truck and passenger vehicle circulation would be provided with new drive aisles around and between the four industrial buildings. Since all proposed roadways would be constructed on-site and for the exclusive purpose of serving the proposed development, the project would not create major new infrastructure that could result in substantial unplanned indirect growth.

The project would construct on-site utility improvements, including water, wastewater, storm drain, and dry utilities, to accommodate operations of the proposed industrial development. Notably, the proposed project would require the installation of water, wastewater, and electrical facilities within California Avenue to provide new connections from the project site to existing facilities within East 1st Street, north of the site. Additionally, the project proposes water and recycled water lines to connect to existing Beaumont Cherry Valley Water District infrastructure within Manzanita Park Road to the east of the project site. The proposed utility improvements would meet the needs of the industrial development and would not extend beyond the project site and induce indirect population growth. Since all proposed utility infrastructure would exclusively serve the proposed development, the proposed infrastructure improvements would not indirectly induce substantial unplanned population growth.

CONCLUSION

Overall, neither the project nor any project-related component would directly or indirectly result in substantial unplanned population growth that would cause a significant impact to the environment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.8.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

UNPLANNED POPULATION GROWTH

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED PROJECTS, COULD INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY OR INDIRECTLY.**

Impact Analysis: Cumulative impacts involving population and housing are analyzed in terms of consistency with General Plan and SCAG growth assumptions for applicable jurisdictions. As stated above, buildout of the proposed project would conservatively introduce up to 6,114 additional jobs to the City. Cumulative projects within Beaumont could also contribute to growth in population, housing, and employment. However, the project's anticipated employment growth would be within the General Plan EIR buildout forecast and SCAG's Countywide 2050 forecasts. Thus, the project's less than significant project-level impacts are not considered cumulatively significant and would not result in substantial unplanned cumulative population growth. Further, future development of related projects would also be required to conduct separate environmental review under CEQA to determine project-level environmental impacts. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.8.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to population and housing have been identified.

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5.9 PUBLIC SERVICES AND RECREATION

Public services addressed in this section include fire protection, police protection, schools, parks and recreation, and other public facilities such as libraries. This section discusses existing conditions, including both County and City public services and recreation anticipated to be impacted by the project, and potential project impacts related to such services. The analysis in this section is based in part on public service questionnaire responses provided by public service providers; refer to Appendix 11.14, *Public Services and Utilities Correspondence*.

5.9.1 EXISTING SETTING

FIRE PROTECTION

The City contracts with the California Department of Forestry and Fire Protection (CAL FIRE) and Riverside County Fire Department (RCFD) for fire protection and paramedic services. CAL FIRE and RCFD provide fire protection, dispatch, fire prevention and safety education, and paramedic response to the project area. All RCFD stations are dispatched by the same County Fire 911 Center and are part of the Integrated Fire Protection System. The City of Beaumont is served by Battalion 3 of the RCFD.[1] The City is served by three stations located in Beaumont; refer to Table 5.9-1, *Fire Stations*. As shown in Table 5.9-1, the closest fire station to the project site is Fire Station 66, approximately 1.2 miles to the north at 628 Maple Avenue.

Table 5.9-1
Fire Stations

Station Name	Address	Distance and Direction from Project Site	Equipment	Staffing
Fire Station 66	628 Maple Avenue, Beaumont, CA 92223	1.2 miles to the north	1 Type 1 Engine	5 personnel
Fire Station 20	1550 East 6th Street, Beaumont, CA 92223	1.9 miles to the northeast	1 Type 1 Engine 2 Type 3 Engines	9 personnel
Fire Station 106	2000 Western Knolls Avenue, Beaumont, CA 92223	2.9 miles to the northwest	1 Type 1 Engine	3 personnel

Source: Refer to Appendix 11.8.

Primary fire protection services within the City and Sphere of Influence (SOI), including the project site, are provided by the Riverside County Fire Department (RCFD). These services are supplemented by the California Department of Forestry and Fire Protection (CAL FIRE). In addition to fire protection and emergency services, RCFD also implements programs designed to help prevent fires and reduce fire hazards, including but not limited to, participation in land use and development review processes, building inspection, and public education and awareness. Table 5.9-1 details the location, equipment, and staffing levels for the three closest, existing RCFD stations anticipated to response to the project site.

[1] Riverside County Fire, *Fire Stations*, https://www.rvcfire.org/resources/fire-stations, accessed November 5, 2024.

Within the area's emergency services system, fire and emergency medical services are also provided by other RCFD fire stations. Generally, each agency is responsible for structural fire protection and wildland fire protection within their area of responsibility. However, mutual aid agreements enable non-lead fire agencies to respond to fire emergencies outside their district boundaries. In the project area, fire agencies cooperate under a Statewide master mutual aid agreement for wildland fires. There are also mutual aid agreements in place with neighboring fire agencies and typically include interdependencies that exist among the region's fire protection agencies for structural and medical responses but are primarily associated with the peripheral "edges" of each agency's boundary.

POLICE PROTECTION

The Beaumont Police Department (BPD) currently provides police protection and emergency services for the City. The BPD also provides patrol and traffic law enforcement, detective services and support services to the City. The BPD operates out of two facilities, the main station located at 660 Orange Avenue, approximately 1.3 miles north of the project site, and an annex building located at 1580 East 8th Street, approximately 2.2 miles northeast of the site. The City plans to design and construct a new police station and upgrade radios to serve the City through 2040.[2]

Per the *Beaumont Police Department Annual Report 2023*, the most recent annual report, the BPD is staffed by 57 sworn officers, 19 professional staff, 32 volunteers, two animal control officers, five community service officers, and two police K-9s. In 2023, the BPD service area population was 57,762 residents; and, based on current staffing levels, equates to a service ratio of approximately one sworn officer per 1,000 residents. The BPD's average response time for calls for service is 6 minutes and nine seconds.[3]

SCHOOLS

The project site is served by the Beaumont Unified School District (BUSD). The BUSD provides educational services at seven elementary schools (grades K-5), one elementary/middle school (grades K-8), two middle schools (grades 6-8), and one high school (grades 9-12).[4] The closest schools that serve the project area include Three Rings Ranch Elementary School, Mountain View Middle School, and Beaumont High School.

BUSD imposes a development impact fee of $5.17 per square foot for residential uses and $0.84 per square foot for commercial/industrial land uses.[5]

PARKS AND RECREATION

The City of Beaumont Parks and Recreation Department (BPRD) maintains 18 City parks; refer to Table 5.9-2, *City of Beaumont Parkland Inventory*. In total, approximately 166 acres of parkland are located

[2] Willdan Financial Services, *City of Beaumont Development Impact Fee Nexus Study Update,* May 31, 2024.

[3] Beaumont Police Department, *Annual Report 2023*, https://www.flipsnack.com/beaumontgov/beaumont-police-department-2023-annual-report/full-view.html, accessed January 5, 2026.

[4] Beaumont Unified School District, *SchoolSite Locator Interactive Map*, https://www.schoolsitelocator.com/apps/beaumont/, accessed November 5, 2024

[5] Beaumont Unified School District, *Developer Fees*, https://www.beaumontusd.us/apps/pages/Developer_Fees, accessed November 5, 2024.

in the City based on the City's recently adopted *Parks & Community Services Master Plan*, dated June 2025. The nearest park to the project site is the Star Carlton Park located at Malaga Avenue approximately 0.7-mile to the east.

Table 5.9-2
City of Beaumont Parkland Inventory

Park	Developed Acres	Distance and Direction to Project Site
Three Rings Ranch Park Claiborne Avenue and Brookside Lane	6.5	1.8 miles to the northwest
De Forge Park Seneca Springs Parkway	15	1.1 miles to the northeast
Fallen Heroes Park Oak View Drive and Iris Street	11.7	2.9 miles to the northwest
Michelson Park 35354 Mickelson Drive	7	4.1 miles to the northwest
Mountain View Park Sundance Circle	5	2.4 miles to the northeast
Nicklaus Park 11270 Palmer Avenue	15	6.0 miles to the northwest
Noble Creek Park (not maintained by City) 390 West Oak Valley Parkway	45	1.5 miles to the northwest
Palmer Park Palmer Avenue and Trevino Trail	3.5	5.3 miles to the northwest
Rangel Park 4th and B Street	1.5	1.2 miles to the northwest
Shadow Creek Park 13155 Connor Court	3.5	3.1 miles to the northeast
Sports Park 39200 Brookside Avenue	22.5	3.1 miles to the north
Star Carlton Park Malaga Avenue	2.25	0.7-mile to the east
Stetson Park 1241 West Monte Verde Drive	10	3.8 miles to the northwest
Stewart Park 985 Maple Avenue	8	1.6 miles to the north
Sunny Hills Park Cougar Way	0.5	3.0 miles to the north
Trevino Park 11286 Tukwet Canyon Parkway	5.5	4.7 miles to the northwest
Veteran's Park California and 7th Street	0.1	1.4 miles to the northeast
Wildflower Park Tulip Circle	3.5	2.3 miles to the northeast
Total	**166.05**	

Source: City of Beaumont, *Parks & Community Services Master Plan*, June 2025.

Park amenities include open play areas, playgrounds, basketball courts, baseball/softball and soccer fields, barbecue facilities, picnic tables and shelters, and restrooms. The BPRD also maintains other recreational facilities, including the Albert A. Chatigny Sr. Community Recreation Center and Beaumont Plunge Pool. The City also has several recreation facilities planned to serve new

development and plans for the expansion of existing facilities. Planned improvements include the installation of parking lot lighting and expansion to the Albert A. Chatigny Sr. Community Recreation Center and plans to develop a new community center, install three splash pads, and construct a gym.[6]

Park facility standards establish a reasonable relationship between new development and the need for expanded parkland and park facilities. The most common measure in calculating new development's demand for parks is the ratio of park acres per resident. In general, facility standards may be based on the Mitigation Fee Act (using a jurisdiction's existing inventory of parkland and park facilities), or an adopted policy standard contained in a master facility plan or general plan. Facility standards may also be based on a land dedication standard established by the Quimby Act. In the case of Beaumont, the City uses the Mitigation Fee Act to impose park impact fees for development not occurring in subdivisions and uses the Quimby Act for development occurring in subdivisions.

According to the Beaumont General Plan EIR, the City's park requirement is five acres of parkland (and full improvements) per 1,000 residents (in accordance with General Plan Policy 7.9.1). Based on the City's total parkland acreage (166 acres) detailed in its recently adopted *Parks & Community Services Master Plan*, and the current (May 2024) population data (57,416 persons; refer to Section 5.8, *Population and Housing*), the City has an existing parkland ratio of 2.89 acres per 1,000 residents.

The City imposes a park facilities fee of $1.91 per square foot for subdivisions and $1.89 per square foot for non-subdivisions.[7] The fee only applies to residential development.

LIBRARIES

The Beaumont Library District provides library services to the City of Beaumont, parts of Banning, the unincorporated Cherry Valley, and unincorporated areas of Riverside County.[8] The approximately 11,697-square foot Beaumont Library District is located at 149 East 8th Street, approximately 1.3 miles northwest of the project site. The Beaumont Library District has a hardcopy and online collection of approximately 40,154 volumes and also provides a variety of services, including public wi-fi, public computers and printing, literacy classes, driving test preparation classes, digital literacy classes, and citizen classes.

According to the Beaumont Library District, the library is currently inadequate to serve the current population and a future expansion project is underway. The library will undergo an expansion and renovation project in 2025 that is anticipated to double the current size and include a new children's room, teen room, large meeting room (for 100+ people), conference room, staff workspace, and a bookmobile garage; refer to Appendix 11.14.

The City imposes a library facilities fee of $0.15 per square foot (of dwelling unit).[9] The fee only applies to residential development.

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[6] Willdan Financial Services, *City of Beaumont Development Impact Fee Nexus Study Update,* May 31, 2024.

[7] Willdan Financial Services, *City of Beaumont Development Impact Fee Nexus Study Update, Table 3.8: Park Facilities Fee Schedule*, May 31, 2024.

[8] Beaumont Library District, *About the Library*, https://www.mybld.org/about-the-library, accessed January 5, 2026.

[9] Willdan Financial Services, *City of Beaumont Development Impact Fee Nexus Study Update, Table 13.6: Library Facilities Fee Schedule*, May 31, 2024.

5.9.2 REGULATORY SETTING

FIRE PROTECTION

State Level

CALIFORNIA CODE OF REGULATIONS TITLE 24 – FIRE CODES

California Code of Regulations (CCR) Title 24 refers to the California Building Code (CBC), which contains complete regulations and general construction building standards of State agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. CBC Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, the CBC Chapter 7A, *Materials and Construction Methods for Exterior Wildfire Exposure*, addresses fire safety standards for new construction.

CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 4290-4299 AND GENERAL CODE SECTION 51178

A variety of State codes, particularly Public Resources Code Sections 4290-4299 and General Code Section 51178, require minimum Statewide fire safety standards pertaining to roads for fire equipment access; signage identifying streets, roads and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. They also identify primary fire suppression responsibilities among the federal, State, and local governments. In addition, any person who owns, leases, controls, operates or maintains a building or structure in or adjoining a mountainous area or forest-covered, brush-covered or grass-covered land, or any land covered with flammable material, must follow procedures to protect the property from wildland fires. This regulation also helps ensure fire safety and provide adequate access to outlying properties for emergency responders and safe evacuation routes for residents.

2018 CALIFORNIA STATE HAZARD MITIGATION PLAN

Created by the California Governor's Office of Emergency Services (CGOES), the 2018 California State Hazard Mitigation Plan (SHMP) represents the State's primary hazard mitigation guidance document. The primary goal of the SHMP is to reduce or eliminate potential risks and impacts of natural and human-caused disasters to help communities with their mitigation and disaster resiliency efforts. It includes an updated Statewide risk assessment, disaster history, and statistics; recent mitigation progress, success stories, and best practices; updated State hazard mitigation goals, objectives, and strategies; and updated climate mitigation progress and adaptation strategies (CGOES HMP). The SHMP is required by FEMA under the Disaster Mitigation Act of 2000, which requires states to have disaster mitigation plans as described above.

Local Level

COUNTY OF RIVERSIDE GENERAL PLAN

The County General Plan Safety Element discusses policies, goals, and actions to minimize the hazards to safety in and around unincorporated Riverside County. The following policies are applicable to the project:

S1.1 Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

S4.9 Site all new public facilities in areas outside of identified fire hazard severity zones and wildland-urban interface or fire threat areas, as feasible.

S4.15 Seek to conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.

S4.26 Require as feasible automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities and encourage these sensors for all residences.

COUNTY OF RIVERSIDE MULTI-JURISDICTIONAL LOCAL HAZARD MITIGATION PLAN

The *County of Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan* (County LHMP) identifies the County's hazards (including fire 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. The County LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through grant programs. The City is one of the participating jurisdictions in the County LHMP.

CITY OF BEAUMONT GENERAL PLAN

The Beaumont General Plan Economic Development Element discusses policies, goals, and actions to guide the City's overall fiscal and economic prosperity. The following policies are applicable to the project:

Policy 5.8.3 Require new development to pay its fair share of required improvements, including maintenance costs, to public facilities and services through impact fees and other financial and regulatory mechanisms such as benefit assessment districts (BADs) or community facilities districts.

The Community Facilities and Infrastructure Element focuses on the components of the City's facilities and infrastructure. The following objective and policies are applicable to the project:

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

The Safety Element establishes a framework for maintaining and improving the safety of the City's residents. The following policies are applicable to the project:

Policy 9.4.1 Continue coordinated review of development proposals with the Police Department and Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new development planned or proposed in the City and City's Sphere of Influence.

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

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.

Policy 9.6.3 Ensure that development in Very High Fire Hazard Severity Zones minimizes the risks 246 City of Beaumont General Plan 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.

CITY OF BEAUMONT LOCAL HAZARD MITIGATION PLAN

The Disaster Mitigation Act of 2000 requires communities to prepare and to keep updated a Local Hazard Mitigation Plan (LHMP) recognizing potential natural hazards and to identify and consider mitigation measures to reduce the risks associated with such hazards. Hazard mitigation planning helps to reduce loss of life and property by minimizing the impact of disasters. In May 2017, the City of Beaumont prepared the *City of Beaumont Local Hazard Mitigation Plan* (City LHMP). The City LHMP identifies vulnerabilities, provides recommendations for prioritized mitigation actions, evaluates resources, identifies mitigation shortcomings, provides future mitigation planning, and establishes schedule for maintenance of existing plan. Mitigation strategies included in the City LHMP typically serve as the implementation plan for the Beaumont General Plan Safety Element.

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 and Riverside County, special districts, and State agencies. The EOP references and is consistent with the General Plan Safety Element goals and policies.

BEAUMONT MUNICIPAL CODE

Municipal Code Chapter 15.20, *Fire Code*, adopts the California Fire Code (CFC) by reference. The CFC is a set of regulations addressing fire safety and fire prevention in buildings and structures.

CITY OF BEAUMONT DEVELOPMENT RELATED FEE SCHEDULE

The City adopted the *City of Beaumont Development Related Fee Schedule,* effective July 1, 2023*,* which provides fee schedules for fire protection services. According to the *City of Beaumont Development Related Fee Schedule*, industrial/high-cube warehouse uses are subject to a fire protection facilities fee of $0.17 per square feet.

POLICE PROTECTION

Local Level

COUNTY OF RIVERSIDE GENERAL PLAN

The County General Plan Healthy Communities Element discusses policies, goals, and actions to promote a healthy living environment in the County. The following policies are applicable to the project:

Policy HC 9.4 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.

CITY OF BEAUMONT GENERAL PLAN

The Beaumont General Plan includes the Safety Element that establish a framework for maintaining and improving the safety of the City's residents. The following policies are applicable to the project:

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.

Policy 9.1.4 Continue to foster positive, peaceful, mutually supportive relationships between Beaumont residents and the police. Encourage increased community involvement and activities, such as block parties, to reduce criminal activity.

Policy 9.1.5 Coordinate with local partners to encourage community-based crime prevention efforts.

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.

BEAUMONT MUNICIPAL CODE

Municipal Code Chapter 15.04, *Building Code*, adopts by reference the CBC. This includes CBC standards regarding building access for emergency services, and other safety precautions.

Municipal Code Chapter 3.32, *Fixing Fees, Charges and Taxes,* enables the City to charge fees for licenses, permits, and other certain services provided by the City. These fees, charges, and taxes are utilized for raising revenue, providing police regulation, and protecting the public health, safety and welfare.

CITY OF BEAUMONT DEVELOPMENT RELATED FEE SCHEDULE

The City adopted the *City of Beaumont Development Related Fee Schedule,* effective July 1, 2023*,* which provides fee schedules for police protection services. According to the *City of Beaumont Development Related Fee Schedule*, industrial/high-cube warehouse uses are subject to a police facilities fee of $0.10 per square feet.

SCHOOLS

State Level

LEROY F. GREENE SCHOOL FACILITIES ACT OF 1998 (SENATE BILL 50)

Senate Bill 50 (SB 50) was enacted by the State Legislature in 1998 and made significant amendments to existing State law governing school fees. Specifically, SB 50 amended prior California Government Code Section 65995(a) to prohibit State or local agencies from imposing school impact mitigation fees, dedications or other requirements in excess of those provided in the statute in connection with "any legislative or adjudicative act...by any State or local agency involving...the planning, use, or development of real property...." The legislation also amended California Government Code Section 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act [involving] the planning, use or development of real property." Further, SB 50 established the base amount of allowable developer fees: $1.93 per square foot for residential construction and $0.31 per square foot for commercial. These base amounts are commonly called "Level 1 fees" and are the same caps that were in place at the time SB 50 was enacted. Level 1 fees are subject to inflation adjustment every two years.

In certain circumstances, for residential construction, school districts can impose fees that are higher than Level 1 fees. School districts can impose Level 2 fees, which are equal to 50 percent of land and construction costs if they: (1) prepare and adopt a school needs analysis for facilities; (2) are determined by the State Allocation Board to be eligible to impose these fees; and (3) meet at least two of the following four conditions:

- At least 30 percent of the district's students are on a multi-track year-round schedule;
- The district has placed on the ballot within the previous four years a local school bond that received at least 50 percent of the votes cast;
- The district has passed bonds equal to 30 percent of its bonding capacity; or
- At least 20 percent of the district's teaching stations are relocatable classrooms.

Additionally, if the State's bond funds are exhausted, a school district that is eligible to impose Level 2 fees is authorized to impose even higher fees. Commonly referred to as "Level 3 fees," these fees are equal to 100 percent of land and construction costs of new schools required as a result of new developments.

Local Level

COUNTY OF RIVERSIDE GENERAL PLAN

The County General Plan Healthy Communities Element discusses policies, goals, and actions to promote a healthy living environment in the County. The following policies are applicable to the project:

Policy HC 16.15 Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.

PARKS AND RECREATION

State Level

MITIGATION FEE ACT

The Mitigation Fee Act does not dictate use of a particular type or level of facility standard for public facilities fees. To comply with the findings required under the law, facility standards must not burden new development with any cost associated with facility deficiencies attributable to existing development.

QUIMBY ACT

The Quimby Act specifies that the dedication requirement must be a minimum of 3.0 acres and a maximum of 5.0 acres per 1,000 residents. A jurisdiction can require residential developers to dedicate above the three-acre minimum if the jurisdiction's existing park standard at the time it adopted its Quimby Act ordinance justifies the higher level (up to five acres per 1,000 residents). The standard used must also conform to the jurisdiction's adopted general or specific plan standards. The Quimby Act only applies to land subdivisions. The Quimby Act would not apply to residential development on future approved projects on single parcels, such as apartment complexes and other multifamily development. The Quimby Act allows payment of a fee in lieu of land dedication. The fee is calculated to fund the acquisition of the same amount of land that would have been dedicated. The Quimby Act allows use of in-lieu fee revenue for any park or recreation facility purpose. Allowable uses of this revenue include land acquisition, park improvements, and rehabilitation of existing parks.

Local Level

COUNTY OF RIVERSIDE GENERAL PLAN

The County General Plan 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 following policies are applicable to the proposed project:

OS 20.6 Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites.

CITY OF BEAUMONT GENERAL PLAN

The Beaumont General Plan Community Facilities and Infrastructure Element focuses on the components of the City's facilities and infrastructure. The Plan includes policies that protect and

promote the City's existing parks and recreational facilities. The following policies are applicable to the project:

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

Policy 7.9.1: Continue to implement its park dedication and improvement requirement of 5 acres of parkland for every 1,000 persons in conjunction with residential development.

BEAUMONT MUNICIPAL CODE

Municipal Code Chapter 3.34, *Regional Park, Multipurpose Trail, and Open Space Facility Fee,* requires the payment of facility fees (Regional Park, Multipurpose Trail and Open Space Facility Fee) used to maintain the parks currently operated by the City.

LIBRARIES

Local Level

CITY OF BEAUMONT GENERAL PLAN

The Beaumont General Plan Community Facilities and Infrastructure Element focuses on the components of the City's facilities and infrastructure and includes policies that protect and promote the City's existing public library facilities. The following policies are applicable to the project:

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

Policy 7.9.4: Deliver public access to library services and community planning at neighborhood scale.

5.9.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

PUBLIC SERVICES

- 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:

- Fire protection (refer to Impact Statement PS-1);
- Police protection (refer to Impact Statement PS-2);
- Schools (refer to Impact Statement PS-3);
- Parks (refer to Impact Statement PS-4);
- Other public facilities (refer to Impact Statement PS-5);

RECREATION

- 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 (refer to Impact Statement PS-4); and/or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (refer to Impact Statement PS-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.9.4 IMPACTS AND MITIGATION MEASURES

FIRE PROTECTION

PS-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN THE NEED FOR ADDITIONAL FIRE PROTECTION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES.

Impact Analysis:

CONSTRUCTION

Development of the proposed project would involve mass grading the Development Site and constructing four industrial buildings and associated site improvements. Construction activities would be subject to compliance with applicable State and local regulations in place to reduce risk of fire, such as installation of a temporary construction fencing to restrict site access and maintenance of a clean construction site. Construction of the proposed project would also be subjected to the Municipal Code

Title 15, *Building and Construction* which adopts the CBC and CFC by reference. The CFC requires site access requirements and fire safety precautions associated with construction activities. As such, with compliance with applicable State and local regulations, construction of the proposed project would have less-than-significant impacts on fire protection services.

OPERATIONS

The proposed project would construct four industrial buildings with a maximum square footage of approximately 5,182,891 square feet. As discussed in Section 5.8, *Population and Housing*, buildout of the proposed project would employ up to 6,114 employees. Development of the project would impact fire services by placing an additional demand on existing RCFD resources and personnel but would not increase the level of personnel or resources beyond that currently provided by these stations.

As detailed in Impact Statement WF-1 in Section 5.11, the project would not substantially impede emergency response times in the local area as concluded in the Wildfire Evacuation Study and Fire Evacuation Analysis. Specifically, an evacuation model analysis was performed to determine how long it would take for occupants of the project and other land uses in the study area to evacuate to nearby urban areas and/or freeways in case of a fire emergency. Table 5.11-1, *Evacuation Modeling Scenarios and Evacuation Time Summary*, summarizes the evacuation time for each analysis scenario.

The annual emergency call volume generated by the proposed project has been estimated based upon per capita data for 2022 from RCFD calls within their jurisdiction and detailed in the Fire Protection Plan (included in Appendix 11.8, *Wildfire Studies*). As detailed in the Fire Protection Plan Table 10, *Conceptual Calculated Call Volume*, the proposed project is anticipated to increase calls for service at a rate of a conservatively calculated 194 calls per year (four calls per week or 16 calls per month); refer to Appendix 11.8. Fire Stations 66 and 20 combined emergency responses in 2021 totaled 7,163 calls per year (2,607 and 4,556 respectively), or 7.1 and 12.5 calls per day per station respectively. The level of service demand for the project minimally raises the overall call volume for the area. For perspective, five calls per day are typical in an urban or suburban area. A busy fire station company would experience 10 to 15 or more calls per day. The expected number of potential calls per week generated by the project at full buildout would be four calls, although the number would likely be lower than that based on the conservative nature of the population and calls per capita data used in this estimate. With additional assistance from Fire Station 106, Fire Stations 66 and 20 would not have a significant increase in call volume from the project.

Additionally, as detailed in Section 3.2, *Project Characteristics* under "Fire Projection Design Features", a Fire Protection Plan was prepared for the project to ensure various fire prevention and reduction strategies are implemented throughout the development; refer to Section 5.11, *Wildfire*. As detailed in the Fire Protection Plan, the project's fire protection systems would include a redundant layering of protection methods that have proven to reduce overall fire risk. The requirements and recommendations included in the Fire Protection Plan are performance based and project site–specific, considering the project site's unique characteristics. Specifically, the following fire reduction project design features would be implemented in compliance with the Fire Protection Plan:

- Project buildings would be constructed of ignition resistant construction materials and include automatic fire sprinkler systems based on the latest adopted Building and Fire Codes for occupancy types.

- Fuel modification would be provided as needed around the perimeter of the project site as required by the RCFD and would be a minimum of 100 feet wide.

- If any modifications to the site plan or building square footage described in the Fire Protection Plan occurs, the applicant would be required to submit a revised fire protection plan for RCFD approval.

- Landscape plantings would not utilize prohibited plants that have been found to be highly flammable.

- Fire apparatus access roads (i.e., public and private streets) would be provided throughout the industrial development and would vary in width and configuration but would all provide at least the minimum required unobstructed travel lanes, lengths, turnouts, turnarounds, and clearances required by applicable codes. Primary access and internal circulation would comply with RCFD requirements.

- Buildings would be equipped with automatic fire sprinkler systems designed to NFPA 13 standards and meet RCFD requirements.

- The project would be required to demonstrate provision of water capacity and delivery to ensure a reliable water source for operations and during emergencies which may require extended fire flow.

- Should future iterations of the project's site plan result in buildings that do not achieve a minimum of 100 feet of defensible space, then alternative materials and methods may be proposed to provide the functional equivalency of a full 100 feet of defensible space. Alternative materials and methods would be to the satisfaction of RCFD and may include structural hardening enhancements or landscape features, like non-combustible walls.

- On-going maintenance of all fuel modification shall be managed by Owner's, Property Management Company, or another approved entity, at least annually or as needed.

- The Property Owner(s) or Property Management Company, will provide business owners informational brochures at time of occupancy, which will include an outreach and educational role to ensure fire safety measures detailed in the Fire Protection Plan have been implemented and prepare development-wide "Ready, Set, Go!" plans.

As depicted in the fire behavior modeling for existing and post-project conditions in the Wildfire Evacuation Study and Fire Evacuation Analysis, the project at buildout would reduce the overall risk of wildfire spreading off-site with implementation of the fire safety requirements, defensible space, and vegetation management outlined in the Fire Protection Plan.

Furthermore, the proposed project's demand on RCFD services would be offset through payment of development impact fees. According to the *City of Beaumont Development Related Fee Schedule*, industrial/high-cube warehouse use would be required to pay $0.17 per square foot to offset impacts

to fire protection facilities.[10] Additionally, the proposed project would be required to undergo several RCFD fire plan review and inspections and pay the associated costs for these services, including pre-development (e.g., annexation, development agreement, General Plan Amendment), architectural/development (e.g., site plan reviews), fire development (e.g., fire sprinklers, fire alarm, water system permits, fire protection systems, etc.), and post-development (e.g., annual inspections).[11] Overall, the final project plans would be reviewed and approved by RCFD, which would ensure adequate emergency access, appropriate fire flow, and compliance with all applicable State and local codes and standards. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

POLICE PROTECTION

PS-2 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN THE NEED FOR ADDITIONAL POLICE PROTECTION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES.

Impact Analysis:

CONSTRUCTION

Construction activities associated with the project may create a temporary increase in demand for BPD services to the project site. However, project construction activities would be required to comply with Municipal Code Title 15, *Building and Construction*, and all adopted State construction codes. Specifically, the CBC includes emergency site access requirements that would minimize site safety hazards and potential construction-related impacts to police services. Therefore, upon compliance with these requirements, the project construction would result in less-than-significant impacts in this regard.

OPERATIONS

As discussed above, the proposed project would impact police services by placing an additional demand on existing BPD resources and personnel by generating additional calls for service. According to the Beaumont Police Department Citizen RIMS web page, approximately 43 police service calls were requested within a one-mile radius of the project site from January 2024 to December 2024.[12] However, these calls comprised of reckless driving, collisions, and driving under the influence

[10] City of Beaumont, *Development Related Fee Schedule*, https://www.beaumontca.gov/DocumentCenter/View/2313/Development-Fee-Schedule-Planning-Public-Works-Building--Fire?bidId=, accessed December 9, 2024.

[11] Ibid.

[12] Beaumont Police Department, *Citizen RIMS interactive map*, https://beaumont.crimegraphics.com/2013/default.aspx?InitialTab=1, accessed December 13, 2024.

incidents along SR-79 and traffic collision, theft, disturbance, and assault calls at the residential properties to the east of the site. The project site did not have any incidents reported on-site. However, it can be assumed that the project would generate a typical range of police service calls as similar developments, such as vehicle burglaries, disturbances, and driving under the influence.

The proposed project's demand on BPD services would be offset through collection of development impact fees. According to the City's *Development Related Fee Schedule*, industrial/high-cube warehouse use would pay $0.10 per square foot to offset impacts to police protection facilities.[13]

Further, as stated, the proposed project would include 30-foot wide internal drive aisles to provide adequate access for emergency vehicles, including police protection vehicles. The proposed project would be designed in compliance with Title 5, *Buildings and Structures*, which includes provisions of the 2022 California Building Code. The California Building Code includes emergency access requirements which would minimize site safety hazards and potential operational impacts to police services. The BPD would review the project's final site plans to ensure that the project adhere to emergency access requirements for police services. Following compliance with Municipal Code requirements and payment of development impact fees, the project's operational impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

SCHOOLS

PS-3 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD POTENTIALLY RESULT IN THE NEED FOR ADDITIONAL SCHOOL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE PERFORMANCE OBJECTIVES.

Impact Analysis: As discussed in Section 5.8, *Population and Housing*, the proposed project would not directly or indirectly induce population growth in the City. Pursuant to SB 50, school fees imposed through the Education Code are deemed to be full mitigation for new development projects; thus, payment of school impact fees would offset the cost of providing services for students potentially generated by future projects. Specifically, the proposed four industrial buildings would be required to pay a standard development impact fee of $0.87 per square foot of commercial/industrial use to BUSD. As the project would be required to pay these developer fees, which are deemed to be full mitigation, and existing school capacities would accommodate future students generated by the project. Impacts related to school services would be less than significant.

Mitigation Measures: No mitigation measures are required.

[13] City of Beaumont, *Development Related Fee Schedule*, https://www.beaumontca.gov/DocumentCenter/View/2313/Development-Fee-Schedule-Planning-Public-Works-Building--Fire?bidId=, accessed December 9, 2024.

Level of Significance: Less-Than-Significant Impact.

PARKS AND RECREATION

PS-4 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD POTENTIALLY RESULT IN THE NEED FOR ADDITIONAL PARKS AND RECREATIONAL FACILITIES AND/OR THE INCREASED USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION COULD OCCUR OR BE ACCELERATED.

Impact Analysis: As discussed in Section 5.8, *Population and Housing*, the proposed project would not directly or indirectly induce population growth in the City. Employees and visitors who work at or visit the project site may travel to existing City parks during breaks or before and after business operations. However, employees and visitors who may occasionally use the City's neighborhood parks, regional parks, or other recreational facilities, would not cause a substantial deterioration of park facilities. The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreational facilities or the need for new or physically altered parks or recreational facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

LIBRARIES

PS-5 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD POTENTIALLY RESULT IN THE NEED FOR ADDITIONAL PUBLIC LIBRARY FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE PERFORMANCE OBJECTIVES.

Impact Analysis: As previously stated, development of the project would not result in an increase in the population of the project area. Therefore, the project would not increase the demand for other public facilities, including library services which would require the construction of new or expanded public facilities.

Based on feedback from the Beaumont Library District, the library is currently inadequate to serve the current population and thus, a future expansion project is underway. The library will undergo an expansion and renovation project in 2025 that is anticipated to double the current size and include a new children's room, teen room, large meeting room (for 100+ people), conference room, staff workspace, and a bookmobile garage

Further, based on feedback from the Beaumont Library District, direct project impacts to the existing library would be limited. However, the Beaumont Library District states that traffic generated by the proposed project may impact the Beaumont Library District's operations. It should be noted that the Beaumont Library District is located along 8th Street in the central portion of Beaumont. Traffic

generated from the proposed project would primarily consist of trucks that would travel along nearby highways (i.e., SR-79, SR-60, and Interstate 10) and other roadways designated by the City as truck priority roadways (i.e., Oak Valley Parkway, Cherry Avenue, 4th Street, among others). As the Beaumont Library District is not located along these roadways, the project's traffic would not substantially impact library operations.

Further, the Beaumont Library is owned and operated by the Beaumont Library District, not the City, and is funded by property taxes, contributions from individuals, and foundations. Development under the project would result in the conversion of vacant land to commercial and industrial development, which in turn would increase property tax revenue to the Beaumont Library District. Overall, impacts to library services would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.9.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

FIRE PROTECTION

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CREATE INCREASED DEMAND FOR FIRE PROTECTION SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative impacts associated with fire protection services are considered for projects that would also contract with RCFD and CAL FIRE (i.e., related projects within the RCFD and CAL FIRE service areas). However, cumulative projects would be subject to separate environmental review under CEQA and development impact fees in their respective jurisdictions to offset increases in demand for fire and emergency services. Related projects would also be required to comply with applicable State and local regulations intended to reduce risk of fire and impacts on fire protection services. Additionally, all projects within the RCFD service area would be subject to plan checks to ensure adequate emergency access is provided and applicable CFC requirements are met.

As discussed, construction of the proposed project would be subject to Municipal Code Title 15, *Building and Construction*, which adopts the CBC and CFC by reference. Compliance with the CBC and CFC would ensure that the project reduces risks of fire during construction activities. During project operation, the new industrial development is conservatively estimated to generate approximately 194 calls per year (four calls per week or 16 calls per month). As the expected number of potential calls per week generated by the project at full buildout would be four calls, Fire Stations 66 and 20 would not have a significant increase in call volume from the project with additional assistance from Fire Station 106. Additionally, the proposed project would include project design features to reduce

wildfire risk and enhance fire protection, and be subject to development impact fees which would offset impacts to fire protection services and facilities. Furthermore, the proposed project would undergo RCFD fire plan review which would ensure adequate emergency access, appropriate fire flow, and compliance with all applicable State and local codes and standards. As such, the project's impacts would not be cumulatively considerable and would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

POLICE PROTECTION

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CREATE INCREASED DEMAND FOR POLICE PROTECTION SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative impacts associated with police protection services are considered for projects that would also be served by BPD (i.e., related projects within the City). Cumulative projects would be subject to separate environmental review under CEQA and be required to pay impact development fees to offset impacts to BPD services. Future cumulative projects would also be reviewed by the BPD as part of the City's plan check review process to ensure adequate security measures are provided for each site-specific development.

As discussed, project construction activities would be required to comply with Municipal Code Title 15, *Building and Construction*, and all adopted State construction codes which requires emergency site access requirements that would minimize site safety hazards and potential construction-related impacts to police services. Additionally, the proposed project's demand on BPD services would be offset through payment of development impact fees. BPD would review the project's final site plans to ensure that the project adheres to emergency access requirements for police protection services. As such, the project's impacts would not be cumulatively considerable and would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

SCHOOLS

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CREATE INCREASED DEMAND FOR SCHOOL SERVICES AND FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: For the purposes of school services cumulative analysis, cumulative impacts are considered for projects also within the BUSD school boundary (i.e., projects within the BUSD service area). Similar to the proposed project, cumulative projects would also be subject to SB 50 development impact fees, which are deemed to be full mitigation.

As discussed, the BUSD service area encompasses the City and the City's SOI. The proposed project would be subject to SB 50 development fees. As such, the project's impacts would not be cumulatively considerable and would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

PARKS AND RECREATION

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CREATE INCREASED DEMAND FOR PARKS AND RECREATIONAL FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative impacts associated with park and recreational facilities are considered for related projects within the City that would also increase demands on City parks and recreational facilities (i.e., residential projects). Cumulative residential projects would be subject to separate environmental review under CEQA and be required to dedicate parkland, pay in-lieu fees, and/or mitigation act fees.

As the project would not result in direct or indirect population growth that could increase demand for City park and recreational services, the project's impacts would not be cumulatively considerable and would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

PUBLIC LIBRARIES

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CREATE INCREASED DEMAND FOR OTHER PUBLIC FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative impacts to library services are considered for related projects also within the Beaumont Library District service area. Cumulative projects within the City would proportionally fund the Beaumont Library District through impact development fees. Cumulative development would be evaluated on a case-by case basis at the project level, as they are implemented, for their potential to impact Beaumont Library District services.

Project implementation would not result in direct or indirect population growth in the Beaumont Library District's service area. Thus, the project's less-than-significant impacts to library services would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to public services and recreation have been identified.

5.10 UTILITIES AND SERVICE SYSTEMS

This section identifies the existing utilities and service systems in the City and provides an analysis of potential impacts that may result from project implementation. Existing baseline conditions, potential project impacts, and appropriate mitigation measures to reduce potentially significant impacts, if any, are described. The analysis in this section is based in part on the following technical studies; refer to Appendix 11.7, *Water Supply Assessment*.

- *Water Supply Assessment Beaumont Heights Business Center* (WSA), prepared by Michael Baker International and dated April 2025; and
- *Will Serve Letter, Beaumont Heights Business Center, Beaumont, CA* (BCVWD Will Serve Letter), prepared by the BCVWD and dated June 11, 2025.

5.10.1 EXISTING SETTING

WATER

Water service to the City is provided by the Beaumont-Cherry Valley Water District (BCVWD). BCVWD owns and operates both potable and non-potable water distribution systems. BCVWD provides water and irrigation to users through the potable water system, and non-potable water for landscape irrigation of parks, playgrounds, school yards, street medians and common areas through its non-potable (recycled) water system. BCVWD's overall water supply consists of imported water, groundwater, and non-potable groundwater.

Potable Water System

BCVWD's potable water system is supplied by wells in Little San Gorgonio Creek (Edgar Canyon) and the Beaumont Basin (sometimes called the Beaumont Storage Unit or the Beaumont Management Zone). The BCVWD has a total of 24 wells (one well is on standby). One of the wells, Well 26, can pump into either the potable water or the non-potable water system. Currently, it is pumping into the non-potable water system.

The Beaumont Basin is adjudicated and managed by the Beaumont Basin Watermaster. BCVWD augments its groundwater supply with imported State Project Water from the San Gorgonio Pass Water Agency (SGPWA) which is recharged at BCVWD's recharge facility at the northeast corner of Brookside Avenue and Beaumont Avenue. The Beaumont Basin Adjudication requires that the extracted amount of water from the Basin must be replaced.

Wells in Edgar Canyon have limited yield, particularly in dry years, and take water from shallow alluvial and fractured bedrock aquifers. Wells in the Beaumont Basin are large capacity and pump from deep aquifers – some as deep as 1,500 feet below the ground surface. The Edgar Canyon Wells are very inexpensive to operate and are the preferred source due to there being no replenishment requirement like the Beaumont Basin; however, those wells are not able to meet the current average day demand. The Edgar Canyon Wells pump to a gravity transmission main that extends the full length of the

District-owned properties in Edgar Canyon. The transmission main connects to the distribution system in Cherry Valley. Water from the Edgar Canyon Wells, which is not used in the developed areas adjacent to Edgar Canyon or Cherry Valley, is transferred to lower pressure zones serving the City of Beaumont. The Edgar Canyon Wells provide about 15 to 20 percent of the total annual supply; the rest is pumped from wells in the Beaumont Basin supplemented by recharged imported water.

BCVWD has two active stream diversion locations within Little San Gorgonio Creek (Edgar Canyon) that are in the State Water Resources Control Board, Division of Water Rights database (S014351, S014352). The diversions have pre-1914 recorded water rights amounting to approximately 45,000 acre-feet per year (AFY) of right for diversion of water for domestic and irrigation uses. These date back to the early history of BCVWD. However, BCVWD has not yet experienced a demand that requires such large quantities of water supply; and the watersheds may not be capable of supplying such quantities during an average year. At the present time, BCVWD currently diverts streamflow in Edgar Canyon to a series of percolation ponds which recharge the shallow wells in Edgar Canyon. This water is then extracted for domestic purposes.

BCVWD's total well capacity (Edgar Canyon and Beaumont Basin) is about 27.5 million gallons per day (mgd) with the largest well out of service, which is greater than the current 20.3 mgd maximum day demand (2023). BCVWD has 11 pressure zones and 14 reservoirs (tanks) ranging in size from 0.5 million gallons to 5 million gallons. Total storage is approximately 22 million gallons – just over two average days or just over one maximum day. The reservoirs provide gravity supply to their respective pressure zones. The BCVWD's potable system is constructed such that any higher zone reservoir can supply water on an emergency basis to any lower zone reservoir. There are also booster pumps in the system to pump water up from a lower pressure zone to a higher pressure zone.

The transmission system in the main pressure zones is comprised of 24-inch diameter pipelines (there are some 30-inch diameter pipelines at some reservoirs). The bulk of the transmission system is ductile iron pipe with cement mortar lining and was installed in the last 15 to 20 years. There are a number of small distribution lines (4-inch and smaller) that are gradually being replaced over time with minimum 8-inch diameter ductile iron pipe. All developments, since the early 1980s, have installed mortar lined, ductile iron pipe. The distribution system is capable of providing over 4,000 gallons per minute (gpm) fire flow in industrial/commercial areas of the service area.

Imported Water and Recharge Facilities

The State Water Project (SWP) is a multi-purpose water storage and delivery system that extends over 705 miles in the State. It plays an important role in maintaining water supplies during extreme events such as flooding and drought throughout California. The SWP provides water for agricultural, residential, municipal, and industrial use.[1] The BCVWD is a participating agency under the SWP.

As discussed in the BCVWD's *2020 Urban Water Management Plan* (2020 UWMP), BCVWD utilizes imported water purchased from the SGPWA.[2] The SGPWA has a service area of approximately 225 square miles exclusively in Riverside County.[3] SGPWA has supplied water to the Yucaipa Valley Water

[1] California Department of Water Resources, *State Water Project*, https://water.ca.gov/programs/state-water-project, accessed December 12, 2024.
[2] Beaumont-Cherry Valley Water District, *2020 Urban Water Management Plan,* September 2021.
[3] Ibid.

District, City of Banning, and BCVWD; however, the majority of its deliveries have been dedicated to BCVWD. It has been projected that BCVWD will continue to be a large percentage of SGPWA's water deliveries. BCVWD will need additional imported water to meet its long-term needs, even when maximizing local resources.[4] As detailed in the WSA, SGPWA has reliable water supplies through the 2045 planning horizon; SGPWA has assessed the available SWP supplies, imported supplies, and locally available managed water supplies to assess regional water supply reliability through its 2045 planning horizon. Table 5.10-1, *BCVWD Current and Projected Water Supplies and Sources*, summarizes BCVWD's current (2025) and future (2030 through 2045) projected water supply and sources.

Table 5.10-1
BCVWD Current and Projected Water Supplies and Sources

Water Supply Sources	Additional Detail on Water Supply Sources	Projected Reasonably Available Volume (AFY)[1]				
		2025	2030	2035	2040	2045
Groundwater (not desalinated)	Little San Gorgonio Canyon	2,070	2,070	2,070	2,070	2,070
	Beaumont Basin (Reallocated unused overlie rights)	1,322	1,286	1,165	1,099	1,099
	Beaumont Basin total forbearance water	471	547	1,387	1,542	1,542
	Non-Potable Groundwater at Mouth of Edgar Canyon	0	0	300	300	300
	Non-Potable Groundwater along San Timoteo Creek	0	0	600	600	600
	Return flows	280	514	868	922	1,155
Stormwater	Beaumont MDP Line 16	185	185	185	185	185
	Miscellaneous Stormwater	0	350	350	350	350
Purchased or Imported Water	From SGPWA for Replenishment of Beaumont Basin (Portable Water)	8,868	9,300	9,966	10,717	11,281
	To supplement Non-Portable Water Supply (Purchased for Replenishment)	276	246	0	0	0
	From SGPWA for Banking	1,500	1,200	1,000	1,000	1,000
	Additional Imported Water Available from SGPWA	1,572	396	2,389	2,994	3,769
Recycled Water	From City of Beaumont for Landscaping	2,017	2,381	2,892	2,955	2,915
Total		18,561	18,475	23,172	24,734	26,266
Total Imported Water Required		10,644	10,746	10,966	11,717	12,281
Total Imported Water Available to BCVWD from SGPWA		**23,118**	**22,629**	**27,021**	**28,124**	**26,268**

Notes: All units are in acre-feet per year (AFY).
1. Data obtained from Beaumont-Cherry Valley Water District, *2020 Urban Water Management Plan, Figure 6-24*, September 2021. Totals could be slightly off due to rounding.

Source: Refer to Appendix 11.7.

[4] Ibid.

Around 2001, BCVWD began investigating an 80-acre site on the east side of Beaumont Avenue between Brookside Avenue and Cherry Valley Boulevard as a location for a facility to recharge captured storm flow and imported water. After extensive hydrogeologic investigations, including pilot testing, the BCVWD eventually purchased the site (known as the Oda Property) and developed Phase 1 of the recharge facility on the westerly half of the site. The Phase 1 facilities were completed and went online in late summer 2006. Phase 2 of the recharge facility was completed in 2014. The 80-acre site has excellent recharge capabilities with long-term percolation rates around 7 to 10 acre-ft/acre/day, with proper maintenance. The BCVWD completed construction of a 24-in pipeline from the SGPWA turnout on East Branch Extension (EBX) of the State Water Project to the District's recharge facilities in 2006. A metering station was installed at the turnout at Noble Street and Orchard Street and BCVWD began taking imported water deliveries from SGPWA for recharge in September of 2006. In 2019, the EBX facility was expanded to allow for additional imported water capacity. Since its operation in 2006 through the end of 2023, nearly 131,136 acre-feet (AF) (about 42.7 billion gallons) of imported water have been recharged. As of the end of 2023, BCVWD has 32,844 acre-ft "banked" in the Beaumont Basin; this is more than a three-year supply. From 2020 to 2022, the region experienced a severe drought which required the BCVWD to extract supplies from its storage account.

The BCVWD also recently worked with Riverside County Flood Control and Water Conservation District to complete the construction of the MDP Line 16 Project, which will allow the BCVWD to capture and recharge stormwater at the Phase 2 recharge facilities. This project was recently completed and the expected volume of stormwater able to be recharged is approximately 250 AFY.

While the project site is currently undeveloped and vacant, the site is not utilized for groundwater recharge.

Non-Potable Water/Recycled Water

The BCVWD currently uses recycled water for non-potable purposes. The use of recycled water is primarily used for non-potable water use such as landscaping and golf course irrigation.

Currently, BCVWD has over 40 miles of non-potable water transmission and distribution pipelines (6-inch and larger) in-place. This construction has occurred since about 2002. A 24-inch diameter ductile iron pipeline forms a loop around the City of Beaumont. The system includes a 2-million gallon recycled (non-potable) water reservoir which provides gravity storage and pressurization for the system. The 2 MG non-potable water reservoir is configured to receive potable water or untreated State Project Water (SPW) through air gap connections. The non-potable water system can have a blend of recycled water, imported water, non-potable groundwater, and potable water. The 2 MG reservoir is located at the BCVWD's groundwater recharge facility at Beaumont Avenue between Brookside Avenue and Cherry Valley Boulevard. There are about 425 existing irrigation connections to the non-potable water system receiving about 1,600 acre-ft of water based on 2023 water meter records. The effects of increased development in the BCVWD's service area impacted the non-potable system, also.

A large part of the non-potable water system is currently supplied from Well 26 and supplemented with potable water which is introduced into the 2 MG non-potable water tank through an air gap connection. The non-potable water system in the Tournament Hills, Fairway Canyon and Olivewood

areas are currently supplied with potable water through temporary interconnections between the potable and non-potable water system.

BCVWD is currently working with the City of Beaumont to secure recycled water for use in the non-potable water system. The City completed the expansion and upgrade of its existing wastewater treatment facility in 2021 to bring it to 6 mgd capacity and installed a new membrane bioreactor (MBR) treatment unit followed by reverse osmosis membrane treatment. A brine line from the treatment plant to the Inland Empire Brine Line (IEBL) in San Bernardino was constructed in 2020. Upon the availability of recycled water from the City, the non-potable system will be completely severed from the potable system.

A memorandum of understanding between BCVWD and the City for recycled water purchase and use was signed in July 2019 and the City and BCVWD are in the process of finalizing an agreement for purchase of recycled water through an ad-hoc committee consisting of City Council members and BCVWD Board Members. When the demand for recycled water for landscape irrigation is less than the supply available (winter months), BCVWD may ultimately recharge surplus recycled water at BCVWD's groundwater recharge facility or some alternative facility with appropriate treatment and permits.

Recycled water use and recharge is permitted by the Beaumont Basin Adjudication.

Reservoirs

The BCVWD currently has 14 reservoirs (tanks) ranging in size from 0.5 million gallons to five million gallons. Total storage in all of BCVWD's reservoirs is approximately 22 million gallons. The BCVWD reservoirs are designed to provide gravity water supply to their respective pressure zones. Additionally, higher elevation reservoirs can provide water to lower zone reservoirs during emergencies.[5]

Beaumont-Cherry Valley Water District 2020 UWMP

There were some minor differences between the projections in BCVWD's 2020 UWMP and the projections provided to SGPWA for their 2020 UWMP. These differences stemmed from the need for BCVWD to provide preliminary demand projections early on so the SGPWA could meet their prescribed deadline. This was provided to show a comparison of the SGPWA UWMP and the BCVWD UWMP. BCVWD's imported water supplies are presented in BCVWD's 2020 UWMP Table 6-24. The WSA Table 3-2, *BCVWD Imported Water Needs from BCVWD 2020 UWMP*, shows the actual imported water demand to meet the potable water demand plus the banking water demand to ensure drought-proofing of future development. Therefore, BCVWD's imported water supplies are equal to its imported water demands. If imported water is not available in a given year, no banking will occur, but when imported water is available, any deficiencies from previous years would be "carried over" and "made up." As detailed in the WSA, actual imported water demand is less than the projected BCVWD water demand that was provided to SGPWA.

[5] Ibid.

Although the BCVWD does have a current UWMP, the project site is currently not included within that Plan. Therefore, a discussion of the water supplies from the potential sources is included in the WSA and is presented in WSA Sections 5 through 7.

San Gorgonio Pass Water Agency 2020 UWMP

BCVWD provided data to SGPWA on BCVWD's projected demands so the SGPWA could prepare their UWMP. Because the California Department of Water Resources (DWR) required the imported water suppliers to submit their UWMPs earlier than the retail agencies, BCVWD made some preliminary estimates of their demand over the 20-year projection period and provided the projections to SGPWA. These preliminary estimates deviated slightly from the actual demands in BCVWD's 2020 UWMP. WSA Table 3-1, *Projected Total Water Supply for SGPWA Region through 2045*, shows the projected total water supply for SGPWA and is taken from Table 3-16 in the SGPWA 2020 UWMP.

Water Demand

BCVWD currently provides water to 19,215 service connections, including residential, commercial, industrial, institutional/governmental, and other uses. Table 5.10-2, *BCVWD Current and Projected Water Supply and Demand*, summarizes BCVWD's total water supply and demand projections through 2045.

Table 5.10-2
BCVWD Current and Projected Water Supply and Demand

Demand or Supply	Projected Volume (AFY)[1]				
	2025	2030	2035	2040	2045
Total Supply	**23,118**	**22,629**	**27,021**	**28,124**	**26,268**
Total Demand	17,224	18,168	19,164	20,141	20,955
Surplus	**5,894**	**4,461**	**7,857**	**7,983**	**5,313**

Note: All units are in acre-feet per year (AFY).
1. Data obtained from Michael Baker International, *Water Supply Assessment Beaumont Heights Business Center, Tables 4-1, 4-2, and 7-2*, April 2025; and Beaumont-Cherry Valley Water District, 2020 Urban Water Management *Plan, Table ES-3*, September 2021. Data has been modified to include Ventura Water as a source of imported water supply for 2025 and beyond. Totals could be slightly off due to rounding.

Source: Refer to Appendix 11.7.

WASTEWATER

Wastewater generated within the City as well as some unincorporated areas in Cherry Valley generally flows through pipelines owned and maintained by the City, which is treated at the City-owned Beaumont Wastewater Treatment Plant No. 1. The Beaumont Wastewater Treatment Plant No.1 utilizes a multi-step process to treat wastewater:

- **Preliminary Treatment** – Solids are removed through physical process such as screens and grit chambers.

- **Primary Treatment** – Wastewater settles in tanks which allows solids to settle to the bottom while lighter materials float to the top.

- **Secondary Treatment** – Wastewater is treated through biological treatment where microorganism breaks down organic materials through aeration and mixing processes.

- **Tertiary Treatment** – Wastewater is further treated, if necessary, through advanced processes such as filtration and disinfection.

Wastewater Treatment Plant No. 1 has a treatment capacity of 4.0 mgd and an average daily flow of 3.1 mgd. As such, the Beaumont Wastewater Treatment Plant No. 1 has capacity to treat an additional 0.9 mgd.[6]

The City has 12 wastewater lift and pumping stations that maintain flow through the City's collection system. As shown on Figure 1, *Wastewater Collection System Map*, of the City's *Lift Station Service Areas Map*, the project site is not connected to the City's wastewater system.[7] The closest lift station to the project site is the Seneca Springs lift station approximately 1.2 miles to the east.

Currently, the site is undeveloped and vacant and thus, no wastewater is currently generated on-site.

STORMWATER

The project site is located within the Santa Ana Watershed and Laborde Canyon-San Jacinto River sub-watershed of the South Coast Hydrologic Region. The Riverside County Flood Control and Water Conservation District provides regional flood control facilities within the City. According to the Beaumont General Plan EIR Figure 5.9-2, *Flood Control Facilities,* there are planned drainage improvements north of the project site, along Interstate 10 (I-10). However, there is no existing stormwater infrastructure that serves the project site.

The City has adopted the National Pollution Discharge Elimination System (NPDES) regulations to reduce pollutants in urban runoff and in stormwater. As part of the NPDES regulations, the City was issued a Municipal Separate Storm Sewer System (MS4) which requires pollution prevention requirements on planned development, existing structures, construction sites, and residential communities.

SOLID WASTE

Waste Management is the exclusive provider of waste and recycling collection services to residents and businesses in the City. The majority of the City's solid waste is admitted to three landfills, the Lamb Canyon Sanitary Landfill, El Sobrante Landfill, and Badlands Sanitary Landfill. Table 5.10-3, *Landfills Serving the City*, provides a summary of each facility and their respective levels of capacity for solid waste.

[6] City of Beaumont, *Orchard Logistic Center Environmental Impact Report SCH No. 2022070351*, November 2023.

[7] City of Beaumont, *Wastewater*, https://www.beaumontca.gov/1126/Wastewater, accessed November 21, 2024.

Table 5.10-3
Landfills Serving the City

Landfill/Location	Amount Disposed by City in 2019 (tons)	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Lamb Canyon Sanitary Landfill 16411 State Highway 79 Beaumont, CA 92223	29,756	5,000	19,242,950	4/1/2032
El Sobrante Landfill 10910 Dawson Canyon Road Corona, CA 91719	6,644	16,054	143,910,000	1/1/2051
Badlands Sanitary Landfill 31125 Ironwood Avenue Moreno Valley, CA 92555	3,654	5,000	7,800,000	1/1/2059
Total	**40,054**	**26,054**	**170,952,950**	--

Note: The following landfills received less than one percent (combined) of the City's solid waste and thus were excluded from this table: Antelope Valley Public Landfill, Azusa Land Reclamation Co. Landfill, Frank R. Bowerman Sanitary LF, Lancaster Landfill and Recycling Center, Mid-Valley Sanitary Landfill, Olinda Alpha Landfill, Salton City Solid Waste Site, San Timoteo Sanitary Landfill, Simi Valley Landfill and Recycling Center, and Victorville Sanitary Landfill. Additionally, the Lost Hills Environmental Waste Facility previously served the City but currently has no remaining capacity and thus, was excluded from this table.

Sources:
1. California Department of Resources Recycling and Recovery, *SWIS Facility/Site Search*, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed October 3, 2024.
2. California Department of Resources Recycling and Recovery, *Jurisdiction Disposal By Facility, Disposal during 2019 for Beaumont*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed October 3, 2024.

DRY UTILITIES

Electricity

Southern California Edison (SCE) is the City's electrical power provider. The service area of SCE spans much of southern California from Orange and Riverside counties to the south to Santa Barbara County on the west and Mono County to the north.

The electricity consumption attributable to Riverside County from 2012 to 2022 is shown in Table 5.15-1, *Electricity Consumption in Riverside County, 2012-2022*, within Section 5.15, *Energy*. As indicated in Table 5.15-1, electricity consumption in Riverside County consistently increases from 2012 to 2022, with the County's total electricity consumption in the year 2022 (the latest year in which data was available) estimated to be approximately 17,226 million kilowatt-hours (kWh).

Natural Gas

Natural gas service in the project area is provided by the Southern California Gas Company (SCG). The SCG's total service territory encompasses approximately 24,000 square miles throughout central and southern California. The natural gas consumption in Riverside County from 2012 to 2022 is shown in Table 5.15-2, *Natural Gas Consumption in Riverside County, 2012-2022*, within Section 5.15. As indicated in Table 5.15-2, natural gas consumption in Riverside County had a dip in 2014 but peaked in 2019, with the County's total natural gas consumption in SCG's service area in the year 2022 estimated to be approximately 431 million therms.

Telecommunications

Telecommunication services for telephones, internet, and cable television are provided by Frontier Communications. Facilities are located above and below ground within private easements. The project site is vacant, and no telecommunication services are currently provided on-site.

5.10.2 REGULATORY SETTING

WATER

Federal Level

FEDERAL SAFE DRINKING WATER ACT OF 1974

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency (EPA) to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water. The EPA, states, and water systems then work together to make sure that these standards are met. Originally, Safe Drinking Water Act focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments greatly enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap. The Safe Drinking Water Act applies to every public water system in the United States.

State Level

STATE OF CALIFORNIA WATER RECYCLING ACT

Enacted in 1991, the Water Recycling Act established water recycling as a State priority. The Water Recycling Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

CALIFORNIA CODE OF REGULATIONS, TITLE 22, DIVISION 4, CHAPTER 3 WATER RECYCLING CRITERIA

California regulates the wastewater treatment process and use of recycled water pursuant to California Code of Regulations, Title 22, Division 4, Chapter 3, *Water Recycling Criteria*. According to these regulations, recycled water to be used for irrigation of public areas must be filtered and disinfected to tertiary standards.

URBAN WATER MANAGEMENT ACT

The Urban Water Management Plan Act was passed in 1983 and codified as Water Code Sections 10610 through 10657. Since its adoption in 1983, the Urban Water Management Plan Act has been amended on several occasions. Some of the more notable amendments include an amendment in 2004, which required additional discussion of transfer and exchange opportunities, non-implemented demand management measures, and planned water supply projects. Also, in 2005, another amendment

required water use projections (required by Water Code Section 10631) to include projected water use for single-family and multi-family residential housing needed for lower income households. In addition, Government Code Section 65589.7 was amended to require local governments to provide the adopted housing element to water and sewer providers. The Act requires "every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000-acre feet of water annually, to prepare and adopt, in accordance with prescribed requirements, an urban water management plan." Urban water suppliers must file these plans with the California DWR every five years describing and evaluating reasonable and practical efficient water uses, reclamation, and conservation activities. As required by the Memorandum of Understanding Regarding Urban Water Conservation in California and Assembly Bill 11, the 2005 Urban Water Management Plan Act, incorporated water conservation initiatives, and a Water Shortage Contingency Plan as well.

WATER CONSERVATION ACT OF 2009

Water Code Sections 10800, *et seq*. creates a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California's water use. The law requires urban water suppliers to reduce Statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

SENATE BILL 610

Water Code Sections 10610 to 10656 require water suppliers to prepare an UWMP to promote water demand management and efficient use in their service areas. UWMPs are included with the environmental document for specified projects.

Concerning water supply, the Water Code requires preparation of a Water Supply Assessment for certain projects.[8] The Water Code requires that a Water Supply Assessment be prepared for any "project" which would consist of one or more of the following:[9]

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;

8 Water Code Sections 10910–10915.
9 Water Code Section 10912(a).

- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects specified above; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

Although the BCVWD does have a current UWMP, the project site is currently not included within that Plan. Therefore, a discussion of the water supplies from the potential sources is included in the WSA and is presented in WSA Sections 5 through 7.

EFFICIENCY STANDARDS

California Code of Regulations (CCR) Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. The CBC (CCR Title 24) includes the California Plumbing Code (Part 5), which promotes water conservation. In addition, a number of California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters.
- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations.
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required.
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

2015 UPDATE OF THE STATE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (EXECUTIVE ORDER B-29-15)

In 2015, Executive Order (EO) B-29-15, tasked the DWR with revising the 2010 updated Model Water Efficient Landscape Ordinance (MWELO) to increase water efficiency standards for new and retrofitted landscapes through encouraging the use of more efficient irrigation systems, greywater usage, and on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf. Updating the ordinance to incorporate these elements help stretch limited water supplies. The EO also required that agencies report on their implementation and enforcement of local ordinances by December 31, 2015. DWR's Water Use and Efficiency branch worked with several affected agencies, interested groups, and the public to prepare the current (2015) updated MWELO to improve landscape irrigation water savings in accordance with the EO.

New development projects that include landscaped areas of 500 square feet or more—including residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review—are subject to the MWELO. The previous landscape-size threshold for new development projects ranged from 2,500 square feet to 5,000 square feet.

STATE WATER RESOURCES CONTROL BOARD RESOLUTION NO. 2022-002

On January 4, 2022, the SWRCB adopted an emergency regulation by resolution. On January 18, 2022, the emergency regulation became effective and remains in effect for one year from the effective date unless the SWRCB acts to end, modify, or readopt it. The emergency regulation requirements include:

- Turning off decorative water fountains.
- Turning off/pausing irrigation systems when it rains and for two days after rain.
- Using an automatic shut-off nozzle on water hoses.
- Using a broom, not water, to clean sidewalks and driveways.
- Giving trees just what they need and avoid overwatering

ASSEMBLY BILL 1668 and SENATE BILL 606

On May 31, 2018, Governor Brown signed two bills (Assembly Bill 1668 and Senate Bill 606) that established long-term standards for water suppliers. The bills called for the creation of new urban efficiency standards for indoor use, outdoor use, and water lost to leaks as well as any appropriate variances for unique local conditions. The indoor water use standard will be 55 gallons per person per day until January 2025; the standard will become stricter over time, decreasing to 50 gallons per person per day by January 2030. The outdoor water use standard will be based on land cover, climate, and other factors determined by the DWR and the SWRCB.

20X2020 WATER CONSERVATION PLAN

The 20x2020 Water Conservation Plan of 2010 was a byproduct of the Water Conservation Act of 2009. The plan had a threefold effect, establishing: 1) a benchmark of current usage per capita off 2005 baseline data; 2) an intermediate goal for all water providers to meet by 2015; 3) a 20 percent reduction by 2020 of water usage.

Local Level

County of Riverside General Plan

MULTIPURPOSE OPEN SPACE ELEMENT

The County General Plan includes a Multipurpose Open Space Element which 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 following policies are applicable to the proposed project:

OS 1.4	Promote the use of recycled water for landscape irrigation.
OS 2.2	Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.
OS 2.3	Seek opportunities to coordinate water-efficiency policies and programs with water service providers.

City of Beaumont General Plan

The Beaumont General Plan Community Facilities and Infrastructure Element focuses on the components of the City's facilities and infrastructure. The following policies are applicable to the project:

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.
Policy 7.3.6	Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.
Policy 7.3.7	Update and improve water conservation and landscaping requirements for new development.

WASTEWATER

Federal Level

FEDERAL CLEAN WATER ACT (33 USC SECTIONS 1251, ET SEQ.)

The Clean Water Act's (CWA) primary goals are to restore and 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 National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The EPA has delegated the responsibility for administration of CWA portions 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 Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

State Level

CALIFORNIA CODE OF REGULATIONS TITLE 24 –PLUMBING CODE

CCR Title 24, Part 5 refers to the 2022 edition of the California Plumbing Code (CPC), which contains plumbing design and construction standards for habitable structures. Provisions contained in the CPC provide minimum standards to safeguard life or limb, health, property, and public welfare. It also protects against hazards that may arise from the use of plumbing piping and systems by regulating and controlling the design, construction, installation, quality of materials, location and operation of plumbing piping systems within the State. In particular, Appendix H, *Private Sewage Disposal Systems*, provides design and system standards for private sewage systems, including septic systems.

STATE WATER RESOURCES CONTROL BOARD STATEWIDE GENERAL WASTE DISCHARGE REQUIREMENTS

The State Water Resources Control Board's (SWRCB) General Waste Discharge Requirements specify that all federal and State agencies, municipalities, counties, districts, and other public entities that own or operate sewer systems greater than one mile in length that collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in the State need to develop a Sewer Master Plan. The Sewer Master Plan is required to evaluate existing sewer collection systems and provide a framework for undertaking the construction of new and replacement facilities in order to maintain proper levels of service. The Sewer Master Plan also includes:

- Inflow and infiltration studies to analyze flow monitoring and water use data;
- A capacity assurance plan to analyze the existing system with existing land use and unit flow factors;
- A condition assessment and sewer system rehabilitation plan; and
- A financial plan with recommended capital improvements and financial models.

GENERAL PRETREATMENT REGULATIONS FOR EXISTING AND NEW SOURCES OF POLLUTION

The General Pretreatment Regulations establish the responsibilities of federal, State, and local governments; industry; and the public to implement National Pretreatment Standards to control pollutants that pass through or interfere with treatment processes in publicly owned treatment works or that may contaminate sewage sludge. Pretreatment standards are pollutant discharge limits that apply to industrial users.

Local Level

CITY OF BEAUMONT GENERAL PLAN

The Land Use and Community Design Element discusses policies, goals, and actions to provide a framework for the City's long-term goals over the next 20 to 30 years. The following policies are applicable to the project:

Policy 3.2.3: Continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.

The Community Facilities and Infrastructure Element focuses on the components of the City's facilities and infrastructure. The element includes policies that protect and promote the City's existing public library facilities. The following policies are applicable to the project:

Policy 7.5.9 Continue to monitor influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.

BEAUMONT MUNICIPAL CODE

Municipal Code Chapter 13.08, *Sewer System*, outlines the regulations governing the City's wastewater facilities. This includes regulations governing new connections, use of the sewer system, inspections, and construction standards.

Municipal Code Chapter 13.20, *Adoption of SAWPA Ordinance*, adopted the Santa Ana Watershed Project Authority Ordinance (SAWPA Ordinance) No. 8 by reference. The SAWPA Ordinance No.8 governs water quality standards which includes wastewater discharges.

CITY OF BEAUMONT SEWER SYSTEM MANAGEMENT PLAN

The City adopted a Sewer System Management Plan (SSMP) in December 2022. The SSMP provides a plan and schedule to properly manage, operate, and maintain all parts of the sanitary sewer system. Specifically, the SSMP would help reduce and prevent spills that would originate from the City's wastewater facilities.

CITY OF BEAUMONT WASTEWATER MASTER PLAN

The City adopted a Wastewater Master Plan in August 2021 which outlines the importance of planning, developing, and financing wastewater facilities to provide reliable services to existing and future customers. Specifically, the Wastewater Master Plan outlines the planning, developing, and financing of facilities to connect to projected growth within the City's sphere of influence.

BEAUMONT WASTEWATER TREATMENT PLANT NO. 1 NPDES PERMIT

The City-owned Beaumont Wastewater Treatment Plant No. 1 provides secondary treatment using the Biolac® activated sludge process, tertiary filtration and ultraviolet disinfection and operates under permit NPDES No. CA0105376, Order No. R8-2022-0042. The permit includes the conditions

needed to meet minimum applicable technology-based requirements. The permit includes limitations more stringent than applicable federal technology-based requirements where necessary to achieve the required water quality standards.

STORMWATER

Federal Level

Refer to Section 5.7.2, *Regulatory Setting*, for a discussion regarding all applicable federal level regulations regarding stormwater.

State Level

Refer to Section 5.7.2 for a discussion regarding all applicable State level regulations regarding stormwater.

Local Level

Section 5.7 includes a discussion on all applicable local level regulations regarding stormwater. Nevertheless, the following discussion on local regulations and standards are specifically focused on impacts to stormwater as a utility service system.

COUNTY OF RIVERSIDE GENERAL PLAN

The County General Plan includes a Multipurpose Open Space Element that 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 following policies are applicable to the proposed project:

OS 4.4	Incorporate natural drainage systems into developments where appropriate and feasible.
OS 4.6	Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through "Low Impact Development" or other Best Management Practice measures.
OS 4.7	Encourage storm water management and urban runoff reduction as an enhanced aesthetic and experience design element. Many design practices exist to accomplish this depending on site conditions, planned use, cost-benefit, and development interest.

The County General Plan includes a Healthy Communities Element that discusses policies, goals, and actions to promote a healthy living environment in the County of Riverside. The following policies are applicable to the project:

HC 22.2 Develop a stormwater capture system in areas that do not have the appropriate curb and gutter infrastructure.

The County General Plan Safety Element discusses policies, goals, and actions to minimize the hazards to safety in and around the unincorporated Riverside County. The following policies are applicable to the project:

S3.6 All projects in unincorporated Riverside County should address and mitigate where applicable, adverse impacts to the carrying capacity of local and regional storm drain systems.

S3.7 Collaborate with neighboring jurisdictions to mitigate the impacts of new development in unincorporated Riverside County that could increase runoff onto parcels downstream in a neighboring jurisdiction and encourage neighboring jurisdictions to require development occurring adjacent to the county to consider the impact of flooding and flood-control measures on properties within unincorporated Riverside County.

S3.9 Ensure that new development projects and retrofits to existing large-scale projects incorporate design strategies and features to reduce the area of impervious surfaces.

CITY OF BEAUMONT GENERAL PLAN

The Beaumont General Plan Community Facilities and Infrastructure Element focuses on the components of the City's facilities and infrastructure. The following objective and policies are applicable to 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.

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.

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.

BEAUMONT MUNICIPAL CODE

Municipal Code Chapter 8.32, *Nuisances*, sets the standards of defined public nuisances, including but not limited to, improper grading or excavation that causes erosion, subsidence, or surface water runoff problems of such magnitude as to be injurious or potentially injurious to public health, safety, and welfare or to adjacent premises.

Municipal Code Chapter 13.24, *Stormwater/Urban Runoff Management and Discharge Controls*, protects the health, safety and welfare of the public by 1) reducing pollutants in stormwater discharges to the maximum extent practicable; 2) regulating illicit connections and discharges to the storm drain system; and 3) regulating non-stormwater discharges to the storm drain system. Specifically, Section 13.24.050, *Reduction of pollutants in stormwater runoff*, requires construction work in the City to comply with the provisions of the ordinance codified in Municipal Code Chapter 13.24 and other City ordinances for erosion and sediment control.

SOLID WASTE

Federal Level

RESOURCE CONSERVATION AND RECOVERY ACT OF 1976

The Resource Conservation and Recovery Act (RCRA) of 1976 (Title 40 of the Code of Federal Regulations), Part 258 contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State Level

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT OF 1989

The Integrated Solid Waste Management Act of 1989 (Assembly Bill [AB] 939) (California Public Resources Code Section 40050 et seq.) established an integrated waste management system that focuses on source reduction, recycling, composting, and land disposal of waste. AB 939 requires every city and county in California to divert 50 percent of its waste from landfills whether through waste reduction, recycling, or other means. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates. Actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions in the County or show a plan to transform or divert its waste.

ASSEMBLY BILL 341

AB 341 (Chapter 476, Statutes of 2011) increased the Statewide solid waste diversion goal to 75 percent by 2020. The law also mandates recycling for commercial and multi-family residential land uses as well as school districts.

ASSEMBLY BILL 1826

AB 1826 (California Public Resources Code Sections 42649.8 et seq.) requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. AB 1826 also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multi-family developments that consist of five or more units.

ASSEMBLY BILL 1327

The California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327) is codified in Public Resources Code Sections 42900-42911. As amended, AB 1327 requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, institutional, and residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas is determined by the appropriate jurisdictions' ordinance.

CALIFORNIA GREEN BUILDING STANDARDS CODE

Section 5.408, *Construction Waste Reduction, Disposal, and Recycling*, of the California Green Building Standards Code (CALGreen) (Title 24, California Code of Regulations, Part 11) requires at least 65 percent of nonhazardous construction and demolition waste from non-residential construction operations be recycled and/or salvaged for reuse. CALGreen is updated on a three-year cycle; the 2022 CALGreen took effect on January 1, 2023.

Local Level

CITY OF BEAUMONT GENERAL PLAN

The Beaumont General Plan Community Facilities and Infrastructure Element focuses on the components of the City's facilities and infrastructure. The following objective and policies are applicable to the project:

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.

BEAUMONT MUNICIPAL CODE

Municipal Code Chapter 8.12, *Solid Waste Management*, sets the standards and requirements for solid waste disposal. Additionally, Municipal Code Chapter 8.12 requires that owner of properties make arrangements with the City or the City's solid waste franchisee for solid waste handling services.

RIVERSIDE COUNTY COUNTYWIDE INTEGRATED WASTE MANAGEMENT PLAN

The County's Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939). AB 939 redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources.

AB 939 requires each of the cities and unincorporated portions of counties throughout the State to divert a minimum of 25 percent by 1995 and 50 percent of the solid waste landfilled by the year 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices.

Each jurisdiction must provide an Annual Report Summary to CalRecycle. In addition, Riverside County provides a Five-Year Review Report to provide an update on the CIWMP status for the entire County, including each jurisdiction.

DRY UTILITIES

State Level

CALIFORNIA CODE OF REGULATIONS TITLE 24 – ELECTRIC CODES

CCR Title 24 refers to the California Building Code (CBC) and contains regulations and general construction building standards of State adopting agencies, including provisions discussing electricity and potential hazards arising from electric installations. Part 3 of the CBC refers to the California Electrical Code, which contains standards for the installation and maintenance for electric utility lines.

2012 APPLIANCE EFFICIENCY REGULATIONS

The 2012 Appliance Efficiency Regulations (20 CCR Sections 1601 through 1608) include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce energy demand as well as GHG emissions.

CALIFORNIA BUILDING CODE: CALGREEN

The California Green Building Standards Code—Part 11, Title 24, California Code of Regulations—known as CALGreen, established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), as well as water conservation

and material conservation, both of which contribute to energy conservation. The most current CALGreen in effect, the 2022 CALGreen standards, became effective January 1, 2023. The 2025 CALGreen standards would come into effect January 1, 2026.

CALIFORNIA BUILDING CODE: BUILDING ENERGY EFFICIENCY STANDARDS

The Building Energy Efficiency Standards (also known as Title 24) serve to reduce wasteful, uneconomical, and unnecessary uses of energy for the state. Energy conservation standards for new residential and non-residential buildings were adopted by the CEC in June 1977. Title 24 requires the design of building shells and building components to conserve energy, with standards updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 that took effect January 1, 2023 is the most current Title 24. The 2025 Title 24 would come into effect January 1, 2026.

Local Level

CITY OF BEAUMONT GENERAL PLAN

The Beaumont General Plan Community Facilities and Infrastructure Element focuses on the components of the City's facilities and infrastructure. The following objective and policies are applicable to the project:

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.

Beaumont Municipal Code

Municipal Code Chapter 17.04.100, *Utilities*, sets performance standards for utilities and infrastructure. Specifically, developers are responsible for utility service connections in cooperation with the utility provider. All new utility line shall be installed within underground systems except for utility poles within six feet of the rear dot line, temporary utilities during ongoing construction, risers and poles provided by the developer or owner, meter boxes, terminal boxes, or similar equipment, transformers (that are located within vaults) and infill development where existing overhead utility serves the site.

5.10.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact to biological resources if it would:

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities,

the construction or relocation of which could cause significant environmental effects (refer to Impact Statements USS-1, USS-2, USS-3, and USS-5);

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (refer to Impact Statement USS-1);

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 (refer to Impact Statement USS-2);

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 (refer to Impact Statement USS-4); and

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste? (refer to Impact Statement USS-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.10.4 IMPACTS AND MITIGATION MEASURES

WATER SUPPLY AND DISTRIBUTION

USS-1 PROJECT IMPLEMENTATION WOULD HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY AND MULTIPLE DRY YEARS, AND WOULD NOT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER SUPPLY FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis:

CONSTRUCTION

Short-term demand for water may occur during construction activities. Water demand for soil watering (fugitive dust control), cleanup, masonry, painting, and other activities would be temporary and would cease upon construction completion. Overall, short-term construction activities would require minimal water and are not expected to adversely impact existing BCVWD water supply sources. Impacts in this regard would be less than significant.

OPERATION

The project site is currently vacant and undeveloped with no existing water services on-site. While the project site is not currently within the BCVWD service area, the site is located with the BCVWD's Sphere of Influence, and the project proposes to annex into BCVWD's service area. As such, on-site and off-site water infrastructure improvements are proposed to provide water services to the site. Specifically, off-site water and recycled water lines are proposed to connect to existing BCVWD infrastructure within Manzanita Park Road to the east of the project site via a proposed utility connection through the Harmony Haven Children and Youth Center property; refer to Exhibit 3-2, *Site Vicinity*.

As shown in Table 5.10-4, *Projected Potable Water Demands*, operation of the proposed project would result in a water demand of 51,469 gallons per day, or approximately 58.00 AFY.

Table 5.10-4
Projected Potable Water Demands

Land Uses Proposed Buildout		Proposed Buildout	Water Demand Factor	Employee Count[1]	Water Demand (gpd)	Water Demand (AFY)
Building 1	Office	13,151 square feet	15 gpd per employee	9	132	0.15
	Warehouse	626,471 square feet		415	6,225	6.97
Building 2	Office	27,492 square feet		18	275	0.31
	Warehouse	1,348,552 square feet		899	13,486	15.10
Building 3	Office	32,838 square feet		22	328	0.37
	Warehouse	1,446,082 square feet		964	14,461	16.20
Building 4	Office	24,996 square feet		17	250	0.28
	Warehouse	1,631,309 square feet		1,088	16,313	18.27
Total – Proposed Project					**51,469**	**58.00**

Notes: gpd = gallons per day; AFY = acre-feet per year
1. Employee count was generated based on an employment generation factor of one employee per 1,500 square feet of warehouse/office space.

Source: Refer to Appendix 11.7.

In addition to potable water demands, the proposed project would also require water demands for landscaping. As shown in Table 5.10-5, *Projected Water Demands for Irrigation*, the proposed project's estimated total water use for landscaping is approximately 169 AFY at full buildout. Based on the BCVWD's maximum allowable water use water demand factor of 2.1 AFY per acre, the proposed project has a maximum allowable water use of approximately 237 AFY. As such, the proposed project's landscaping demand of 169 AFY would be below the BCVWD's maximum allowable water use for the proposed land uses and buildout.

Table 5.10-5
Projected Water Demands for Irrigation

Land Uses Proposed Buildout		Landscaping Area	Total Landscaping Area	Water Demand Factor	Water Demand (AFY)	Maximum Water Use Factor	Maximum Allowed Water Demand (AFY)
Building 1	Standard Parking	11,979 SF	1,122,249 SF (25.8 acres)	1.5 AFY per acre	38.6	2.1 AFY per acre	54.1
	Trailing Parking	21,508 SF					
	Slope	1,088,763 SF					
Building 2	Standard Parking	19,853 SF	1,713,393 SF (39.3 acres)		59.0		82.6
	Trailing Parking	30,129 SF					
	Slope	1,663,411 SF					
Building 3	Standard Parking	23,957 SF	1,131,581 SF (26.0 acres)		39.0		54.6
	Trailing Parking	35,030 SF					
	Slope	1,072,594 SF					
Building 4	Standard Parking	33,807 SF	941,702 SF (21.6 acres)		32.4		45.4
	Trailing Parking	38,478 SF					
	Slope	869,417 SF					
Total – Proposed Project			**4,908,925 SF (112.7 acres)**	**-**	**169.0**	**-**	**237.0**

Notes: SF=square feet; AFY = acre-feet per year
Source: Refer to Appendix 11.7.

While the proposed project would result in an irrigation water demand of approximately 169 AFY, the conservative maximum allowed water demand for landscaping of 237 AFY is utilized for a conservative analysis. Thus, operations of the project at full buildout would result in a total water demand, inclusive of potable and non-potable water, of approximately 295 AFY.

Table 5.10-6, *Projected Normal Year Water Demand*, summarizes BCVWD's projected supplies and demands during a normal year. As detailed in the WSA, there is more than enough supply to meet projected water demand and BCVWD can bank water in the Beaumont Basin, which will be needed during dry periods. Demand totals include BCVWD's imported water banking to ground water storage for drought proofing. Any additional supply available after all demands have been satisfied would be recharged and added to BCVWD's storage account. As shown in Table 5.10-6, BCVWD would be able to meet the water demands from the proposed project for an average year during normal year conditions.

Table 5.10-6
Projected Normal Year Water Demand[10]

Demand or Supply	Projected Volume[1]				
	2025	2030	2035	2040	2045
Demand					
Non-Potable Water, Potable Water, Raw, and Other Non-Potable Demand[2]	16,929	17,873	18,869	19,846	20,660
Proposed Project[3]	295	295	295	295	295
Total Water Demand	**17,224**	**18,168**	**19,164**	**20,141**	**20,955**
Local Supply					
Groundwater[4]	4,146	4,419	5,493	5,637	5,870
Stormwater	185	535	535	535	535
Non-Potable Groundwater[5]	-	-	900	900	900
Recycled Water	0	2,381	2,892	2,955	2,915
Total Local Supply	**4,331**	**7,335**	**9,820**	**10,026**	**10,219**
BCVWD Imported Supply					
Total Imported Water[6]	16,770	15,294	17,201	18,098	16,049
Total Water Demand with Project	**17,224**	**18,168**	**19,164**	**20,141**	**20,955**
Total Water Supply	**21,101**	**22,629**	**27,021**	**28,124**	**26,268**
Surplus	**3,877**	**4,461**	**7,857**	**7,983**	**5,313**

Note: All units are in acre-feet per year (AFY).
1. Data obtained from Michael Baker International, *Water Supply Assessment Beaumont Heights Business Center, Tables 4-1, 4-2*, and 7-8, April 2025; and Beaumont-Cherry Valley Water District, *2020 Urban Water Management Plan*, September 2021. Data has been modified to include Ventura Water as a source of imported water supply for 2025 and beyond. Totals could be slightly off due to rounding.
2. Non-Potable Water, Potable Water, Raw, and Other Non-Potable represents the combined total of the Non-Potable Water Demand, Potable Water Demand, Drought Proofing, and Supplemental Water to Non-Potable System in Table 7-2, *Water Supply Assessment for Normal Year Conditions*, of the WSA.
3. Proposed project water demand includes non-potable water demand (237 AFY) and potable water demand (58 AFY).
4. Groundwater refers to the combined total of groundwater from Edgar Canyon and the Beaumont Basin Groundwater in Table 7-2 of the WSA.
5. Non-Potable Groundwater refers to the combined total of groundwater from the Mouth of Edgar Canyon and San Timoteo Creek.
6. Refer to Table 7-2 of the WSA for a breakdown of imported water supply from each imported supply source.

Source: Refer to Appendix 11.7.

Table 5.10-7, *Projected Single-Dry Year Water Demand*, summarizes BCVWD's projected supplies and demands during a single dry year period. As shown, there is a shortfall in local and imported water supply during a single dry year. However, as noted in the WSA, BCVWD would be able to meet existing and future water demands with the proposed project during a single-dry year with banked groundwater from the Beaumont Basin Storage. The Beaumont Basin Storage is replenished partially every year by forbearance water, reallocated unused pumping rights, return flows, and imported flows whenever available. Any surplus from local and imported water supplies shown in Table 5.10-7 would recharge the Beaumont Basin Storage to be used during dry periods. Overall, as shown in Table 5.10-7, BCVWD would be able to meet the water demands from the proposed project during single-dry year conditions.

[10] Modified Table 7-8 from the BCVWD 2020 UWMP to include Ventura Water and tables 4-1 and 4-2

Table 5.10-7
Projected Single-Dry Year Water Demand

Demand or Supply	Projected Volume[1]				
	2025	2030	2035	2040	2045
Demand					
Non-Potable Water, Potable Water, Raw, and Other Non-Potable[2]	15,429	16,673	18,097	19,124	19,988
Proposed Project[3]	295	295	295	295	295
Total Water Demand	**15,724**	**16,968**	**18,392**	**19,417**	**20,283**
Local Supply					
Groundwater[4]	3,131	3,404	3,878	4,021	4,254
Stormwater	66	192	192	192	192
Recycled Water	0	2,150	2,610	2,660	2,630
Total Local Supply[6]	**3,197**	**5,746**	**6,680**	**6,873**	**7,076**
BCVWD Imported Supply					
Total Imported Water[5]	2,666	2,430	2,536	2,554	2,656
Banked Storage Supply					
Water Supply From Banked Storage[6]	9,861	8,792	9,176	9,992	10,551
Total Banked Storage Supply	**9,861**	**8,792**	**9,176**	**9,992**	**10,551**
Total Water Demand with Project	**15,724**	**16,968**	**18,392**	**19,419**	**20,283**
Total Water Supply	**15,724**	**16,968**	**18,392**	**19,419**	**20,283**

Note: All units are in acre-feet per year (AFY).

1. Data obtained from Michael Baker International, *Water Supply Assessment Beaumont Heights Business Center, Tables 4-1, 4-2*, and 7-11, April 2025; and Beaumont-Cherry Valley Water District, *2020 Urban Water Management Plan*, September 2021. Data has been modified to include Ventura Water as a source of imported water supply for 2025 and beyond. Totals could be slightly off due to rounding.
2. Non-Potable Water, Potable Water, Raw, and Other Non-Potable represents the combined total of the Non-Potable Water Demand, Potable Water Demand, Drought Proofing, and Supplemental Water to Non-Potable System in Table 10-5, *Water Service Reliability Assessment for Single Dry Year,* of the WSA.
3. Proposed project water demand includes non-potable water demand (237 AFY) and potable water demand (58 AFY).
4. Groundwater refers to the combined total of groundwater from Edgar Canyon and the Beaumont Basin Groundwater in Table 7-2 of the WSA.
5. Refer to Table 10-5 of the WSA for a breakdown of imported water supply from each individual supply source.
6. Remaining demand not met through local and imported supplies would be met through banked water from the Beaumont Basin Storage.

Source: Refer to Appendix 11.7.

The WSA shows multiple-dry water year scenarios for the projected water demand, including two, three, four, five, and six consecutive dry year scenarios; refer to WSA Tables 10-6, *Water Service Reliability Assessment for 2 Consecutive Dry Years*, through 10-10, *Water Service Reliability Assessment for 6 Consecutive Dry Years*. The five consecutive dry year scenario is shown below in Table 5.10-8, *Projected Five Consecutive Dry Years Water Demand*. As shown, BCVWD would be able to meet existing and future water demands with the proposed project. The remaining water demand not met through local and imported water demand would be met with banked water from the Beaumont Basin Storage.

Table 5.10-8
Projected Five Consecutive Dry Years Water Demand

Demand or Supply	Projected Volume (AFY)[1]				
	2025	2030	2035	2040	2045
Demand					
Non-Potable Water, Potable Water, Raw, and Other Non-Potable[2]	15,153	16,427	18,097	19,124	19,988
Proposed Project[3]	295	295	295	295	295
Total Water Demand	**15,724**	**16,968**	**18,392**	**19,419**	**20,283**
Total Water Demand (30% Demand Reduction)	**11,007**	**11,878**	**12,874**	**13,593**	**14,198**
Local Supply					
Groundwater[4]	2,769	3,031	3,469	3,585	3,818
Stormwater	241	241	241	241	241
Recycled Water	0	2,030	2,460	2,520	2,480
Total Local Supply	**3,010**	**5,302**	**6,170**	**6,346**	**6,539**
BCVWD Imported Supply					
Total Imported Water[5]	7,721	7,043	6,807	6,316	5,032
Total Water Demand with Project	**11,007**	**11,878**	**12,874**	**13,593**	**14,198**
Total Water Supply	**10,731**	**12,345**	**12,977**	**12,662**	**11,571**
Water Supply (Local and Imported)	10,731	12,345	12,977	12,662	11,571
From Banked Storage[6,7]	276	(467)	(103)	931	2,627
Total Withdrawal from Storage During Dry Period	**1,380**	**(2,335)**	**(515)**	**4,655**	**13,135**

Note: All units are in acre-feet per year (AFY). Any number in parentheses represents a surplus.

1. Data obtained from Michael Baker International, *Water Supply Assessment Beaumont Heights Business Center, Tables 4-1, 4-2, and 7-15*, April 2025; and Beaumont-Cherry Valley Water District, *2020 Urban Water Management Plan*, September 2021. Data has been modified to include Ventura Water as a source of imported water supply for 2025 and beyond.
2. Non-Potable Water, Potable Water, Raw, and Other Non-Potable represents the combined total of the Non-Potable Water Demand, Potable Water Demand, Drought Proofing, and Supplemental Water to Non-Potable System in Table 10-9, *Water Service Reliability Assessment for 5 Consecutive Dry Years*, of the WSA.
3. Proposed project water demand includes non-potable water demand (237 AFY) and potable water demand (58 AFY).
4. Groundwater refers to the combined total of groundwater from Edgar Canyon and the Beaumont Basin Groundwater in Table 7-2 of the WSA.
5. Refer to Table 10-9 of the WSA for a breakdown of imported water supply from each individual supply source.
6. Remaining demand not met through local and imported supplies would be met through banked water from the Beaumont Basin Storage.
7. The numbers in parentheses refers to surplus of water that would go into the banked storage. Surplus water would be stored to meet demands whenever supplies are inadequate.

Source: Refer to Appendix 11.7.

In all of the multiple dry-year scenarios assessed in the WSA, water must be extracted from BCVWD's Beaumont Basin Storage account. The total amount required to be withdrawn from banked storage would decrease if conservation measures and restrictions are achieved. If no conservation occurs, BCVWD would need to maintain approximately 13,200 AF in the Beaumont Basin Storage in order to meet demands during consecutive dry year periods. This also assumes that the demand reductions and conservation measures described in Section 8 of the BCVWD's 2020 UWMP are achieved.

As shown in Table 5.10-6 through Table 5.10-8, the BCVWD has sufficient supply to meet current and projected water demands during normal, single-dry, and multiple-dry years. If the local and imported water supplies are inadequate to meet the water demands from the BCVWD, banked water from the Beaumont Basin Storage would be used. As such, implementation of the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and would not require or result in the construction of new water supply facilities or expansion of existing facilities not already proposed as part of the project. Thus, impacts would be less than significant in this regard.

It should be noted that the WSA analyzed the proposed project with a total building area of 5,146,891 square feet. As noted in Section 3.0, *Project Description*, since ultimate end users for the proposed project have not been identified, to allow for flexibility and variability in final building design and layout, a conservative scenario with a maximum buildout of approximately 5,182,891 square feet has been assumed in the EIR analysis.

As shown in the analysis above, impacts related to water supply for the project at 5,146,891 square feet are less than significant; however, even when conservatively assuming a building area of 5,182,891 square feet, water supply impacts are anticipated to remain less than significant. As noted in the WSA, BCVWD relies on groundwater banking within the Beaumont Basin during wet periods to supply demands during specified dry periods. Complementing the large storage capacity of Beaumont Basin is the fact that percolation and recharge occur at relatively high rates making it very easy to "bank" water in the Beaumont Basin. With the ability to bank water within the Beaumont Basin, BCVWD and its neighboring agencies can withstand extended periods of drought without severe restrictions. At the end of 2020, for example, BCVWD had 39,750 AF in storage. This amount in BCVWD's storage account has seen an increase of about 14,182 AF since 2015. BCVWD can store up to 80,000 AF in the Beaumont Basin managed by the Watermaster.

An increase in building square footage from 5,146,891 to 5,182,891 represents an approximately 0.7 percent increase in building intensity. Given the ample capacity available via the Beaumont Basin Storage, impacts pertaining to water supply would be less than significant, even under this conservative development scenario.

Furthermore, according to the BCVWD Will Serve Letter issued, the BCVWD would provide water service to the project per previously disclosed development conditions and associated water demand conditions disclosed in BCVWD's May 22, 2025 Staff Report. As such, the proposed project would not require the expansion of existing water supply infrastructure.

Overall, there would be sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and project implementation would not require or result in the construction of new water supply facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

WASTEWATER TREATMENT

USS-2 PROJECT IMPLEMENTATION COULD 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, EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD, OR RESULT IN THE CONSTRUCTION OF NEW WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis: Wastewater from the project site would be treated at the City-owned Beaumont Wastewater Treatment Plant No. 1. Wastewater Treatment Plant No. 1 has a treatment capacity of 4.0 mgd and an average daily flow of 3.1 mgd. As such, the Beaumont Wastewater Treatment Plant No. 1 has remaining capacity to treat 0.9 mgd.[11] According to the City's Wastewater Master Plan, commercial developments produce approximately 1,175 gallons per day (gpd) per acre while industrial developments produce approximately 1,763 gpd per acre. Table 5.10-9, *Estimated Wastewater Generation* shows the project's estimated wastewater generation.

Table 5.10-9
Estimated Wastewater Generation

Land Uses Proposed Buildout	Proposed Buildout	Acreage	Wastewater Generation Rate[1]	Wastewater Generation (gpd)
Office (commercial)	86,400 square feet	1.98 acres	1,175 gpd per acre	2,326.50 gpd
Warehouse (Industrial)	5,613,600 square feet	128.87 acres	1,763 gpd per acre	227,197.81 gpd
			Total – Proposed Project	229,524.31

Note: gpd = gallons per day
1. The wastewater generation rate is based on Table 2.4 of the City of Beaumont's *Wastewater Master Plan*.

Source: City of Beaumont, *Wastewater Master Plan*, August 2021.

It should be noted that the proposed project is being developed on an area with no existing wastewater connections. As such, the proposed project would require wastewater improvements to connect to the City's existing wastewater network. As discussed above, Beaumont Wastewater Treatment Plant No. 1 has capacity to treat 4.0 mgd of wastewater and currently treats 3.1 mgd of wastewater. As such, the project's projected wastewater generation of 229,524.31 gpd (0.23 mgd) would represent approximately 25.5 percent of the 0.9-mgd remaining capacity of the Beaumont Wastewater Treatment Plant No. 1. Overall, Beaumont Wastewater Treatment Plant No. 1 would have adequate capacity to treat wastewater generated by the proposed project in addition to existing wastewater flows.

[11] City of Beaumont, *Orchard Logistic Center Environmental Impact Report SCH No. 2022070351*, November 2023.

The Beaumont Wastewater Treatment Plant No. 1 operates under permit NPDES No. CA0105376, Order No. R8-2022-0042. The permit includes the conditions needed to meet minimum applicable technology-based requirements and establishes limitations more stringent than applicable federal technology-based requirements where necessary to achieve the required water quality standards. The Beaumont Wastewater Treatment Plant No. 1 currently operates in compliance with such NPDES permit requirements. Further, as detailed above, Beaumont Wastewater Treatment Plant No. 1 would have adequate capacity to treat wastewater generated by the proposed project in addition to existing wastewater flows, and no new or expanded treatment facilities would be required.

Additionally, the proposed project would be required to pay the City a sewage facility development fee specific to commercial and industrial uses. Payment of development fees would offset impacts on the City's existing sewage treatment systems and fund sewer-related capital improvements, such as acquisition, design, and construction of sewage treatment plant improvement and expansions, wastewater interceptors, and other related improvements, including potential service expansions. The project would also comply with Municipal Code Chapter 13.08, *Sewer System*, which governs the use of the City's sewer system, construction standards for new connections, and payment of applicable development fees.

As the proposed project's wastewater generation would be adequately met by existing wastewater infrastructure and the project would offset impacts with payment of the City's sewage facility development fees and compliance with Municipal Code Chapter 13.08, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

STORMWATER DRAINAGE FACILITIES

USS-3 PROJECT IMPLEMENTATION COULD REQUIRE THE CONSTRUCTION OF NEW STORM WATER DRAINAGE FACILITIES OR THE EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis: Refer to Section 5.7, *Hydrology and Water Quality*, for a detailed discussion of the project's proposed storm drain and water quality improvements. The Development Site is currently vacant (100 percent pervious) and would be improved with 245 acres of impervious surfaces, which represents approximately 64 percent of the Development Site. Impervious surfaces would consist of asphalt concrete streets, parking lots, and impervious rooftops and would increase runoff over existing conditions. The project proposes flood control basins and structural best management practices (BMP) on-site to retain and control stormwater flow generated on-site. Structural BMPs proposed would consist of one biofiltration basin and a modular wetland unit for filtration-based treatment. Additional storage would be provided to capture the first flush and meter it to the filtration BMPs. Detention would be underground and provide 30 AF of storage. Approximately 13 AF would be for water quality volume capture and would be metered to the proposed biofiltration basin. Mitigated and treated flows would then be discharged to existing channels near the project boundaries. With implementation of the proposed improvements, post-development conditions would release runoff

at a rate similar to the pre-development condition for the different storm events, and the bio-retention basins/detention system would be adequately sized for its storage capacity; refer to Table 5.6-1, *Summary of Hydrologic Results*. Aside from the proposed stormwater infrastructure improvements, the project would not require the construction of new storm water drainage facilities or the expansion of existing facilities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

SOLID WASTE GENERATION

USS-4 PROJECT IMPLEMENTATION COULD BE SERVED BY EXISTING LANDFILLS WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS AND COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE.

Impact Analysis:

CONSTRUCTION

As discussed, the project site is currently comprised of vacant and undeveloped land. As such, no structures exist on-site and the project would not generate substantial demolition debris. However, as discussed in Section 5.7, *Hazard and Hazardous Materials*, miscellaneous waste (i.e., tires, plastic, roofing materials, etc.) are sporadically present throughout the site. Construction of the proposed project would require the disposal of this miscellaneous waste as well as general construction waste (e.g., excess building materials, construction employee trash, containers/packaging, etc.). However, due to the nominal quantity of such materials, the one-time disposal of construction-related waste on-site would not substantially increase the overall daily disposal capacity of the landfills serving the City. As such, project construction activities would not adversely impact existing solid waste facilities and impacts would be less than significant.

OPERATION

As detailed in Table 5.10-10, *Estimated Solid Waste Generation*, operation of the proposed project would generate approximately 80,231.52 pounds per day (ppd) of solid waste (or 40.12 tons per day). The estimated daily solid waste generated from the project would represent 0.15 percent of the total maximum daily disposal rate at the three landfills that serve the City (approximately 26,054 tons per day). As shown in Table 5.10-3, there is adequate landfill capacity at the three landfills to accommodate solid waste generated during project operations. Thus, operational impacts would be less than significant in this regard.

Table 5.10-10
Estimated Solid Waste Generation

Proposed Land Use	Proposed Buildout	Solid Waste Generation Rate	Generated Solid Waste (ppd)
Office	86,400 square feet	6 pounds per 1000 square feet per day	518.40
Warehouse	5,613,600 square feet	1.42 pounds per 100 square feet per day	79,713.12
		Total – Proposed Project	80,231.52

Notes: ppd = pounds per day

Source: CalRecycle, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed October 8, 2024.

COMPLIANCE WITH SOLID WASTE REGULATIONS

Project construction and operations would be required to comply with regulations governing solid waste disposal, including the Resource Conservation and Recovery Act of 1976, the Solid Waste Disposal Act of 1965, the California Integrated Waste Management Act (AB 939), AB 341 (related to diverting solid waste from landfills), and City recycling programs. Specifically, the project would be subject to AB 939, which requires that at least 50 percent of waste produced is recycled, reduced, or composted. Operation of the project would also be required to recycle green waste in accordance with AB 1826. Additionally, at least 65 percent of construction and demolition debris would be recycled and/or salvaged for reuse in compliance with CALGreen Section 5.408. On a local level, the project would be subject to compliance with Municipal Code Chapter 8.12, *Solid Waste Management*, sets the standards and requirements for solid waste disposal in accordance with the California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327). Additionally, Municipal Code Chapter 8.12 requires that owner of properties make arrangements with the City or the City's solid waste franchisee for solid waste handling services. Furthermore, as shown above, the proposed project's solid waste is adequately accommodated within area landfills serving the project site. Therefore, upon compliance with applicable State and local regulations, impacts associated with solid waste regulations would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

DRY UTILITIES

USS-5 PROJECT IMPLEMENTATION COULD RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED DRY UTILITY FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis:

ELECTRICITY

Project operations is anticipated to generate a increase in electricity demand of approximately 27,516 to 44,782 megawatt hours per year; refer to Section 5.15, *Energy*. Total electricity consumption in Riverside County in the year 2022, the latest year in which data is available, was approximately 17,780,573 megawatt hours. Utilizing the more conservative estimate of 44,782 megawatt hours per year, the project's increase in electricity demand represents a 0.25 percent increase in the County's electricity consumption. Implementation of the proposed project would not exceed the California Energy Commission's Integrated Energy Policy Report's (IEPR) annual electricity consumption growth forecast of 1.7 percent.[12]

The proposed project would construct new electrical connections to existing electrical facilities in the project vicinity. All on-site electrical connections would be located underground. As such, the proposed project would not require the expansion of existing electrical infrastructure beyond those proposed as part of the project and impacts in this regard is less than significant.

NATURAL GAS

The proposed project would not utilize natural gas. As such, the proposed project would not require the construction of new natural gas facilities to accommodate consumption from the proposed development. Thus, no impacts would occur in this regard.

TELECOMMUNICATION

Telecommunication services would be provided by Frontier Communications. As discussed, the proposed project is currently vacant, and no existing telecommunication infrastructure exists on-site. As such, the proposed project would construct new connections to existing telecommunication facilities in the project vicinity. All on-site telecommunication connections would be located underground. As such, the proposed project would not require the expansion of existing telecommunication infrastructure beyond those proposed as part of the project and impacts in this regard is less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

[12] California Energy Commission, *2023 Integrated Energy Policy Report, page 130*, February 14, 2024.

5.10.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

WATER SUPPLY AND DISTRIBUTION

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, WOULD NOT REQUIRE THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER FACILITIES.**

Impact Analysis: For the purpose of this analysis, cumulative impacts are considered for other projects located within the BCVWD service area. Cumulative development would generate increased demands for water services. Similar to the proposed project, cumulative development that satisfies one or more of the criteria for a "water demand project," as defined by Water Code Section 10912(a), would be required to prepare a Water Supply Assessment in conformance with SB 221 and SB 610. Future cumulative projects would be required to evaluate potential impacts on existing and planned BCVWD water supplies to determine whether sufficient water supply is available to serve anticipated demands in normal, single dry, and multiple dry year conditions.

As discussed above, the project would result in a net average water demand increase of 295 AFY which would be met by BCVWD's existing water supply through the year of 2045 during normal, single-dry year, and multiple-dry years. For single- and multiple-dry years, water demand would be met through banked water in the Beaumont Basin Storage whenever local and imported water is inadequate. Additionally, as discussed above, a Will Serve letter has been issued by BCVWD. Thus, as the project would result in less-than-significant impacts in regard to water supply and demand and would not require the relocation or construction of new or expanded water facilities, the project's incremental impact on BCVWD's water supply would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

WASTEWATER TREATMENT

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT WOULD NOT REQUIRE THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WASTEWATER TREATMENT FACILITIES WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: For the purpose of this analysis, cumulative impacts are considered for other projects located within the City's wastewater service area. Cumulative development would result in increased wastewater generation within the project vicinity, which would require wastewater treatment by Beaumont Wastewater Treatment Plant No. 1. Cumulative development would be subject to

payment of sewer connection fees and ongoing user fees, on a project-by-project basis, which would be used in part to defray the costs of any necessary wastewater infrastructure upgrades. Payment of these fees would ensure cumulative impacts to wastewater treatment facilities are less than significant.

As discussed above, the proposed project's estimated wastewater generation would be adequately treated by existing wastewater facilities. Beaumont Wastewater Treatment Plant No. 1 currently operates in compliance with permit NPDES No. CA0105376, Order No. R8-2022-0042 requirements, which includes stringent limitations on maintaining water quality standards. Additionally, the proposed project would be subject to sewer connection fees and ongoing user fees which would be used for wastewater facility expansions and improvements, as needed. Thus, the project's incremental impact on wastewater would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

STORMWATER DRAINAGE FACILITIES

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD REQUIRE THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED STORMWATER DRAINAGE FACILITIES.**

Impact Analysis: The cumulative projects identified in Table 4-1, in addition to the project, could result in the construction of new stormwater drainage facilities or the expansion of existing facilities. Similar to the proposed project, all cumulative development would be subject to all applicable federal, State, and local stormwater regulations and requirements, including NPDES and MS4 permits requirements (i.e., preparing and implementing project-specific Stormwater Pollution Prevention Plan [SWPPP], water quality management plan [WQMP], and associated BMPs and/or LID features). With structural BMPs and LID features, future development should result in similar stormwater runoffs post-development when compared to existing conditions. Further, on-site irrigation systems would be designed in compliance with regulatory standards to reduce runoff onto streets, sidewalks, windows, walls, and fences.

As discussed above, the proposed project would implement flood control basins and structural BMPs that ensure stormwater runoff on-site occurs at a rate similar to pre-development conditions; refer to Table 5.6-1. Thus, the project's incremental impact on stormwater would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

SOLID WASTE GENERATION

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD SIGNIFICANTLY IMPACT THE CAPACITY OF EXISTING SOLID WASTE FACILITIES.**

Impact Analysis: Future cumulative projects developed in the project area would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine project-specific impacts related to solid waste generation. Cumulative projects would be required to comply with existing regulations and policies, including AB 939 and AB 341 (related to diverting solid waste from landfills), AB 1826 (related to recycling organic matter), CALGreen Section 5.408, *Construction Waste Reduction, Disposal, and Recycling* (related to recycling construction and demolition waste).

As discussed above, project-generated solid waste would be adequately accommodated at the Lamb Canyon Sanitary Landfill, El Sobrante Landfill, and Badlands Sanitary Landfill. Further, solid waste generated by project operations would represent approximately 0.15 percent of the residual daily disposal capacity of the three landfills serving the City. Further, project construction and operations would be required to comply with regulations governing solid waste disposal, including the Resource Conservation and Recovery Act of 1976, the Solid Waste Disposal Act of 1965, AB 939, AB 1826, CALGreen Section 5.408, Municipal Code Chapter 8.12 (in accordance with AB 1327). Therefore, project's less-than-significant impacts would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

DRY UTILITIES

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD REQUIRE THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED ELECTRICAL, NATURAL GAS, OR TELECOMMUNICATION FACILITIES, THE CONSTRUCTION OR RELOCATION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative projects in addition to the proposed project could result in the construction of new dry utilities (i.e., natural gas, electricity, telecommunications) or expansion of existing dry utilities. However, cumulative projects would be required to undergo environmental review under CEQA to determine project-level impacts to dry utilities and to identify any required mitigation. Additionally, cumulative developments would be required to pay applicable connection and ongoing user fees to SCE, SCG, and Frontier Communications to receive electricity, natural gas, and telecommunication services, respectively.

The proposed project would not require the expansion of existing electrical infrastructure, nor would the project require SCG to obtain new or expanded natural gas supplies as the project does not propose the use of natural gas. Additionally, the proposed project would only require the construction

of connections on-site to existing telecommunication facilities currently serving the City. Project implementation would not result in increased demands that require or result in the relocation or construction of new or expanded dry utilities, the construction or relocation of which could cause significant environmental effects. The project's less-than-significant impacts in this regard would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to utilities and service systems have been identified.

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5.11 WILDFIRE

This section identifies existing wildfire hazard conditions of the project site and surrounding area and provides an analysis of potential impacts associated with the proposed project. This section is primarily based upon the following technical studies (refer to Appendix 11.8, *Wildfire Studies*):

- *Beaumont Heights Business Centre Fire Protection Plan* (Fire Protection Plan), prepared by Dudek, dated January 2026;
- *Beaumont Heights Project Wildfire Evacuation Study* (Wildfire Evacuation Study), prepared by Dudek, dated January 2026; and
- *Beaumont Heights Fire Evacuation Analysis – Technical Memorandum* (Fire Evacuation Analysis), prepared by CR Associates, dated January 9, 2026.

5.11.1 EXISTING SETTING

A wildfire is an unplanned fire that burns in a natural area such as a forest, grassland, or prairie. The potential for exposure to wildfire hazards can be reduced by elimination of wildfire hazards areas; implementation of land use plans and policies that discourage or prohibit development proximate to known wildfire hazards areas; the design of site plans and tract/parcels maps that incorporate adequate clear areas acting to protect structures from wildfire hazards; and incorporation of facilities that evidence fire-resistant designs.

WILDFIRE RISKS

Fire environments are dynamic systems and include many types of environmental factors and project site characteristics. Fires can occur in any environment where conditions are conducive to ignition and fire movement. Areas of naturally vegetated open space are typically comprised of conditions that may be favorable to wildfire spread. The three major components of fire environment are topography, climate, and vegetation (fuels). The state of each of these components and their interactions with each other determines the potential characteristics and behavior of a fire at any given moment. It is important to note that wildland fire may transition to urban fire if structures are receptive to ignition. Structure ignition depends on a variety of factors and can be prevented through a layered system of protective features including fire resistive landscapes directly adjacent to the structure(s), application of known ignition resistive materials and methods, and suitable infrastructure for firefighting purposes. Understanding the existing wildland vegetation and urban fuel conditions on and adjacent to the project site is necessary to understand the potential for fire within and around the project site.

The following discusses the project site characteristics, local climate, and fire history at a regional scale to ensure a comprehensive understanding of the regional fire environment, which is not constrained by property boundary delineations.

Topography

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread up-slope and slower fire spread down-slope in the absence of wind. Flat terrain tends to have little effect on fire spread, resulting in fires that are primarily influenced by wind.

The project site is characterized by being relatively flat in the northern portions of the site, while the southern portions of the project site contain rugged steep ridges and valleys. The elevations on the project site range from approximately 2,700 feet above mean sea level (amsl) in the northeastern corner of the project site to approximately 2,300 feet amsl in the southwestern portion of the project site.

Climate

Throughout southern California, and specifically at the project site, climate has a large influence on fire risk. The climate of Riverside County is typical of a Mediterranean area, with warm, dry summers and cold, wet winters. Temperatures average (average annual) around 61°F and reach up to 100°F. Precipitation has been averaging less than 16 inches and typically occurs between December and March. The prevailing wind is an onshore flow between 7 and 11 miles per hour from the Pacific Ocean.

Fires can be a significant issue during summer and fall, before the rainy period, especially during dry Santa Ana wind events. The seasonal Santa Ana winds can be particularly strong in the project area as warm and dry air is channeled through the San Gorgonio Pass from the dry, desert land east of the project site. Although Santa Ana events can occur anytime of the year, they generally occur from early fall to early spring and peak in December and January. Santa Ana winds may gust up to 75 miles per hour or higher. This phenomenon markedly increases the wildfire danger and intensity in the project area by drying out and preheating vegetation (fuel moisture of less than 5 percent for 1-hour fuels is possible) as well as accelerating oxygen supply, and thereby, making possible the burning of fuels that otherwise might not burn under cooler, moister conditions.

Vegetation

The project site and surrounding areas primarily support non-native grasslands/ruderal vegetation, chamise chaparral, southern mixed chaparral, and disturbed habitat. Vegetation types were derived from an on-site field assessment of the project site as part of the Fire Protection Plan site assessment. The majority of the slopes adjacent to the project site are vegetated with heavy chaparral and grasses and are classified as low to heavy fuel loads.

The vegetation characteristics on-site are used to model fire behavior analyzed in the Fire Protection Plan. Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (bark thickness, leaf size, branching patterns), and overall fuel loading. For example, non-native grass dominated plant communities become seasonally prone to ignition and produce lower intensity, higher spread rate fires. In comparison, sage scrub can produce higher heat intensity and higher flame lengths under strong, dry wind patterns, but does not typically ignite or spread as quickly as light, flashy grass fuels.

As described, vegetation plays a significant role in fire behavior. A critical factor to consider is the dynamic nature of vegetation communities. Fire presence and absence at varying cycles or regimes disrupts plant succession, setting plant communities to an earlier state where less fuel is present for a period of time as the plant community begins its succession again. In summary, high frequency fires tend to convert shrublands to grasslands or maintain grasslands, while fire exclusion tends to convert

grasslands to shrublands, over time. In general, biomass and associated fuel loading will increase over time, assuming that disturbance (fire, grazing, or grading) or fuel reduction efforts are not diligently implemented.

It is possible to alter successional pathways for varying plant communities through manual alteration. This concept is a key component in the overall establishment and maintenance of proposed fuel modification zones for a project site. Fuel modification zones on a development site typically consist of parking lots, roadways, irrigated and maintained landscapes, and thinned native fuel zones that are subject to regular "disturbance" in the form of maintenance to ensure the zones do not accumulate excessive biomass (live or dead) over time, which results in reduced fire ignition, spread rates, and intensity.

Fire History

Fire history data provides valuable information regarding fire spread, fire frequency, most vulnerable areas, and significant ignition sources, amongst others. In turn, this understanding of why fires occur in an area and how they typically spread can then be used for pre-planning and designing defensible communities.

Fire Protection Plan Appendix B, *Project Vicinity Fire History Exhibit*, presents a graphical view of the project area's recorded fire history. As shown, there have been 97 fires recorded to have burned within five miles of the project site since 1900 by CALFIRE in their Fire and Resource Assessment Program (FRAP) database. Recorded wildfires within five miles range from approximately 10.5 acres to approximately 40,176.8 acres (2006 Esperanza Fire). Approximately 11 fires have burned onto a portion of the project site, including the recent Rabbit Fire that burned onto the site in July 2023. Based on an analysis of the CAL FIRE FRAP fire history data set, specifically the years in which the fires burned, the average interval between wildfires in the area (includes areas up to roughly five miles from the project site) was calculated to be one year with intervals ranging between zero and 15 years. It should be noted that the longer end of this interval is from the first half of the 20th century, where the FRAP database is incomplete. Based on this analysis, it is expected that wildfire(s) that could impact the project site may occur, if weather conditions coincide roughly every year with the realistic possibility of shorter or longer interval occurrences, as observed in the fire history records.

FIRE HAZARD SEVERITY ZONES

CAL FIRE classifies wildfire hazard areas in California. CAL FIRE maps fire hazards within State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). LRAs are lands on which the primary financial responsibility for preventing and suppressing fires is that of the local fire authority and neither State nor federal government have any legal responsibility for providing fire protection. SRAs are defined as land exclusive of cities and federal lands regardless of ownership, which are classified by the State Board of Forestry as areas in which the primary financial responsibility for

preventing and suppressing fires is that of the State of California. Per California Public Resource Code 4201-4204, SRAs are mapped based on relevant factors such as fuels, terrain, and weather, and their potential for causing ignition to buildings.

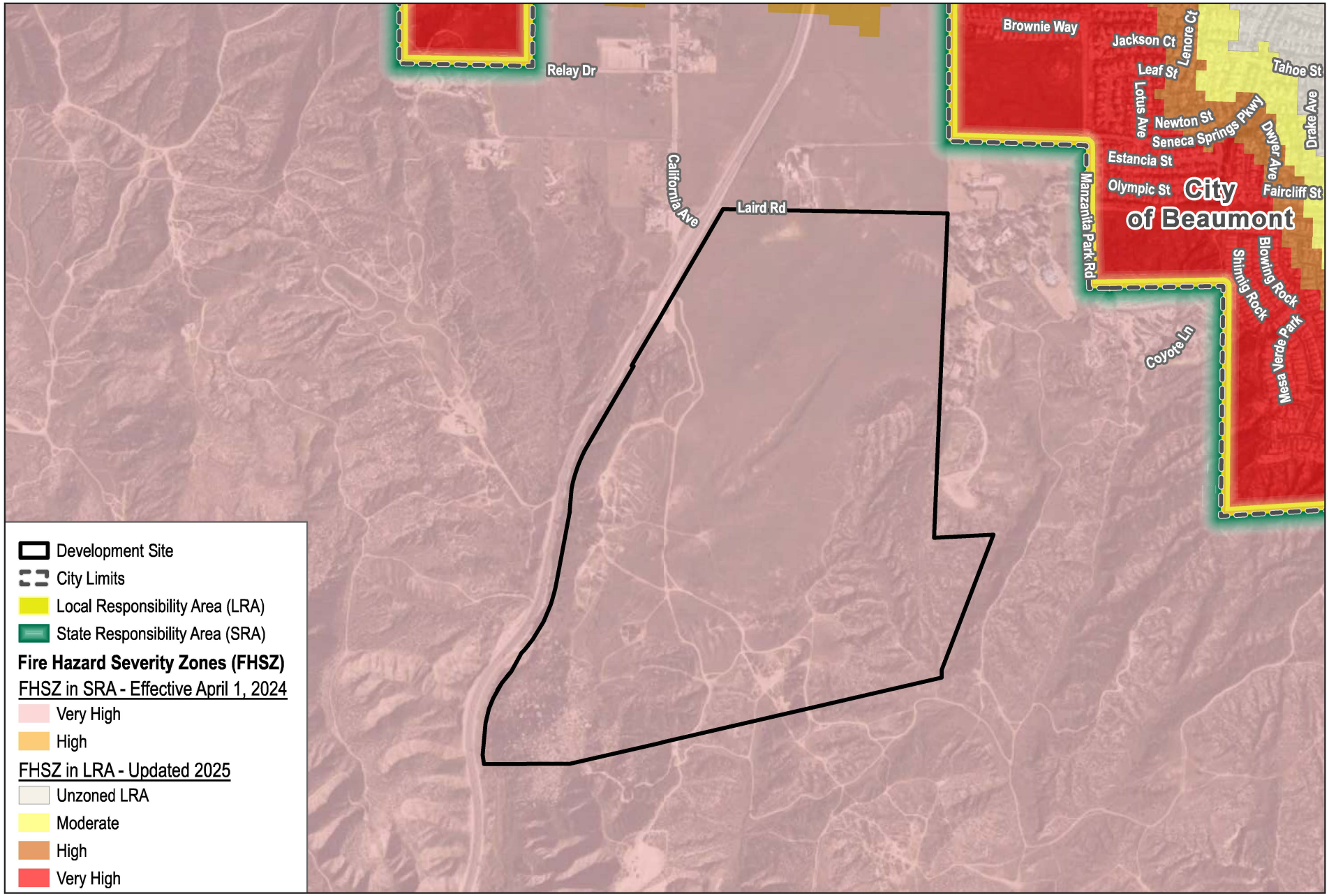
Per California Government Code 51175-89, CAL FIRE is required to identify very high fire hazard severity zones (VHFHSZs). Mapping of the VHFHSZ is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities which quantifies the likelihood and nature of vegetation fire exposure to buildings. On March 24, 2025, the Office of the State Fire Marshal released the 2025 Recommended Local Responsibility Area (LRA) Fire Hazard Severity Zone (FHSZ) Map for Southern California. All new LRA FHSZ maps were adopted by July 2025. The SRA maps have not been updated since their adoption in 2024.

The project site is designated as a VHFHSZ located within a SRA; refer to Exhibit 5.11-1, *Fire Hazard Severity Zones*. Adjacent to the project site, within the City's jurisdictional boundary to the east, the land is primarily designated as LRA VHFHSZ. The previous CAL FIRE Fire Hazard Severity Zone map also categorized the project site as an SRA VHFHSZ; however, the LRA VHFHSZ designations increased northeast and northwest of the project site.

EMERGENCY RESPONSE

Primary fire protection services within the City and Sphere of Influence (SOI), including the project site, are provided by the Riverside County Fire Department (RCFD). These services are supplemented by the California Department of Forestry and Fire Protection (CAL FIRE). In addition to fire protection and emergency services, RCFD also implements programs designed to help prevent fires and reduce fire hazards, including but not limited to, participation in land use and development review processes, building inspection, and public education and awareness. As further discussed in Section 5.9, *Public Services*, Table 5.9-1, *Fire Stations*, presents a summary of the location, equipment, and staffing levels for the three closest, existing RCFD stations anticipated to response to the project site.

Within the area's emergency services system, fire and emergency medical services are also provided by other RCFD fire stations. Generally, each agency is responsible for structural fire protection and wildland fire protection within their area of responsibility. However, mutual aid agreements enable non-lead fire agencies to respond to fire emergencies outside their district boundaries. In the project area, fire agencies cooperate under a Statewide master mutual aid agreement for wildland fires. There are also mutual aid agreements in place with neighboring fire agencies and typically include interdependencies that exist among the region's fire protection agencies for structural and medical responses but are primarily associated with the peripheral "edges" of each agency's boundary.



Source: Dudek 2025

Michael Baker INTERNATIONAL

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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Fire Hazard Severity Zones

Exhibit 5.11-1

5.11.2 REGULATORY SETTING

FEDERAL LEVEL

The Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 (FEMA DMA) requires mitigation planning requirements for State, local, and Indian Tribal governments as a condition of mitigation grant assistance from the Federal Emergency Management Agency (FEMA). Specifically, a State mitigation plan is required in order to receive disaster assistance from FEMA and adds incentives for increased coordination and mitigation of disaster plans. The Act has also established new requirements for local mitigation plans.

National Fire Plan

In 2000, the National Fire Plan was developed by the Secretaries of the Departments of Agriculture and Interior as a report on how to respond to severe, ongoing fire activity, reduce impacts of fires on rural communities and the environment, and ensure sufficient firefighting resources in the future. This report, entitled *Managing the Impacts of Wildfire on Communities and the Environment: A Report to the President in Response to the Wildfires of 2000*, became the basis of the National Fire Plan.

The National Fire Plan addresses five objectives: Firefighting, Rehabilitation, Hazardous Fuels Reduction, Community Assistance, and Accountability (FAR NFP). The National Fire Plan developed its implementation strategy via its 10-Year Comprehensive Strategy and its Implementation Plan. Based on these two reports, in 2002 the President at the time (George W. Bush) announced the Healthy Forest Initiative to implement the National Fire Plan; this became the Healthy Forests Restoration Act of 2003.

The National Fire Plan, as enacted under the Healthy Forests Restoration Act of 2003, works towards the goals of reducing the devastation of wildland fires and improving the health of forests and rangelands.

National Incident Management System

The National Incident Management System (NIMS) guides all levels of government, nongovernmental organizations, and the private sector to work together to prevent, protect against, mitigate, respond to, and recover from incidents. NIMS provides community members with a shared vocabulary, systems, and processes to successfully deliver the capabilities described in the National Preparedness System. The National Preparedness System is a Presidential Policy Directive establishing a common goal to create a secure and resilient nation associated with prevention, protection, mitigation, response, and recovery to address the greatest risks to the nation. One core area is fire management and suppression. NIMS defines operational systems that guide how personnel work together during incidents.

STATE LEVEL

2018 California State Hazard Mitigation Plan

Created by the California Governor's Office of Emergency Services (CGOES), the 2018 California State Hazard Mitigation Plan (SHMP) represents the State's primary hazard mitigation guidance document. The primary goal of the SHMP is to reduce or eliminate potential risks and impacts of natural and human-caused disasters to help communities with their mitigation and disaster resiliency efforts. It includes an updated Statewide risk assessment, disaster history, and statistics; recent mitigation progress, success stories, and best practices; updated State hazard mitigation goals, objectives, and strategies; and updated climate mitigation progress and adaptation strategies (CGOES HMP). The SHMP is required by FEMA under the Disaster Mitigation Act of 2000, which requires states to have disaster mitigation plans as described above.

California Wildland-Urban Interface Code

With the adoption of the 2025 codes on January 1, 2026, all wildfire protection and safety-related requirements previously found in the California Building Code (CBC), California Fire Code (CFC), and California Residential Code have been consolidated into the California Wildland-Urban Interface Code (CWUIC). The 2025 CWUIC, which is codified as Part 7 of the California Building Standards Code, consolidates all wildfire-related laws, codes, and regulations into a single wildfire-specific code. This includes the former Chapter 7A in the CBC, the former Chapter 49 in the CFC, and provisions of California Code of Regulations Title 14, Government Code Section 51182, and Public Resources Code Sections 4290 and 4291. The CWUIC includes special building construction regulations for development in designated fire hazard severity zones. The special construction materials and methods include design and fire-rating standards for exterior walls, doors, and windows. The CWUIC also establishes standards for defensible space and vegetation fuel modification. The CWUIC works as a companion to the CBC and CFC to ensure ignition-resistant construction, fire apparatus access, and adequate fire flow in designated fire hazard severity zones.

California Fire Code

The CFC (Title 24, Part 9) is based on the International Fire Code and includes amendments from the State of California fully integrated into the code. The CFC contains fire safety-related building standards referenced in other parts of the California Code of Regulations (CCR).

California Fire Plan

The California Fire Plan is the State's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE. The main objectives of the California Fire Plan are to involve the community, assess community risk, develop solutions, and implement projects.

California Government Code Section 51182

California Government Code Section 51182 specifically requires people who own, lease, control, operate, or maintain a building or structure on or adjoining land within a VHFHSZ, to do all of the following: (A) Maintain defensible space of 100 feet from each side and from the front and rear of the structure, (B) Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe, (C) Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood, (D) Maintain the roof of a structure free of leaves, needles, or other vegetative materials, and (E) Prior to constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, the owner shall obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable State and local building standards.

California Public Resource Code 4290

California Public Resource Code 4290 require the following measures related to fire hazards to be considered by all residential, commercial, and industrial building construction within state responsibility areas approved after January 1, 1991, and within lands classified and designated as very high fire hazard severity zones: (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; and (4) fuel breaks and greenbelts.

Executive Order N-05-19

On January 9, 2019, Governor Gavin Newsom issued Executive Order N-05-19 in order to address the recent damaging wildfires happening in California. Executive Order N-05-19 directs CAL FIRE, in consultation with other State agencies and departments, to recommend immediate, medium and long-term actions to help prevent destructive wildfires. In response, CAL FIRE (with the contribution of several other State agencies) created the *Community Wildfire Prevention & Mitigation Report* which contains recommendations to reduce the damage from wildfires across the State. Specifically, they focus on reducing wildfire fuel (such as vegetation clearing), long-term community protection (creating defensible space in communities), wildfire prevention, and forest health.

State of California Emergency Plan

The most recent version of the State of California Emergency Plan (CEP) was distributed as of October 1, 2017 from the California Governor's Office of Emergency Services. It addressed California's response to emergency situations associated with natural disasters or human-caused emergencies. It is a requirement of the California Emergency Services Act and is consistent with the California Disaster and Civil Defense Master Mutual Aid Agreement (MMAA). The MMAA obligates each signatory (which includes the State of California, its various departments and agencies, and the various political subdivisions, municipal corporations, and public agencies) to provide aid to each other during an emergency without expectation of reimbursement. The CEP provides a consistent, Statewide framework to enable State , local, tribal governments, federal government, and the private sector to work together to mitigate, prepare for, respond to, and recover from the effects of emergencies regardless of cause, size, location, or complexity.

Subdivision Map Act

The Subdivision Map Act, California Government Code Section 66474.02, requires that before a jurisdiction approves a tentative map or parcel map in an area located in a SRA or VHFHSZ, a legislative body of a county shall make the following findings:

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 Sections 4290 and 4291 of the Public Resources Code 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 Section 4133, 4142, or 4144 of the Public Resources Code.

Attorney General's Guidance

The California Office of the Attorney General issued (October 2022) guidance (Guidance) outlining the Attorney General's recommendations for "best practices" for analyzing and mitigating wildfire impacts of development projects under CEQA. The Guidance is intended to help local governments' evaluation and approval considerations for development projects in fire-prone areas, and to help project design in a way that minimizes wildfire ignition and incorporates emergency access and evacuation measures. Importantly, the Guidance does not impose additional legal requirements on local governments, nor does it alter any applicable laws or regulations.

The Guidance states that evacuation modeling and planning should be considered for certain projects located in high or very high FHSZs as projects in these areas have the potential to present an increased risk of ignition and/or evacuation impacts. The Guidance encourages evacuation modeling and planning prior to project approval to provide greater flexibility regarding design modifications if the evaluation demonstrates such changes are required.

LOCAL LEVEL

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The *County of Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan* (County LHMP) 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. The County LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and

potentially secure mitigation funding through grant programs. The City is one of the participating jurisdictions in the County LHMP.

County of Riverside General Plan

The Safety Element of the County General Plan addresses fire-related hazards present within the County, aiming to mitigate wildfire hazards, eliminate earthquake-induced fire hazards, and reduce long-term safety hazards related to wildfire effects, including erosion and debris flow. The following policies are relevant to the proposed project:

Policy S 4.1 All development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Building and Safety Department for consistency with the following requirements before the issuance of any building permits:

a) All proposed development and construction shall meet minimum state, county, and local standards and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, based on building type, design, occupancy, and use.

b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

c) Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County ordinances, where required. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street addresses and signs and sufficient water supplies, infrastructure for structural fire suppression, and other applicable local and state requirements. Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.

d) Proposed development and construction in Fire Hazard Severity Zones shall provide defensible space or fuel modification zones to be located,

designed, constructed, and maintained to provide adequate defensibility from wildfires.

e) Prior to the approval of all parcel maps and tentative maps, the County shall require, as a condition of approval and as feasible and appropriate, the developer meet or exceed the State Responsibility Area Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see Gov. Code, Section 66474.02.)

f) Proposed development and construction of more than four residential units or more than 10,000 square feet of nonresidential space located in Very High Fire Hazard Severity Zones, or other appropriate zones as determined by the Riverside County Fire Department, shall submit and implement a fire protection plan as feasible and appropriate. This plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.

Policy S 4.4 Discourage development and activities in areas with limited water and access roads, unless adequate measures are implemented.

Policy S 4.5 Require proposed development in High or Very High Fire Hazard Severity Zones be located where fire and emergency services are available or will be constructed as part of the proposed development activities, to the extent such locations are available. These services should meet the minimum response times as established by the Riverside County Fire Department.

Policy S 4.6 Request that conceptual landscaping plans for development in Fire Hazard Severity Zones be reviewed by TLMA [Transportation and Land Management Agency] and Fire Department prior to the issuance of development permits. The conceptual landscaping plan of the proposed development should, at a minimum, include:

a) Plant palette suitable for high fire hazard areas to reduce the risk of fire hazards.

b) Retention of existing natural vegetation to the maximum extent feasible.

c) Removal of on-site combustible plants.

Policy S 4.7 Site design for development in Fire Hazard Severity Zones should be required to account for topographical conditions and reduce the increased risk for sites located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by:

a) Providing fuel modification zones with removal of combustible vegetation while minimizing visual impacts and limiting soil erosion.

b) Replacing combustible vegetation with fire resistant vegetation to stabilize slopes.

c) Submitting topographic map with site-specific slope analysis.

d) Submitting erosion and sedimentation control plans.

e) Providing a setback from the edge of the fuel modification zones as deemed appropriate by the Fire Department.

f) Minimizing disturbance of 25 percent or greater natural slopes.

g) Or enacting other efforts as appropriate to provide comparable protection.

Policy S 6.12 The County shall regularly update all appropriate planning documents, including the Safety Element, the Multi-Jurisdictional Local Hazard Mitigation Plan, emergency operations plans, and other public safety plans, and ensure these updates integrate climate change adaptation considerations.

Policy S 6.13 Develop a blueprint for managing evacuation plans, including allocation of buses, designation and protection of disaster routes to maximize capacity and redundancy, and creation of traffic-control contingencies. Ensure that evacuation transportation services are available for those with limited mobility or lacking access to a personal vehicle.

The Circulation Element designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The following policies are relevant to the proposed project:

Policy C 3.24 Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan* (County LHMP), dated April 2023, aims to identify the County'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 human-caused hazards. The County 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.

The Pass Area Plan

According to the Area Plan, much of the Pass Area is subject to a high risk of fire hazards due to the vast amounts of undeveloped, sloping terrain and the presence of certain types of vegetation such as the oak woodlands and chaparral habitat. The following goals and policies are relevant to the proposed project:

Policy PAP 18.1 Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element. City of Beaumont Local Hazard Mitigation Plan

City of Beaumont Local Hazard Mitigation Plan

The Disaster Mitigation Act of 2000 requires communities to prepare and to keep updated a Local Hazard Mitigation Plan (LHMP) recognizing potential natural hazards and to identify and consider mitigation measures to reduce the risks associated with such hazards. Hazard mitigation planning helps to reduce loss of life and property by minimizing the impact of disasters. In May 2017, the City of Beaumont prepared the *City of Beaumont Local Hazard Mitigation Plan* (City LHMP). The City LHMP identifies vulnerabilities, provides recommendations for prioritized mitigation actions, evaluates resources, identifies mitigation shortcomings, provides future mitigation planning, and establishes schedule for maintenance of existing plan. Mitigation strategies included in the City LHMP typically serve as the implementation plan for the Beaumont General Plan Safety Element.

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 and Riverside County, special districts, and State agencies. The EOP references and is consistent with the General Plan Safety Element goals and policies.

City of Beaumont General Plan

The Land Use and Community Design Element provides a long-term vision, goals, and policies for Beaumont over the next 20 to 30 years. The overall focus is on how to accommodate change and growth in the City, while preserving and enhancing the features and attributes that make it such a desirable place to live. The following goals and policies are relevant to the proposed project:

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.1.6	Preserve and protect natural open space areas in south and southwest Beaumont and its sphere of influence.
Policy 3.1.9	Prioritize public investments and guide private investments around existing neighborhoods and districts to locate expansion areas contiguous to the existing footprint.
Policy 3.1.12	Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.
Goal 3.2:	A City that ensures the timely provision of services with phased development.
Policy 3.2.3	Continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.
Goal 3.11:	A City that maintains and enhances open space used for resource preservation and/or recreation.
Policy 3.11.5	Preserve watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes. These include San Timoteo Creek, Little San Gorgonio Creek and Noble Creek, among others.
Policy 3.11.6	Encourage residential clustering and allow transfer of development rights as a means of preserving open space.
Policy 3.11.7	Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.
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.
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.

The Community Facilities and Infrastructure Element establishes a framework for managing and enhancing existing utility networks, services, and facilities. It provides a set of goals, policies, and implementation actions to address the adequacy of public utilities, including water system, wastewater collection lines, electric power, natural gas, and telecommunications facilities. The following goals and policies are relevant to the proposed project:

Goal 7.1:	City-wide infrastructure to support existing development and future growth.

Policy 7.1.8	As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and design to adapt to those changes. This policy is implemented through the Safety Element.
Policy 7.1.9	Encourage designs that treat infrastructure elements as amenities, not hazards, when considering development applications and infrastructure improvements.
Goal 7.2:	A clean and sustainable water supply that supports existing community needs and long-term growth.
Policy 7.2.2	Coordinate with the Beaumont-Cherry Valley Water District to ensure that adequate water supplies and pressures are available during a fire, earthquake, or both.
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 7.8:	City-wide access to high-quality energy utility and telecommunication services.
Policy 7.8.3	When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.
Policy 7.8.5	Ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City.

The Conservation + Open Space Element of the Beaumont General Plan establishes goals and policies to protect, maintain, and enhance natural resources in the City. The following goals and policies are applicable to the project:

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.
Policy 8.7.6	Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.
Goal 8.9:	A City where the extent of urban development in the hillsides is minimized and mitigated.

Policy 8.9.3 Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

The Safety Element of the Beaumont General Plan establishes a policy framework for maintaining and improving the safety of City residents. The following goals and policies are relevant to the proposed project:

Goal 9.3: A City that provides effective emergency response following a natural or human-caused disaster.

Policy 9.3.1 Ensure that the City's Emergency Operations Plan is regularly updated to be compatible with Federal, State and local emergency requirements and latest FEMA Best Practices.

Policy 9.3.2 Continue to partner with local emergency management organizations to implement coordinated emergency response planning.

Policy 9.3.3 Continue to educate City staff, residents, and businesses regarding appropriate actions to take during an emergency.

Policy 9.3.4 Promote community-based, emergency preparedness programs and disaster education awareness, including the City's annual emergency system training.

Policy 9.3.5 Support the existing Community Emergency Response Team (CERT) program to educate volunteers about disaster preparedness and train them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.

Policy 9.3.6 Maintain emergency procedures for the evacuation and control of population in identified flood hazard areas in accordance with Section 8589.5 of the California Government Code.

Goal 9.4: A City that is protected from the effects of natural and manmade disasters.

Policy 9.4.1 Continue coordinated review of development proposals with the Police Department and Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new development planned or proposed in the City and City's Sphere of Influence.

Policy 9.4.2 Conduct a community risk assessment or hazard profile in partnership with fire crews, community members, and city staff to identify specific target hazards, including critical facilities, community assets, and historical buildings.

Policy 9.4.3 Maintain adequate levels of staffing for fire protection and emergency services by

- Retention of current staffing positions,

- Forecast of future demand, and
- Provision of additional staff, equipment and technology acquisition, and facilities when fiscally appropriate and needed.

Policy 9.4.4 Ensure that backup power is maintained in critical facilities across the City.

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Policy 9.4.6 Restrict new development in areas where adequate access cannot be achieved, unless remedies are proposed that alleviate the constraints.

Policy 9.4.7 Develop a fire service standards study, including identification of existing and future needs and recommendations to address challenges posed by Beaumont's topography, vegetation hazards, road network, extent of fire emergency, and safety personnel capacity.

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 9.5.4 Continue code enforcement efforts to reduce fire hazards associated with older buildings.

Policy 9.5.5 Coordinate with the Beaumont-Cherry Valley Water District to ensure that water pressure for existing and future developed areas is adequate for firefighting purposes.

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.

Policy 9.5.7 Continue to provide technical and policy information regarding structural and wild land fire hazards to developers, interested parties, and the general public through all available media.

Policy 9.5.8 Continue to support and promote the Riverside County Fire and CAL FIRE Ready Set Go program.

Policy 9.5.9	Coordinate with CAL FIRE, Riverside County Fire Department, and other agencies to provide emergency services training for residents and City staff, and promote fire prevention programs, including raising awareness about fire safe landscaping and buffer zones in areas of wildfire risk.
Goal 9.6:	A City that protects human life, land, and property from the effects of wildland fire hazards.
Policy 9.6.1	Inventory and assign risk levels for wildfire hazards to assist in regulating the allowable type, density, location, and/or design and construction of new developments, both public and private.
Policy 9.6.2	Update development standards to meet or exceed the California Code of Regulations Title 14 State Responsibility Area Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulations.
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 9.6.5	Prohibit new public or critical facilities in Very High Fire Hazard Severity Zones, except when other options do not exist.
Policy 9.6.6	Require property owners to clear brush and high fuel vegetation and maintain fire-safe zones (a minimum distance of 30 feet from the structure 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 9.6.7	Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.
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.
Policy 9.6.9	Ensure that re-development after a large fire complies with the requirements for construction in the High and Very High Fire Hazard Severity Zones for fire safety.

Policy 9.6.10	Evaluate soils and waterways for risks from flooding, water quality, and erosion to ensure that they are suitable to support redevelopment following a large fire.
Goal 9.8:	A City with reduced potential flood hazards.
Policy 9.8.3	Work closely with Federal and regional partners to perform timely reviews of potential flood hazards and identify mitigation strategies.
Policy 9.8.4	Require all new developments to mitigate potential flooding that may result from development, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.
Policy 9.8.7	Support regional efforts to control and mitigate existing potential flood related problems.
Policy 9.8.8	Evaluate the feasibility of expanded joint-use of open space lands and utility easements for flood control.
Policy 9.8.9	Encourage property owners and residents to purchase flood insurance for areas outside of the FEMA-mapped 100-year flood zones, especially in areas that have experienced flooding in the past.
Goal 9.9:	A City that promotes preparedness related to the adverse effects of high winds common in the Pass area.
Policy 9.9.1	Consider potential risk posed by high winds in the City in the review of new development applications including those for signs.
Policy 9.9.4	Continuously monitor multi-hazard threats during high wind and associated wildfire conditions. Allocate appropriate firefighting and emergency personnel resources to effectively respond to multi-hazard threats.

Beaumont Municipal Code

Chapter 3.36, *Emergency Preparedness Facilities Fees*, establishes an emergency preparedness facilities fee to fund necessary public improvements for facilities identified in the General Plan, the City's Multi-hazard Functional Plan, and the City's Emergency Preparedness Facilities Fee Study.

Chapter 15.20 of the Municipal Code adopts the CFC with amendments.

The City's Hazardous Weed Abatement Standards (City of Beaumont Fire Code 304.1-304.1.2, City of Beaumont Ordinances 8.08.010, 8.08.015, 8.08.020) are intended to minimize wildland fire hazards through prevention activities and programs. These regulations follow Government code Sections 39501 and 39502 and give responsibility to property owners, leasers, and occupants of the property to ensure that the prevention and abatement of public nuisances caused by weeds, hazardous vegetation, or rubbish on or about any parcel.

Additionally, the California Wildland-Urban Interface Code 2025, as adopted by the City, establishes vegetation management requirements for development within areas identified as High or Very High FHSZ, which includes 100 feet of fuel modification on publicly or privately-owned lands adjacent to native or naturalized vegetation. The City requires Fuel Modification Plans for all new development, which are intended to reduce the risk of significant loss, injury, or death involving wildland fires.

5.11.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, if located in or near State responsibility areas (SRA) or lands classified as VHFHSZs, a project may create a significant adverse environmental impact if it would:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement WF-1).;

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (refer to Impact Statement WF-2);

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 (refer to Impact Statement WF-3);

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 (refer to Impact Statement WF-4).

Based on these standards/criteria, the effects of the proposed program have been categorized as either a "less than significant impact" or "significant and unavoidable impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.11.4 IMPACTS AND MITIGATION MEASURES

EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN

WF-1 THE PROPOSED PROJECT COULD SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN.

Impact Analysis: As shown on Exhibit 5.11-1, the entire project site is located within a VHFHSZ. The proposed project would construct an industrial development with four industrial buildings and

associated site improvements within the Development Site shown on Exhibit 3-2, *Site Vicinity*. As the entire Development Site would be within VHFHSZ, there is a potential for project implementation to impair an adopted emergency response or evacuation plan during a wildfire.

To establish a framework for implementing well-coordinated evacuations, the City and County, like most California emergency operations agencies, have adopted evacuation procedures in accordance with the State's SEMS and the federal NIMS. Large-scale evacuations are complex, multi-jurisdictional efforts that require coordination between many agencies and organizations. Emergency services and other public safety organizations play key roles in ensuring that an evacuation is effective, efficient, and safe. An EOP is the foundation for response and recovery operations. The City EOP in conjunction with the County EOP would be used to coordinate events from small-scale localized emergencies to large disasters that impact several jurisdictions. The City EOP sets forth basic protocols which dictate who is responsible for an evacuation effort and how regional resources may be requested and coordinated. First responders are responsible for determining initial protective actions before EOCs and emergency management personnel have an opportunity to convene and gain situational awareness. Initial protective actions are shared/communicated to local EOCs and necessary support agencies as soon as possible to ensure an effective, coordinated evacuation.

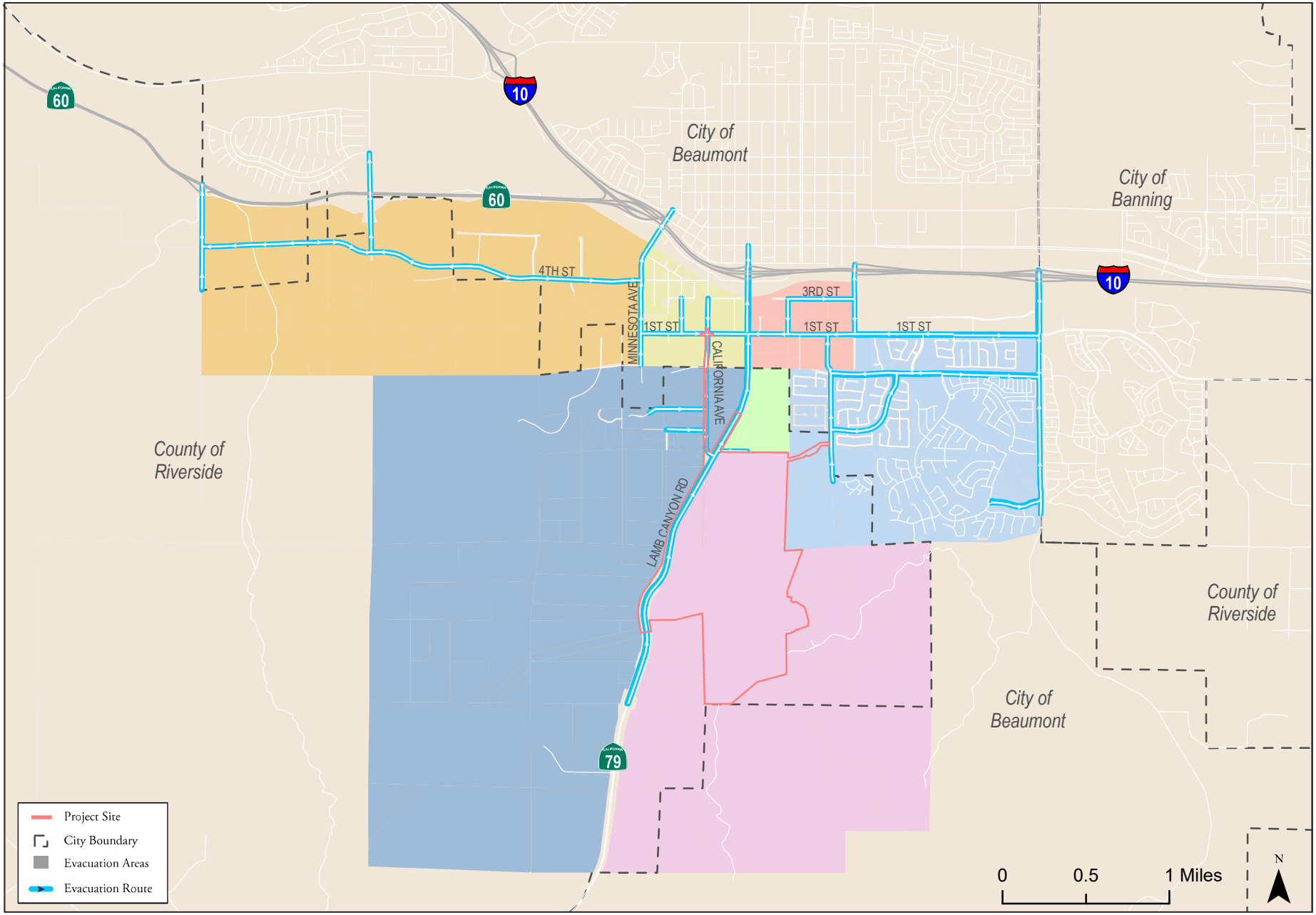
Available evacuation routes within the project area are illustrated on Exhibit 5.11-2, *Evacuation Areas and Routes*. As shown, the project site has multiple evacuation routes available including I-10, SR-79, Beaumont Avenue, California Avenue, East 6th Street, and Oak Valley Parkway. If an evacuation order is issued, evacuees are likely to be directed north and westward utilizing major transportation corridors (i.e., I-10, SR-79 and/or SR-60), away from at-risk areas.

Primary access to the Development Site would be provided from two points of access off SR-79, one aligning with California Avenue in the northern portion of the Development Site and the other located next to Building 3 in the southern portion of the Development Site. There would be 30- to 40-foot-wide fire access roads around the perimeter of each industrial building. As discussed in the Fire Protection Plan, the project would comply with all applicable State, regional, and local regulations related to fire safety. Specifically related to roadways and emergency access, the project proposes the following design features:

- Fire apparatus access roads, commonly referred to as fire lanes, would be provided for every facility or building when any portion of an exterior wall of the first story is located more than 150 feet from an approved access roadway, as measured along an approved route.

- Fire apparatus access roads serving the development would be designed, constructed, and maintained to support the imposed loads of RCFD fire apparatus with a total weight of 80,000 pounds. The road surfaces would be designed, constructed, and maintained to provide all-weather driving capabilities.

- One road is required if any portion of an exterior wall of the first story of a building is located more than 150 feet from a fire access road. More than one road may be required when the project contains an industrial building exceeding 50,000 square feet.



Source: CR Associates, 2025.

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Evacuation Areas and Routes

Exhibit 5.11-2

- To protect fire apparatus, personnel, and equipment from damage and injury from falling debris, buildings taller than or equal to 40 feet in height, including the proposed industrial buildings, would require the edge of fire apparatus access roads to be located no closer than 20 to 40 feet from the building, the actual distance being a function of overall building height with consideration given to building construction, presence of openings, and other potential hazards.

- To ensure that fire apparatus mobility on properties with buildings taller than or equal to 30 feet in height is maintained at all times, Fire Truck Deployment Areas would be provided along the road to permit fire apparatus to pass fire trucks that have outriggers extended. Fire Truck Deployment Areas are typically required on at least two sides of the building. Road widths adjacent to Fire Truck Deployment Area shall be a minimum of 34 feet.

- All access roads would comply with access road standards of a minimum clear width of 24 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches.

- Access walkways would be a minimum of five feet in width and be provided for all egress doors from a building, all firefighter access doorways in buildings with high-piled storage, and the area beneath each rescue window, at a minimum. Access walkways are typically required around the entire perimeter of a structure to facilitate control of a fire through any available openings.

- Access walkways would consist of a surface that lends itself to safe use during building evacuation, firefighting, and rescue efforts. Solid surface walkways such as concrete or asphalt are preferable, though alternative surfaces such as decomposed granite (DG), gravel, or grass may also be permissible. Ground covers and shrubs that prevent or impede laddering of structures would not be planted within access walkways. Where the grade itself presents a slip or fall hazard, an access walkway with a slip-resistant surface and/or stairway would be provided.

Additionally, project design features related to fire access road surface and grade, road width and clearance, aerial fire apparatus access roads, fire land marking, gates, key boxes (i.e., knox boxes), premises identification, and ongoing infrastructure maintenance would be implemented to ensure evacuation of the Development Site would not be impaired by the proposed development.

CONSTRUCTION

As detailed in Section 3.2, *Project Characteristics* and shown on Exhibit 3-2, *Site Vicinity*, an approximately 182.14-acre area to the south of the Development Site is identified as the Construction Staging/Earthwork Balance Area, which is proposed solely for temporary construction staging and earthwork balance activities. This designated area would keep construction activities within the project site and minimize any construction impacts to off-site areas, including SR-79. Nonetheless, construction-related activities (i.e., the transfer of construction equipment, construction worker trips, and hauling trips for soil and construction material) may result in partial vehicle lane closures, which may impair emergency access to the site and nearby uses. As such, the Project Applicant would be required to implement a traffic management plan (TMP) to maintain emergency access during the construction process (Mitigation Measure HAZ-2; refer to Section 5.7, *Hazards and Hazardous*

Materials). The TMP may include potential measures such as posting construction signage at each intersection where temporary partial lane closures are planned, limiting timing for partial lane closures to avoid peak hours, establishing temporary striping plans, and identifying the need for a construction flag person to direct traffic, among others. Implementation of the TMP would minimize traffic disruptions during short-term construction activities and secure emergency evacuation routes for on-site construction workers and existing uses in the project vicinity in the event of wildfires, thus ensuring any emergency response or evacuation plans are not impacted by project construction.

Further, as detailed in the Wildfire Evacuation Study, prior to bringing lumber or combustible materials onto the project site, improvements within the Development Site are required to be in place, including utilities, operable fire hydrants, an approved, temporary roadway surface, and construction phase fuel modification zones. These features would be approved by the RCFD or their designee prior to combustibles being brought on-site. As such, project construction activities are not anticipated to result in a substantial alteration to the design or capacity of existing roadways (i.e., SR-79) that would impair or interfere with an adopted emergency response or evacuation plan.

With the implementation of project design features detailed in the Fire Protection Plan and Wildfire Evacuation Study and Mitigation Measure HAZ-2, project construction activities would not substantially impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

OPERATIONS

During project operations, the industrial development would not impair an adopted emergency response plan or emergency evacuation plan. As stated, site access for the industrial development is proposed at two access points from SR-79, one near the northerly boundary of the Development Site, and the other further south along SR-79 near the center of the Development Site to ensure adequate ingress and egress that minimizes impacts related to traffic flow and queuing on SR-79. On-site truck and passenger vehicle circulation would be provided with new drive aisles around and between the four industrial buildings as illustrated on Exhibit 3-5, *Conceptual Development Site Plan*. The internal roadways are designed to be 30- to 40-foot wide fire lanes to accommodate emergency access vehicles. Additionally, on-site circulation improvements would be subject to City and RCFD review and plan check to ensure proper roadway design is provided to accommodate emergency access. Furthermore, as part of the project, transportation improvements along SR-79 are proposed. Transportation improvements such as installing new traffic signals at the two project driveways and restriping roadways, would ensure adequate traffic conditions along SR-79 are maintained to accommodate project-generated trips and cumulative development in the project area.

Further, as analyzed in the Wildfire Evacuation Study and Fire Evacuation Analysis, the project would not substantially impede emergency response times in the local area. Specifically, an evacuation model analysis was performed to estimate the approximate time required for employees, visitors, and residents of the project and surrounding communities to evacuate to nearby urban areas in the event of a wildfire emergency. Five evacuation modeling scenarios were modeled assuming a mass evacuation event in which all vehicles leave the study area simultaneously, including: (1) Existing Conditions, (2) Background (2030) Conditions, (3) Background (2030 – Phase 1 through Phase 3) With Project Conditions, (4) Cumulative No Project Conditions (2045), and (5) Cumulative With Project Conditions (2045 – Project Buildout). Scenarios 1, 2, and 4 represent total evacuating vehicles

and evacuation times under "without project" conditions, while Scenarios 3 and 5 address the "with project" conditions.

For the purposes of the evacuation analysis, it is assumed that a wildfire originates south or southwest of the project site, then spreads northward, resulting in a mass evacuation of the project site and surrounding area. This assumption was informed by a review of historical wildfire perimeter data from the CAL FIRE Historical Wildland Fire Perimeters database and the Interagency Wildland Fire Perimeter History dataset. These datasets indicate that wildfires with large footprints that have necessitated mass evacuations in and around the City have historically originated within the wildland-urban interface areas to the south and southwest of the City. These areas are generally characterized by rugged terrain, heavier fuel loads, limited roadway access, and longer detection and response times. As a result, fires originating in these areas have a greater potential to grow rapidly before firefighting resources can intervene, increasing the likelihood of widespread evacuation.

Under this assumed scenario, evacuating vehicles are expected to travel generally north toward I-10 and Downtown Beaumont. The analysis area was defined to capture the potential for evacuating vehicles from surrounding land uses to utilize the same or adjacent evacuation routes as the project. Although the primary evacuation route for the project is SR-79/Beaumont Avenue/California Avenue, it is anticipated that some evacuating traffic from land uses to the west and east could also rely on this corridor to access I-10 and Downtown Beaumont. To ensure a conservative analysis, the study area modeled in the Fire Evacuation Analysis encompasses all potential evacuation zones, including some with access to alternative routes. For analytical clarity, land uses within the study area are further grouped into "evacuation areas," labeled Area A through Area G; refer to Exhibit 5.11-2. These groupings reflect shared evacuation routes and/or common destinations.

Based on the analysis methodology, Table 5.11-1, *Evacuation Modeling Scenarios and Evacuation Time Summary*, summarizes the evacuation time for each analysis scenario. The evacuation time does not depict the evacuation time for each individual person within an evacuation area, but rather the total amount of time needed to evacuate all populations modeled from an area.

Table 5.11-1
Evacuation Modeling Scenarios and Evacuation Time Summary

Scenario	No. Vehicles	Evacuation Time (Hours:Minutes)							
		A	B	C	D	E	F	G	Project
Scenario 1 – Existing (2024) Conditions	15,182	0:29	2:23	0:49	0:48	1:08	0:54	1:35	N/A
Scenario 2 – Background (2030) Conditions	16,287	0:53	3:18	0:47	0:46	0:48	0:54	3:32	N/A
Scenario 3 – Background (2030 – Phase 1 through Phase 3) With Project Conditions	18,871	0:53	3:18	0:49	1:08	1:20	0:58	3:36	3:45
Net Evacuation Time (Scenario 3 – Scenario 2)	**N/A**	**0:00**	**0:00**	**0:02**	**0:22**	**0:32**	**0:04**	**0:04**	**3:45**
Scenario 4 – Cumulative No Project Conditions (2045)	18,791	1:04	3:49	0:52	0:52	0:54	1:01	4:07	N/A

Scenario	No. Vehicles	Evacuation Time (Hours:Minutes)							
		A	B	C	D	E	F	G	Project
Scenario 5 – Cumulative With Project Conditions (2045 – Project Buildout)	22,613	1:04	3:52	0:53	1:23	1:37	1:08	4:11	4:33
Net Evacuation Time (Scenario 5 – Scenario 4)	**N/A**	**0:00**	**0:03**	**0:01**	**0:31**	**0:43**	**0:07**	**0:04**	**4:33**

Notes:
[1] 00.00 = Maximum evacuation time for each scenario (time for last vehicle to leave the network and enter a safe area)
[2] The evacuation analysis incorporates the same set of cumulative projects and roadway improvements as those evaluated in the traffic analysis. Given the uncertainty surrounding the timing of cumulative project development, it is conservatively assumed that all such projects will be fully built and occupied by the year 2030.

Source: Refer to Appendix 11.8.

The evacuation modeling reflected an increase in evacuation times that ranged from zero to 32 minutes, with the greatest increase in evacuation time for Area E. The addition of the project conditions to the background 2030 conditions (Scenario 3 vs. Scenario 2) increased Areas A, B, C, F, and G by less than 5 minutes. Similarly, when comparing evacuation times for the cumulative conditions (Scenario 5 vs. Scenario 4), the increased time to evacuate ranged from zero minutes to 43 minutes. Area A reflected a zero-minute difference, Area C with an increase of 1 minute, Area B with 3 minutes, Area G with a 4-minute increase, and Area F with 7 minutes. The largest evacuation time increases were in Area D (31 minutes) and Area E (43 minutes). Many of the evacuation scenarios therefore reflect an increase of less than 10 minutes, with the largest difference being 43 minutes.

There are currently no significant standards for evacuation travel time for the project area or established in the CEQA Guidelines. Public safety, not time, is generally the guiding consideration for evaluating impacts related to emergency evacuation. The CEQA Guidelines considers a project's impact on evacuation significant if the project would significantly impair or physically interfere with implementation of an adopted emergency response or evacuation plan; or if the project would expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Safely undertaking large-scale evacuations may take several hours or more and require moving people long distances to designated areas. Further, evacuations are fluid and timeframes may vary widely depending on numerous factors, including, among other things, the number of vehicles evacuating, the road capacity to accommodate those vehicles, occupants' awareness and preparedness, evacuation messaging and direction, and on-site law enforcement control. As a large-scale evacuation may be executed in several hours, the maximum increase of 43 minutes for Area E under the cumulative with project conditions does not reflect a potentially unsafe condition.

Notwithstanding inherent evacuation challenges and uncertainties, the City and County demonstrate a very high effectiveness in managing both mass and targeted evacuations. This assessment is supported by documented evacuation outcomes showing consistently safe and orderly evacuations and is further reinforced by established emergency management protocols. Technological advancements and improved evacuation strategies learned from prior wildfire evacuation events have resulted in a system that is many times more capable of managing evacuations. With the technology in use today in the County, evacuations are more strategic and surgical than in the past, evacuating smaller areas at highest risk and phasing evacuation traffic so that it flows more evenly and minimizes

the surges that may slow an evacuation. Mass evacuation scenarios where large populations are all directed to leave simultaneously, resulting in traffic delays, are thereby avoided, and those populations most at risk are safely evacuated.

In an evacuation, project occupants would primarily utilize SR-79 and I-10, as illustrated on Exhibit 5.11-2. Based on the typical road capacity, an evacuation of the project site and surrounding land uses, under worst-case conditions, would take approximately 4 hours and 33 minutes to evacuate. The project has associated cumulative projects, given the uncertainty surrounding the timing of cumulative project development, it was conservatively assumed that all such projects would be fully built and occupied by 2030. The project also has an alternative option of recommending occupants to temporarily seek refuge on-site in the proposed fire-resistant buildings or within the wide, converted landscapes and hardscapes that would not readily facilitate wildfire spread. This would provide occupants with a safer alternative compared to risking a late evacuation. Additionally, the project would not cut off or otherwise modify existing evacuation routes. Based on the findings of the Fire Protection Plan, Wildfire Evacuation Study, and Fire Evacuation Analysis, the project would not expose people to a significant risk of loss or death involving wildland fires related to evacuation, would not interfere with evacuation response planning, and would not result in inadequate emergency access. Impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure HAZ-2.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

EXPOSE PROJECT OCCUPANTS TO EXACERBATED WILDFIRE RISKS

WF-2 THE PROPOSED PROJECT COULD EXACERBATE WILDFIRE RISKS, AND THEREBY EXPOSE PROJECT OCCUPANTS TO POLLUTANT CONCENTRATIONS FROM A WILDFIRE OR THE UNCONTROLLED SPREAD OF A WILDFIRE DUE TO SLOPE, PREVAILING WINDS, AND OTHER FACTORS.

Impact Analysis: As shown on Exhibit 5.11-1, the entire project site is located within a VHFHSZ. The project site and general vicinity are predominantly undeveloped and include vegetation and sloping hills that are susceptible to wildfire.

As detailed in the Fire Protection Plan, defensible spaces and vegetation management are proposed project design features to reduce wildfire risks. A fuel modification zone (FMZ) is a strip of land between a structure and open space acting as a buffer where combustible vegetation has been removed and/or modified and partially or totally replaced with more appropriately spaced, drought-tolerant, fire resistant plants in order to provide a reasonable level of protection to structures from wildland fire. A typical landscape/fuel modification installation requires a 100-foot-wide FMZ from the structure outwards towards undeveloped areas. This 100-foot-wide FMZ is required to provide defensible space which is defined as managed and maintained areas adjacent to structures that enable fire suppression activities through the removal of flammable fuels and maintenance of landscapes that would not readily transmit wildfire. Defensible space enables firefighters to safely position themselves at the development edge and begin tactical protection efforts.

For the proposed project, the first 100 feet around each of the proposed buildings is primarily paved parking, with only some landscaped areas within the 100-foot FMZ. The paved areas provide total fuel modification as all fuels would be removed and replaced with noncombustible concrete. The landscaped areas interspersed within the 100-foot strip would comply with FMZ requirements. In some places, the paved parking lots extend 300 feet from the proposed buildings, far exceeding the 100-foot FMZ requirement. As wildfire approaches the paved and landscaped areas of the FMZ, fire behavior is affected substantially reducing flame lengths, spread rates and intensity, thus causing wildfires to weaken as they struggle to find available fuels. FMZs or "brush management" was initially made part of the Public Resources Code 4290 and 4291 to protect natural resources from fires originating in neighboring developed areas and have since become focused on protecting communities and structures. However, FMZs used for the project would continue to have the same benefit of buffering preserved open space areas from accidental ignitions within developments. Positioning the low plant density, irrigated zone directly adjacent to the structure provides a significant buffer between the structure and other landscape fire and native vegetation. The same way that fuel modification sets back a wildland fire from a structure, the fuel modification sets back a structure fire from more burnable native plants. Embers can be generated by a structure fire and can be blown over the fuel modification into native fuels, but the inclusion of automatic sprinklers in each proposed building combined with the presence of staffed RCFD fire stations with fast response times significantly reduces the potential for a structure fire to reach a size that would result in significant impacts. The highest likelihood of vegetation ignitions would be related to the usage of roadways. Further, as depicted in the fire behavior modeling for existing and post-project conditions in the Wildfire Evacuation Study and Fire Evacuation Analysis, the project at buildout would reduce the overall risk of wildfire spreading off-site with implementation of the fire safety requirements, defensible space, and vegetation management outlined in the Fire Protection Plan.Based on the conceptual site plan shown on Exhibit 3-5, the project has more than enough adequate on-site defensible space which consists of concrete roadways, parking stalls, and irrigated landscaping.

- Building 1: Building 1 is in the northern portion of the Development Site. It is set back from the property line between approximately 425 and 745 feet; between the building and property line, there are proposed concrete paved roadways, automobile and trailer parking stalls, and irrigated landscaping. Along the entire eastern and western perimeters of Building 1 are 40-foot-wide fire apparatus access roads, in addition to 30-foot-wide fire apparatus access roads along the northern and southern perimeters of the building. SR-79 marks the western boundary of the Development Site.

- Building 2: Building 2 is located south of Building 1. It is set back from the property line between approximately 400 and 810 feet; in between the building and property line there are proposed concrete paved roadways, parking stalls, and irrigated landscaping. Along the entire eastern and western perimeters of Building 2 are 40-foot-wide fire apparatus access roads, in addition to 30-foot-wide fire apparatus access roads along the northern and southern perimeters. SR-79 marks the western boundary of the Development Site.

- Building 3: Building 3 is located south of Building 2. It is set back from the property line between approximately 510 and 980 feet; in between the building and property line there are proposed concrete paved roadways, parking stalls, and irrigated landscaping. Along the entire eastern and western perimeters of Building 3 are 40-foot-wide fire apparatus access roads, in

addition to 30-foot-wide fire apparatus access roads along the northern and southern perimeters. SR-79 marks the western boundary of the Development Site.

- Building 4: Building 4 is the southernmost building on the Development Site. It is set back from the property line between approximately 305 and 1,050 feet; in between the building and property line there are proposed concrete paved roadways, automobile and trailer parking stalls, and irrigated landscaping. Along the entire eastern and western perimeters of Building 4 are 40-foot-wide fire apparatus access roads, in addition to 30-foot-wide fire apparatus access roads along the northern and southern perimeters.

Exhibit 5.11-3, *Conceptual Site Fuel Modification Plan*, shows the locations where the fuel modification areas are proposed. Vegetation management would also be implemented as an interim fuel management area throughout the construction phases for each structure. Since construction is estimated to take multiple years, there may be a period where developing phases are exposed on multiple sides to wildland fuels. The FMZs would include FMZ 0 (Ember Resistant Zone), FMZ 1 (Lean, Clean, and Green Zones), and FMZ 2 (Reduce Fuel Zone), each with specific requirements depending on distance of building exteriors to adjacent fuels.

Vegetation management (i.e., assessment of the fuel modification zones' condition and removal of dead and dying and undesirable species; as well as thinning as necessary to maintain specified plant spacing and fuel densities) is required to be completed annually by May 1 of each year, and more often as needed for fire safety, as determined by the RCFD. The vegetation management would be funded by the project and conducted by project contractor(s). The project proponent would be responsible for all vegetation management throughout the development, in compliance with the Fire Protection Plan. On-going/as-needed fuel modification maintenance during the interim period while the project is built out would also include necessary measures for consistency with the Fire Protection Plan, including:

- Regular maintenance of undisturbed open space on-site in accordance with weed abatement regulations.

- Removal or thinning of undesirable combustible vegetation and replacement of dead or dying landscaping.

- Maintaining ground cover at a height not to exceed 18 inches. Annual grasses and weeds shall be maintained at a height not to exceed three inches.

- Removing accumulated plant litter and dead wood. Debris and trimmings produced by thinning and pruning should be removed from the project site or chipped and evenly dispersed in the same area to a maximum depth of four inches.

- Maintaining manual and automatic irrigation systems for operational integrity and programming. Effectiveness should be regularly evaluated to avoid over or underwatering.

- Complying with these Fire Protection Plan requirements on a year-round basis. Annual inspections would be conducted following the natural drying of grass and fine fuels, between the months of May and June, depending on precipitation during the winter and spring months.



Source: Dudek, 2025.

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Conceptual Site Fuel Modification Plan

Exhibit 5.11-3

Further, all new structures within the project site would be constructed to CFC standards. Each of the proposed buildings would comply with the enhanced ignition-resistant construction standards of the 2022 CBC (Chapter 7A). These requirements address roofs, eaves, exterior walls, vents, appendages, windows, and doors and result in hardened structures that have been proven to perform at high levels (resist ignition) during the typically short duration of exposure to burning vegetation from wildfires.

Because of the concrete/ignition resistant construction, fuel modification zone setbacks and the type of lower fire intensity vegetative fuels in the site vicinity, sheltering in place is considered to be a safe option if a fast-moving wildfire precludes complete evacuation of the project site. The heat flux produced by the nearest unmaintained vegetative fuels is not at a high enough temperature to ignite a concrete building even if it is directly next to the building. In this case, the heat would dissipate rapidly in the proposed building setbacks that range between 305 and 1,050 feet, and the concrete structures would be capable of absorbing any residual heated air that may intersect with the buildings. While there is potential for vehicles, including 18-wheelers, to be parked within this setback, embers unlikely to have sufficient thermal output to ignite the largely non-combustible vehicles under ordinary conditions and the lack of vegetative fuels in the setbacks eliminates the "ladder" that would otherwise allow embers to ignite fine combustible vegetation.

Water service for the project stie would be provided by Beaumont Cherry Valley Water District. All water storage and hydrant locations, mains, and water pressures would be designed to fully comply with Riverside County Fire Code Fire Flow Requirements. As detailed in the County Fire Code Section 8.32.050 and California Fire Code Section 903.2, all structures within the development are required to have an NFPA 13 consistent automatic fire sprinkler systems based on the latest adopted Building and Fire Codes for occupancy types. Fire hydrants would also be located along fire access roadways and adjacent to each structure, as determined by the RCFD and current fire code requirements to meet operational needs.

As detailed in the Fire Protection Plan, the project's fire protection systems would include a redundant layering of protection methods that have proven to reduce overall fire risk. The requirements and recommendations included in the Fire Protection Plan are performance based and project site–specific, considering the project site's unique characteristics. Specifically, the following fire reduction project design features would be implemented in compliance with the Fire Protection Plan:

- Project buildings would be constructed of ignition resistant construction materials and include automatic fire sprinkler systems based on the latest adopted Building and Fire Codes for occupancy types.

- Fuel modification would be provided as needed around the perimeter of the project site as required by the RCFD and would be a minimum of 100 feet wide.

- If any modifications to the site plan or building square footage described in the Fire Protection Plan occurs, the applicant would be required to submit a revised fire protection plan for RCFD approval.

- Landscape plantings would not utilize prohibited plants that have been found to be highly flammable.

- Fire apparatus access roads (i.e., public and private streets) would be provided throughout the industrial development and would vary in width and configuration but would all provide at least the minimum required unobstructed travel lanes, lengths, turnouts, turnarounds, and clearances required by applicable codes. Primary access and internal circulation would comply with RCFD requirements.

- Buildings would be equipped with automatic fire sprinkler systems designed to NFPA 13 standards and meet RCFD requirements.

- The project would be required to demonstrate provision of water capacity and delivery to ensure a reliable water source for operations and during emergencies which may require extended fire flow.

- Should future iterations of the project's site plan result in buildings that do not achieve a minimum of 100 feet of defensible space, then alternative materials and methods may be proposed to provide the functional equivalency of a full 100 feet of defensible space. Alternative materials and methods would be to the satisfaction of RCFD and may include structural hardening enhancements or landscape features, like non-combustible walls.

- On-going maintenance of all fuel modification shall be managed by Owner's, Property Management Company, or another approved entity, at least annually or as needed.

- The Property Owner(s) or Property Management Company, will provide business owners informational brochures at time of occupancy, which will include an outreach and educational role to ensure fire safety measures detailed in the Fire Protection Plan have been implemented and prepare development-wide "Ready, Set, Go!" plans.

Overall, the proposed development would not facilitate the spread of wildfire and would reduce wildfire risks in the project area. The project would comply with the measures established in the Fire Protection Plan and listed above with respect to construction and maintenance at the project site, including in FMZs. As such, the project is not anticipated to exacerbate wildlife risks in a manner that would expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of wildfire. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

EXACERBATE WILDFIRE RISKS THROUGH INSTALLATION OF INFRASTRUCTURE

WF-3 THE PROJECT COULD EXACERBATE FIRE RISK OR RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT BY REQUIRING THE INSTALLATION OR MAINTENANCE OF ASSOCIATED INFRASTRUCTURE (SUCH AS ROADS, FUEL BREAKS, EMERGENCY WATER SOURCES, POWER LINES OR OTHER UTILITIES).

Impact Analysis: As discussed above Impact Statement WF-2, the project would implement on-site defensible spaces in the form of FMZs (i.e., fuel breaks) to reduce wildfire risks. These are designed to reduce rather than exacerbate fire risk. As analyzed above, vegetation management during project construction and operations would be conducted by the Property Owner(s) or Property Management Company in accordance with the Fire Protection Plan to reduce risk of wildfire. Therefore, impacts associated with construction and maintenance of the proposed FMZs would be less than significant.

As discussed in Section 3.2, *Project Characteristics*, the project would construct on-site utility improvements and off-site transportation and utility improvements along SR-79 and California Avenue and to the east of the Development Site; refer to Exhibit 3-2.All on-and off-site utility infrastructure improvements, including wet and dry utility lines, would be installed below ground and would not exacerbate fire risk with their installation or operations. All improvements would occur within the Development Site or along existing rights-of-way and/or within areas that have been previously disturbed.

Further, on-site roadway improvements would be constructed to meet City building and fire code requirements. As stated above, all on-site internal roadways would be designed as 30- to 40-foot-wide fire access roads with adequate emergency access and clearance.

Overall, the proposed project's installation of new infrastructure, including fuel breaks, utilities, and roadways, would be designed to reduce wildfire risks and would not exacerbate existing wildfire risks in the area. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

DOWNSLOPE OR DOWNSTREAM FLOODING OR LANDSLIDES

WF-4 THE PROPOSED PROJECT COULD 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.

Impact Analysis: Project impacts pertaining to slope instability and landslides are discussed and analyzed in Section 5.6, *Geology and Soils*; impacts pertaining to runoff, drainage, and flooding are discussed and analyzed in Section 5.7, *Hydrology and Water Quality*. As discussed above, the project site contains various steep slopes, and the undeveloped area within the project site is largely composed of

shrub and grassland communities, which provide fuel loads for potential wildfires. Nonetheless, as detailed in Section 5.6, landslides have not been mapped nor encountered as part of any of the geologic investigations conducted for the site. With implementation of Mitigation Measure GEO-1, which would ensure the recommended geotechnical construction and design measures are integrated into project plans and implemented during project construction activities, hazards pertaining to slope instability would be less than significant.

Further, as detailed in Section 5.7, the approximately 385.60-acre undeveloped, vacant (i.e., pervious) Development Site would be improved with approximately 245 acres of impervious surfaces, mainly comprised of asphalt concrete streets, parking lots, and impervious rooftops; this represents an approximately 64 percent increase in impervious surfaces, thus would result in increased urban runoff. However, flood control basins and structural Best Management Practices (BMPs) are proposed. The project-specific Water Quality Management Plan (WQMP) further demonstrates how proposed flood control basins and structural BMPs would mitigate downstream impacts to flooding. As the project proposes flood control basins and structural BMPs, low impact development (LID) features, and source control BMPs in accordance with the WQMP, the proposed drainage design results in similar stormwater runoff generated from the project site under post-development conditions as compared to existing conditions; refer to Table 5.7-1, *Summary of Hydrologic Results*. Additionally, the project site is in a FEMA-designated Flood Zone X: Other Flood Areas and outside of a flood hazard zone per the Beaumont General Plan EIR. As such, the site would not be prone to flooding and project design would be required to comply with applicable federal, State, and local regulations related to flood control.

Overall, the project is not anticipated to 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. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.11.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED PROJECTS, COULD SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN.**

Impact Analysis: Future cumulative projects in the project vicinity may be located in or near an SRA or on lands classified as VHFHSZs and thus, could exacerbate wildfire risk and impair an adopted

emergency response or evacuation plan. Similar to the proposed project, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine project- and site-specific impacts and any required mitigation. Cumulative projects would also be required to comply with existing local and State regulations to minimize wildfire risk and potential impacts on any applicable emergency response or evacuation plans, including the City LHMP and County LHMP.

The proposed project would not impair any adopted emergency response or evacuation plans upon implementation of the proposed fire protection design features and Mitigation Measure HAZ-2 related to implementing a TMP during construction activities. Thus, the project would not contribute towards a cumulative impact in this regard. Impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure HAZ-2.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

EXPOSE PROJECT OCCUPANTS TO EXACERBATED WILDFIRE RISKS

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED PROJECTS, COULD EXACERBATE WILDFIRE RISKS, AND THEREBY EXPOSE PROJECT OCCUPANTS TO POLLUTANT CONCENTRATIONS FROM A WILDFIRE OR THE UNCONTROLLED SPREAD OF A WILDFIRE DUE TO SLOPE, PREVAILING WINDS, AND OTHER FACTORS.**

Impact Analysis: Future cumulative projects in the project vicinity also on or near an SRA or on lands classified as VHFHSZs could exacerbate wildfire risk and expose project occupants to wildfire hazards. These related projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine the project's potential site-specific impacts and required mitigation. Similar to the proposed project, cumulative projects would also be required to comply with applicable State and local standards related to fire safety, including the California Building Code and California Fire Code, and incorporate project design features to establish defensible spaces to minimize wildfire risks.

As detailed under Impact Statement WF-2, the proposed project would include appropriate setbacks, site design, fire-resistant materials, and drought-tolerant landscaping to reduce wildfire risk to project occupants. Additionally, the project would implement fire protection design features detailed in the Fire Protection Plan that addresses fire safety requirements related to infrastructure, building ignition resistance, and defensible spaces. As the project would result in a less-than-significant impacts in this regard, the project, combined with other related projects, would not exacerbate wildfire risks and exposing project occupants to pollutant concentrations. Cumulative impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

EXACERBATE WILDFIRE RISKS THROUGH INSTALLATION OF INFRASTRUCTURE

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED PROJECTS, COULD EXACERBATE FIRE RISK OR THAT MAY RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT BY REQUIRING THE INSTALLATION OR MAINTENANCE OF ASSOCIATED INFRASTRUCTURE (SUCH AS ROADS, FUEL BREAKS, EMERGENCY WATER SOURCES, POWER LINES OR OTHER UTILITIES).**

Impact Analysis: Future cumulative projects in the project vicinity may be located in or near an SRA or on lands classified as VHFHSZs and thus, could exacerbate wildfire risk by requiring the installation or maintenance of associated infrastructure. Similar to the proposed project, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine project- and site-specific impacts and any required mitigation. Cumulative projects would also be required to comply with existing local and State regulations to minimize wildfire risk due to the installation or maintenance of infrastructure.

As detailed under Impact Statement WF-3, although the project would construct an industrial development within a VHFHSZ, the proposed structures and associated site improvements would be constructed to meet applicable State and local fire safety standards. All on-and off-site utility infrastructure improvements would be installed below ground and would not exacerbate fire risk with their installation or operations. All improvements would occur within the Development Site or along existing right-of-way and/or within areas that have been previously disturbed, and no new environmental impacts are expected other than other than those discussed and analyzed throughout this EIR. As the project would result in less-than-significant impacts in this regard, the project, combined with other related projects, would not exacerbate wildfire risks and exposing project occupants to pollutant concentrations. Cumulative impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

DOWNSLOPE OR DOWNSTREAM FLOODING OR LANDSLIDES

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED PROJECTS, COULD 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.**

Impact Analysis: Future cumulative projects in the project vicinity may be located in or near an SRA or on lands classified as VHFHSZs and thus, could expose people or structures to significant risks such as downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Similar to the proposed project, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary

review process to determine project- and site-specific impacts and any required mitigation. Cumulative projects would also be required to comply with applicable State and local standards related to fire safety, including the California Building Code and California Fire Code, and incorporate project design features to establish defensible spaces to minimize wildfire risks to proposed structures.

As detailed under Impact Statement WF-4, the project site contains various steepness of slopes, and the undeveloped area within the project site is largely composed of shrub and grassland communities, that could fuel wildfires. However, no landslides have been mapped or encountered (refer to Section 5.6), and Mitigation Measure GEO-1 would reduce project impacts related to slope stability. Further, proposed flood control basins and structural BMPs, LID features, and source control BMPs would reduce flood hazard risks. Additionally, the project would implement fire protection design features detailed in the Fire Protection Plan that addresses fire safety requirements related to infrastructure, building ignition resistance, and defensible spaces. As the project would result in a less-than-significant impact in this regard, the project, combined with other related projects, would not expose people or structures to significant risks, including downslope or downstream flooding or landslides.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.11.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to wildfire have been identified.

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5.12 TRANSPORTATION

This section evaluates potential transportation impacts resulting from implementation of the proposed project. This section is primarily based on the *Beaumont Heights Vehicle Miles Traveled (VMT) Analysis* (VMT Analysis), prepared by Urban Crossroads, and dated August 13, 2025; refer to Appendix 11.9, *VMT Analysis*.

In 2013, Senate Bill (SB) 743 was adopted, starting a process that fundamentally changed the way transportation impact analysis is conducted under CEQA. SB 743 identifies Vehicle Miles Traveled (VMT) as the most appropriate CEQA transportation metric and eliminates auto delay, or level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Natural Resource Agency integrated VMT into the CEQA Guidelines (14 California Code of Regulations Section 15064.3) pursuant to the provisions of SB 743. The VMT guidelines became effective Statewide beginning July 1, 2020. As such, the following analysis utilizes VMT as the transportation metric to evaluate the project's potential impacts.

5.12.1 EXISTING SETTING

As the project site is within the City of Beaumont's Sphere of Influence (SOI), and as the project proposes annexation into the City, a description of the City's existing roadway network, spanning regional connections to project site linkages, provides the most appropriate context for the following analysis.

EXISTING CITYWIDE ROADWAY CIRCULATION SYSTEM

Major transportation routes through the City include State Route 79 (SR-79), Interstate 10 (I-10), and State Route 60 (SR-60). The I-10 freeway provides direct access to the City by way of on- and off-ramps located at Beaumont Avenue, Highland Springs Avenue, Oak Valley Parkway, Pennsylvania Avenue, and SR-60. The I-10 freeway is an east-west facility with eight lanes and a posted speed of 70 miles per hour (mph) that extends west to the City of Los Angeles and eastward to Arizona and beyond. SR-60, also known as the Moreno Valley Freeway in the City, provides direct access to the City by way of on- and off-ramps located at Sixth Street and a newly constructed interchange at Potrero Boulevard. SR-60 begins west of the City in Los Angeles and terminates at its I-10 freeway junction within the City. Within the City limits, the highway has four lanes with a posted speed of 65 mph. SR-79 is a north-south facility beginning in the City, extending south, and terminating in Los Terrenitos at Interstate 8 (I-8). Within the City limits, the highway has four lanes. Beaumont Avenue south of 5th Street is also designated as SR-79. SR-79 has a posted speed limit of 45 mph within the City limits.

EXISTING STREET SYSTEM[1]

The principal local network of streets serving the project area includes California Avenue, Beaumont Avenue, Oak Valley Parkway, Potrero Boulevard, 4th Street, and 6th Street, and are described below.

- SR-79 is a north-south facility beginning in the City, extending south, and terminating in Los Terrenitos at I-8. Within the City limits, the highway has four lanes. Beaumont Avenue south of 5th Street is also designated as SR-79. The SR-79 highway has a posted speed limit of 45 miles per hour within the City limits.

- California Avenue, between 7th Street and Beaumont Avenue, is designated in the Beaumont General Plan Circulation Element as a Secondary Street.

- Beaumont Avenue is designated in the Beaumont General Plan Circulation Element as an Expressway south of I-10, an Arterial Highway between Cedar View Drive and 13th Street, a Major Highway north of I-10, and a Downtown Street between 13th Street and I-10.

- Oak Valley Parkway, between Potrero Boulevard and Highland Springs Avenue, is designated in the Beaumont General Plan Circulation Element as an Arterial Highway.

- Potrero Boulevard, west of Pennsylvania Avenue, is designated in the Beaumont General Plan Circulation Element as an Arterial Highway.

- 4th Street is designated in the Beaumont General Plan Circulation Element as a Major Highway between Potrero Boulevard and Veile Avenue, and a Secondary Street east of Veile Avenue.

- 6th Street is designated as in the Beaumont General Plan Circulation Element a Downtown Street.

PUBLIC TRANSIT[2]

The City is currently served by the Riverside Transit Agency (RTA) and Beaumont Pass Transit System. RTA coordinates transit services throughout Riverside County. RTA provides local and regional services throughout the region with 33 fixed routes, four Commuter Link express routes, and Dial-A-Ride services using 334 vehicles. The Beaumont Pass Transit System provides bus services to the City, local schools, and surrounding destinations. While the Beaumont Pass Transit System's Routes 3, 4, 7-1, 7-2, and 12 are the closest routes to the project site, there are currently no transit or bus routes that service the project site.

1 Urban Crossroads, *Beaumont Heights Business Center Traffic Analysis*, September 23, 2025.
2 Ibid.

BICYCLE AND PEDESTRIAN FACILITIES

There are limited bicycle and pedestrian facilities in the project vicinity. However, the Beaumont General Plan identifies California Avenue as a pedestrian/bicycle priority roadway for future facilities.

5.12.2 REGULATORY SETTING

STATE LEVEL

Complete Streets Act of 2008

Assembly Bill 1358 (AB 1358), the Complete Streets Act of 2008, was developed in response to and in support of other legislation aimed at reducing vehicle emissions through reduced trip length and frequency combined with changes in land use policies. Specifically, the bill directs that, "commencing January 1, 2011, that the legislative body of a city or county, upon any substantive revision of the circulation element of a general plan, modify the circulation element to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan."

The Complete Streets Act is supported by the California Department of Transportation (Caltrans) Deputy Directive DD-64-R1, which memorializes the importance of pedestrian and bicycle facilities to the State's transportation system and outlines responsibilities for Caltrans employees to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets throughout the State.

Senate Bill 743

In September 2013, the Governor's Office of Planning and Research (OPR) signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. SB 743 identifies VMT as the most appropriate CEQA transportation metric and eliminates of auto delay, or LOS, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Natural Resource Agency certified and adopted the CEQA statute (14 California Code of Regulations Section 15064.3).

REGIONAL LEVEL

Southern California Association of Governments

Regional planning agencies, such as SCAG, recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Beaumont.

SCAG has evolved as the largest council of governments in the United States, functioning as the MPO for six counties, including Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial, and 191 cities. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the South Coast Air Quality Management Plan (AQMP).

CONNECT SOCAL: 2024-2050 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The passage of Senate Bill 375 (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 Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation 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.

SCAG's Regional Council adopted *Connect SoCal: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) on April 4, 2024. The 2024-2050 RTP/SCS outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The 2024-2050 RTP/SCS sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the California Air Resources Board (CARB). The 2024-2050 RTP/SCS goals include the following:

1. Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.

2. Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.

3. Support planning for people of all ages, abilities, and backgrounds.

4. Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.

5. Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.

6. Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.

7. Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.

8. Conserve the region's resources.

9. Improve access to jobs and educational resources.

10. Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.

In addition, the 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies.

LOCAL LEVEL

Riverside County Transportation Uniform Mitigation Fee Program

The Transportation Uniform Mitigation Fee (TUMF) program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study most recent draft in 2024 to address major changes in right of way acquisition and improvement cost factors. This regional program was put into place to ensure that development pays its fair share, and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program imposed and implemented in every jurisdiction in western Riverside County.

County of Riverside General Plan

The County General Plan Circulation Element designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The following policies are relevant to the proposed project:

Policy C 1.8: Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.

Policy C 2.1: The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the

Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- LOS C shall apply to all development proposals in any area of Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

- LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

- LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

Policy C 2.2: Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development.

Policy C 2.3: Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements.

Policy C 2.3: Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements.

Policy C 2.4: The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.

Policy C 2.5: The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of

Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.

Policy C 3.6: Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.

Policy C 3.8: Restrict heavy duty truck through-traffic in residential and community center areas and plan land uses so that trucks do not need to traverse these areas.

Policy C 3.9: Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.

Policy C 3.10: Require private and public land developments to provide all onsite auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

Policy C 3.11: Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations at an isolated off ramp in a remote area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.

Policy C 3.28: Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing.

Policy C 6.1: Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California.

Policy C 6.7: Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.

Policy C 7.1: Work with incorporated cities to mitigate the cumulative impacts of incorporated and unincorporated development on the transportation system.

The Pass Area Plan

The circulation system of the Area Plan is tied to the Countywide system and its long-range direction. As such, successful implementation of the policies in the Pass Area Plan will help to create an interconnected and efficient circulation system for the entire County. The following policy is relevant to the proposed project:

Policy PAP 10.2: Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

City of Beaumont Development Impact Fee Program

The City of Beaumont has created its own local development impact fee (DIF) program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the Beaumont General Plan Circulation Element. The City's DIF includes Street & Bridges Impact Fee, Traffic Signal Impact Fee, and Railroad Crossing Impact Fee. Under the City's DIF program, the City may grant developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

City of Beaumont General Plan

The Land Use and Community Design Element contains the General Plan land use designations, the land use designation map, and goals and policies describing the community's preferences and priorities for the character and appearance of the City. The following policies are relevant to the proposed project:

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 3.4.8: 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.

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

The Mobility Element provides the City's circulation network map and an overview of recommended street types as well as goals and policies addressing existing and future transportation facilities in Beaumont for vehicles, pedestrians, bicycles, and transit. The following policies are relevant to the proposed project:

Policy 4.1.1: Reduce vehicular congestion on auto-priority streets to the greatest extent possible.

Policy 4.2.2: Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.

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.

Policy 4.7.2: Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.

The Economic Development and Fiscal Element presents a brief summary of existing economic and market conditions, including goals and policies related to fiscal health, business attraction and retention, and jobs and workforce development. The following policies are relevant to the proposed project:

Policy 5.8.3: Require new development to pay its fair share of required improvements, including maintenance costs, to public facilities and services through impact fees and other financial and regulatory mechanisms such as benefit assessment districts (BADs) or community facilities districts (CFDs).

The Community Facilities and Infrastructure Element presents the community's interest in maintaining efficient and well-managed community facilities and infrastructure, including water, energy, waste, and telecommunications networks. The following policies are relevant to the proposed project:

Policy 7.1.3: Require that new and existing development pay its fair share of infrastructure and public service costs.

Policy 7.1.4: Require developers to present a plan to provide adequate infrastructure and utility service levels before approving new development.

The Safety Element presents the vision for reducing the potential risks resulting from natural and environmental hazards such as earthquakes, floods, fire, and extreme weather. The following policies are relevant to the proposed project:

Policy 9.4.5: Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Policy 9.4.6: Restrict new development in areas where adequate access cannot be achieved, unless remedies are proposed that alleviate the constraints.

Beaumont Municipal Code

CHAPTER 10.42, TRANSPORTATION DEMAND MANAGEMENT REQUIREMENTS

Chapter 10.42, *Transportation Demand Management Requirements*, of the Municipal Code requires all applicable new developments (non-residential developments which employ 100 or more persons) which are owned and managed as one unit to submit a Transportation Demand Management Plan (TDMP) prepared by a traffic engineer, transportation planner, or other qualified professional identifying the traffic impacts associated with the proposed project and including design recommendations and mitigation measures, as appropriate, to address on- and off-site project impacts. The TDMP is required to also indicate specific strategies and guidelines to reduce the amount of trips and increase the amount of nonvehicular transportation. The TDMP also includes operational standards that shall be implemented within 60 days after occupancy of the development by an employer. In addition, all property owners of applicable new development (non-residential development and/or changes of use) shall be subject to the required capital improvement standards as specified in this section.

City of Beaumont Traffic Impact Analysis Guidelines for Vehicle Miles Traveled

In July 2024, the *Traffic Impact Analysis Guidelines for the City of Beaumont* (City Guidelines) were updated and approved. This document serves as an update to the previous guidelines, and accounts for an increase in warehouse development that was not anticipated when the Beaumont General Plan EIR was drafted. These warehouse development projects are also being constructed on speculation – meaning that no specific tenant has been identified – which decreases the confidence in the trip generation estimates for those projects. This is compounded by the fact that trip rates for warehouses vary a lot, which could lead to underestimation of trip generation for these facilities. As such, the City Guidelines utilize a differential LOS policy. Additionally, the City Guidelines reflect minor changes to the VMT guidance of SB 743 based on experience gained by City staff.

5.12.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

VMT SIGNIFICANCE THRESHOLDS

In compliance with SB 743, the City Guidelines identify that a land use project may be determined to have a non-significant transportation impact if it meets one or more VMT screening criteria. Each of the screening criteria listed in the City Guidelines are described in Table 5.12-1, *Screening for Land Use Projects Exempt from VMT Analysis*, along with a determination of the project's eligibility to meet each criterion.

Table 5.12-1
Screening for Land Use Projects Exempt from VMT Analysis

Screening Criteria	Description	Result
Transit Priority Area (TPA)	Projects located within a TPA (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have a less-than-significant impact on VMT.	Does Not Meet Criteria
Low VMT Area	Projects located within a low VMT generating zone that can reasonably be expected to generate VMT per service population that is similar to the existing land uses in the low VMT area are presumed to have a less-than-significant impact on VMT.	Does Not Meet Criteria
Project Type	Local-Serving Retail under 50,000 square feet, Local Essential Services, or projects generating less than 110 daily vehicle trips are presumed to have a less-than-significant impact on VMT.	Does Not Meet Criteria
Source: Refer to Appendix 11.9.		

As shown in Table 5.12-1, the proposed project was not found to meet any eligible screening criteria and, consistent with the City Guidelines, a project-level VMT analysis is required. The City Guidelines identifies project-generated VMT per service population as the efficiency metric to be compared to the City's current average VMT per service population. More specifically, the City Guidelines identifies the following impact thresholds for project-level VMT analysis:

1. The baseline project-generated VMT per unit of measurement exceeds the City's current average VMT per service population, or

2. The cumulative project-generated VMT per unit of measurement exceeds the City's baseline VMT per service population.

The project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

1. The baseline link-level boundary (City or subregional boundary) VMT per service population increases under the plus project condition compared to the no project condition, or

2. The cumulative link-level boundary (City or subregional boundary) VMT per service population increases under the plus project condition compared to the no project condition.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (refer to Impact Statement TRA-1);

b) Conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b) (refer to Impact Statement TRA-2);

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement TRA-3); and/or

d) Result in inadequate emergency access (refer to Impact Statement TRA-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.12.4 IMPACTS AND MITIGATION MEASURES

CONSISTENCY WITH TRANSPORTATION PROGRAMS

TRA-1 PROJECT IMPLEMENTATION COULD CONFLICT WITH A PROGRAM PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Impact Analysis: As shown on Exhibit 3-5, *Conceptual Development Site Plan*, site access is proposed at two access points from SR-79, one near the northerly boundary of the Development Site, and the other further south along SR-79 near the center of the Development Site. On-site truck and passenger vehicle circulation would be provided with new drive aisles (public and private roads) around and between the four industrial buildings. The project also proposes transportation and utility installations along SR-79, California Avenue, 1st Street, and a segment to the east of the Development Site through the Harmony Haven Children and Youth Center property; refer to Exhibit 3-2, *Site Vicinity*. Further, the project would be required to construct improvements along SR-79 which would require issuance of an Encroachment Permit from Caltrans; the design of these on- and off-site improvements are further discussed under Impact Statement TRA-3 below.

Table 5.12-2, *Beaumont General Plan Mobility Element Project Consistency Analysis*, provides an analysis of the project's consistency with applicable Beaumont General Plan Mobility Element policies. Refer to Section 5.1, *Land Use and Planning*, and Section 5.14, *Greenhouse Gas Emissions*, for a full analysis of the project's consistency with applicable General Plan policies and consistency with the SCAG RTP/SCS, respectively.

Table 5.12-2
Beaumont General Plan Mobility Element Project Consistency Analysis

Applicable Mobility Element Policy	Project Consistency Analysis
Policy 4.1.1: Reduce vehicular congestion on auto-priority streets to the greatest extent possible.	Consistent. SB 743 identifies VMT as the most appropriate CEQA transportation metric and eliminates auto delay, or LOS, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. However, per the City Guidelines, a Traffic Impact Analysis (TIA)[3] was prepared for the project in order to analyze potential LOS deficiencies that may result from project implementation. The project-specific TIA identified improvements necessary to provide or maintain acceptable LOS, including traffic signals, turn lanes, road widening, additional queuing space, and restriping. Additionally, the project would be required to construct improvements along SR-79, specifically at the intersections of California Avenue and at the southerly entrance (a new T-intersection), as described above.
Policy 4.2.2: Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.	Consistent. As detailed in Impact Statement TRA-2, a VMT Analysis was conducted to evaluate VMT impacts associated with the proposed development. The project would implement Mitigation Measure TRA-1, which would require a combination of trip reduction programs, including commute trip reduction marketing, a rideshare program, and end-of-trip bicycle facilities, to reduce the project's total VMT.
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. As a distribution and logistics project, the proposed development would facilitate the efficient movement of freight. As noted above, the project would include a range of operational roadway improvements including traffic signals, turn lanes, road widening, additional queuing space, and restriping. Trucks associated with the project would utilize major travel routes within the City and surrounding area (e.g., SR-79 and I-10).
Policy 4.6.2: Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.	Consistent. During construction, the project would incorporate Mitigation Measure HAZ-2, which would require the preparation of a Traffic Management Plan (TMP). The TMP would include measures such as construction signage, limitations on timing for lane closures to avoid peak hours of truck traffic, temporary striping plans, and, if necessary, use of construction flag person(s) to direct traffic during heavy equipment use. The TMP would reduce construction-related traffic impacts on nearby sensitive areas. In order to reduce heavy truck traffic associated with project operations, Mitigation Measure AQ-26 would require that signs clearly identifying approved truck routes are installed along the truck routes to and from the project site. Further, Mitigation Measures AQ-8, AQ-10, AQ-11, AQ-13, AQ-15 through AQ-19, AQ-22, and AQ-24 through AQ-28 would contribute to reducing heavy duty truck emissions associated with the proposed project. Additionally, on-site trucks would be required to comply with CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation, which

[3] Urban Crossroads, *Beaumont Heights Business Center Traffic Analysis*, September 23, 2025.

Applicable Mobility Element Policy	Project Consistency Analysis
	requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated emissions.
Policy 4.7.2: Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.	Consistent. Automobile and trailer parking stalls would be provided surrounding each industrial building. Based on Municipal Code Table 17.05-1, *Off Street Parking Requirements*, the proposed warehouse use is required to provide one automobile space per 250 square feet of office space and one automobile space per 1,000 square feet of warehouse space. In total, the project is required to provide 5,396 automobile spaces. As detailed in Table 3-1, *Proposed Development*, the project would provide a total of 5,411 automobile parking stalls and 347 trailer parking stalls. Thus, the project would meet and exceed the City's minimum parking standard for the proposed warehouse and office uses.

Source: City of Beaumont, *Beaumont General Plan Chapter 4, Mobility Element*, 2020.

As described above, the Development Site is not served by transit, pedestrian, or bicycle infrastructure. However, California Avenue is identified as a pedestrian/bicycle priority facility in the Beaumont General Plan. The project's land use and circulation improvements would be consistent with the requirements pertaining to the overall transportation and circulation system, including roadway, bicycle, transit, and pedestrian facilities. Additionally, the County and City may assess the potential demand for transit facilities in the area as project employment is generated and may establish new or extended routes.

At the proposed site access points and at off-site improvement intersections along SR-79, the project would include traffic signals in order to efficiently distribute traffic at the new intersections and within the project vicinity. Further, the project applicant would be subject to the County's TUMF program, the City's DIF program, and any other fair share contributions, which may include additional fees and payments as well as construction of additional improvements. With adherence to existing regulations and incorporation of associated improvements, the proposed project would not conflict with the circulation system and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

VEHICLE MILES TRAVELED

TRA-2 PROJECT IMPLEMENTATION COULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).

Impact Analysis: As discussed above, the proposed project does not meet any VMT screening criteria listed in the City Guidelines and thus, is subject to a project-level VMT analysis. The following analysis summarizes the findings of the VMT Analysis provided in Appendix 11.9. Since the project

is being developed as a speculative industrial development, two tenant use options (Tenant Use Option A and Tenant Use Option B) were considered in the VMT Analysis and are described below.

- Tenant Use Option A: Assumes a total building area of 5,182,891 square feet, with 40 percent (2,073,156 square feet) allocated to general warehousing and 60 percent (3,109,735 square feet) allocated to fulfillment uses. The fulfillment uses would be evenly divided between High-Cube Fulfillment Center (Sort) and High-Cube Fulfillment Center (Non-Sort), with approximately 1,554,867 square feet allocated to each use; and

- Tenant Use Option B: Assumes a total building area of 5,182,891 square feet, consisting of 1,000,000 square feet of High-Cube Cold Storage Warehouse, 1,073,156 square feet of General Warehousing, 1,554,867 square feet of High-Cube Fulfillment Center (Sort), and 1,554,868 square feet of High-Cube Fulfillment Center (Non-Sort).

VMT MODELING

The City Guidelines identifies the Riverside County Transportation Model (RIVCOM) as the appropriate tool for conducting VMT forecasting and analysis for land use projects in the City of Beaumont, as it considers interaction between different land uses based on socio-economic data, such as population, households, and employment. The current version of RIVCOM 4.0.1 was released in January 2024 and represents the most current sub-regional transportation model for Riverside County.

VMT ANALYSIS METHODOLOGY

Consistent with the City Guidelines, VMT was estimated using the Origin/Destination method and Boundary method. For both methods, VMT is presented as total VMT and VMT per service population. Total VMT is an estimate of total vehicle travel and considers all vehicle trips and trip purposes, whereas VMT per service population is an efficiency metric that represents VMT generated on a typical weekday per person who lives and/or works in the City of Beaumont or, in the case of the project, per person who works within the project. Total VMT provides an estimate of the total vehicle travel, while VMT per service population measures the efficiency of travel. Consistent with the City Guidelines, the efficiency metric VMT per service population has been adopted by the City for transportation impact analysis.

Origin/Destination VMT

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., project boundary) and tracks those trips to their estimated origins/destinations. Origins are all vehicle trips that start in a specific traffic analysis zone (TAZ) and destinations are all trips that end in a specific TAZ.

Boundary VMT

The City Guidelines also acknowledge that the VMT analysis should contain an evaluation of a project's effect on VMT, which can be performed using the boundary method of calculating VMT. The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., City boundary or subregional boundary). The boundary method estimates VMT by

multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. As the project lies in the City's SOI, consistent with City Guidelines, an assessment of a 10-mile boundary area surrounding the project site has been conducted to ensure trips associated with the project are not omitted.

CITYWIDE AVERAGE VMT PER SERVICE POPULATION

The City's VMT per service population was calculated utilizing the RIVCOM base year traffic model and the cumulative year (2045) traffic model. All TAZs located within the City were selected and the total VMT was calculated from RIVCOM. For ease of comparison, the VMT for the City, 1,962,307 was divided by the City's service population of 63,432 (i.e., population plus employment). Using straight-line interpolation, baseline (2025) VMT per service population is obtained from the base year and cumulative year results, which results in the City's baseline average VMT per service population of 31.0.

PROJECT-GENERATED VMT

The land use type and building square footage for each tenant use option was converted into socio-economic data (e.g., population and employment) to be inputted into the RIVCOM model. Based on this information, Table 5.12-3, *Project-Generated VMT*, presents project-generated VMT and the resulting VMT per service population. As shown in Table 5.12-3, both tenant use options would generate VMT per service population exceeding the City's threshold of 31.0 VMT per service population.

Table 5.12-3
Project-Generated VMT

	Tenant Use Option A		Tenant Use Option B	
	Baseline	Cumulative	Baseline	Cumulative
Service Population	6,114	6,114	6,114	6,114
VMT	295,552	275,291	312,311	290,532
VMT Per Service Population	48.4	45.0	51.1	47.5
City Threshold	31.0	31.0	31.0	31.0
Exceed City Threshold?	**Yes**	**Yes**	**Yes**	**Yes**

Source: Refer to Appendix 11.9.

Both tenant use options are forecasted to exceed the City's threshold in the worst-case baseline condition and would require VMT reduction strategies in the form of trip reduction measures to reduce VMT to the extent feasible. Table 5.12-4, *Required VMT Reduction*, presents the percent over the City's threshold, VMT over the City's threshold, and the percent reduction in project-generated VMT required to fully mitigate the near-term VMT impact. Overall, Tenant Use Option A requires a 36.0 percent reduction and Tenant Use Option B requires a 39.4 percent reduction.

Table 5.12-4
Required VMT Reduction

	Tenant Use Option A	Tenant Use Option B
VMT % Over Threshold	+36.0%	+41.6%
VMT Over Threshold	+106,319	+123,046
VMT % Reduction Required	-36.0%	-39.4%

Source: Refer to Appendix 11.9.

According to the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA Handbook), the measures listed within the Trip Reduction Programs subsector that are focused on reducing employee commute VMT would be most applicable to the project's industrial land use. As such, Mitigation Measure TRA-1 would require a combination of trip reduction programs, including commute trip reduction marketing, a rideshare program, and end-of-trip bicycle facilities to reduce the project's total VMT.

While the VMT Analysis determined that implementation of Mitigation Measure TRA-1 would reduce the project's total VMT, both tenant use options would still exceed the City's threshold. Therefore, even with implementation of Mitigation Measure TRA-1, the project's VMT impact would remain significant and unavoidable.

Mitigation Measures:

TRA-1 The following vehicle miles traveled (VMT) reducing measures from the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (December 2021) shall be implemented by the proposed project to reduce the project's total VMT.

- *Commute Trip Reduction (CTR) Marketing*. The project applicant shall include a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing will promote and educate employees about their travel choices to the employment location beyond driving, such as carpooling, taking transit, walking, and biking, thereby reducing VMT. The project applicant shall provide employees with materials and online resources as a means to promote the CTR program. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness:
    - On-site or online commuter information services;
    - Employee transportation coordinators;
    - On-site or online transit pass sales; and
    - Guaranteed ride home service.
- *Ridesharing Program*. Additionally, the project applicant shall provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle

trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing shall be promoted through a multifaceted approach. The project shall be designed to provide carpool/vanpool/electric vehicle (EV) parking designated spaces in locations of easy and convenient accessibility to the project buildings. Examples include the following:

  - Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
  - Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
  - Providing an app or website for coordinating rides.

- *End-of-Trip Bicycle Facilities*. The project applicant shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bicycle parking, bicycle lockers, showers, and personal lockers. The provision and maintenance of secure bicycle parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas (GHG) emissions. The project shall include building elements for bicycle trip end facilities (i.e., parking) for commuters that choose to bicycle as a mode of travel. This will promote an alternative mode choice of commuting for employees.

- *Provide Employer-Sponsored Vanpool*. The project applicant shall implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT. Future tenant(s) of the industrial buildings shall provide an employer-sponsored vanpool service upon request. Future tenant(s) will require 10 tenant employees within a 10-mile radius of the project site to request this service. The purpose of this requirement is to ensure that the vanpool service is effective and efficient in reducing VMT.

Level of Significance: Significant and Unavoidable Impact.

HAZARDOUS DESIGN FEATURES

TRA-3 PROJECT IMPLEMENTATION COULD SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

Impact Analysis: Site access is proposed at two access points from SR-79, one near the northerly boundary of the Development Site, and the other further south along SR-79 near the center of the Development Site. On-site truck and passenger vehicle circulation would be provided with new drive aisles (public and private roads) around and between the four industrial buildings. All drive aisles and internal roadways would range in width from 30 to 48 feet. In order to provide safe and efficient access, the proposed transportation improvements would include several safety features, including

traffic signals, turn lanes, road widening, additional queuing space, and restriping. The project would be required to construct improvements along SR-79 which is under the jurisdiction of Caltrans. Construction of these improvements would require issuance of an Encroachment Permit from Caltrans. Caltrans would require all improvements to meet American Association of State Highway and Transportation Officials (AASHTO), State of California's Highway Design Manual (HDM), the State of California's Manual of Uniform Traffic Control Devices (MUTCD), and all City requirements. Specifically, the project proposes improvements at two main entrances off SR-79 at the following locations:

- SR-79 at California Avenue:
    - Construct the easterly leg with one westbound left turn lane, one through lane, one right turn lane, and two receiving lanes.
    - Southbound – Add two southbound left turn lanes, maintain one southbound through lane, maintain one southbound shared through/right lane, maintain two receiving lanes, and add one new receiving lane.
    - Northbound – Restripe for one northbound left turn lane, two through lanes, one right turn lane, and maintain two southbound receiving lanes.
    - Eastbound – Maintain existing configuration of one shared left, through, and right lane.
    - Modify the existing traffic signal.
- SR-79 at the southerly entrance (new T-intersection):
    - Construct the easterly leg with one westbound left turn lane, one through lane, one right turn lane, and two receiving lanes.
    - Southbound – Add two southbound left turn lanes, maintain two southbound through lanes, and maintain two receiving lanes.
    - Northbound – Maintain two through lanes, add one northbound right turn lane, and maintain two southbound receiving lanes.
    - Install a traffic signal.

Implementation of these improvements would ensure safe passage for all vehicle types, as well as meet Caltrans and City requirements, including Riverside County Fire Department standards. Additionally, the proposed improvements would be consistent with the recommendations provided in the project-specific TIA, which provided specific roadway dimensions as well as recommended pocket lengths for each of the future intersections to minimize site-adjacent queues.[4] As such, the project would not create a significant traffic-related safety hazard.

[4] Urban Crossroads, *Beaumont Heights Business Center Traffic Analysis*, September 23, 2025.

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, the project is proposing a designated 182.14-acre area to the south of the Development Site, identified as a Construction Staging/Earthwork Balance area; refer to on Exhibit 3-2. All staging and construction areas would have appropriate signage and standard safety protocols as implemented by the project applicant through standard construction practices. Therefore, potential impacts associated with design hazards would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

EMERGENCY ACCESS

TRA-4 PROJECT IMPLEMENTATION COULD RESULT IN INADEQUATE EMERGENCY ACCESS.

Impact Analysis: As shown on Beaumont General Plan Safety Element Figure 9.2, *Evacuation Routes*, the nearest designated emergency evacuation route travels along Beaumont Avenue/SR-79. The proposed project is located directly east of SR-79. As such, construction activities may result in partial temporary lane closures along SR-79 during mass grading, building construction, and off-site transportation and utility improvement installation. As such, the proposed project would implement Mitigation Measure HAZ-2, which requires preparing and implementing a Traffic Management Plan (TMP). The TMP would require that travel in each direction along the SR-79 and other impact roadways be maintained during construction activities. Additionally, the TMP would include other measures that help minimize congestion and maintain traffic flow (i.e., construction signage, limitation on timing for lane closures during peak hours of traffic, temporary lane striping, and flag person to direct traffic). Compliance with Mitigation Measure HAZ-2 would allow for uninterrupted emergency access to evacuation routes. Additionally, the proposed project would be required to comply with all applicable City codes and policies related to emergency access, including the California Fire Code and Municipal Code Title 15, *Buildings and Construction*. Further, all project drive aisles and internal roadways would be designed as 30-foot wide fire lanes to accommodate emergency access vehicles. Thus, project impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure HAZ-2.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

5.12.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

- **CONSISTENCY WITH TRANSPORTATION PROGRAMSTHE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES.**

Impact Analysis: Cumulative projects could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Similar to the proposed project, cumulative projects would also be required to undergo project-specific environmental review under CEQA and the City's discretionary review process. Cumulative projects would also be subject to all applicable policies, plans, and programs related to transit, bicycle, and pedestrian facilities.

As discussed above, the proposed project is not anticipated to result in potentially significant impacts to existing regulations and standards pertaining to pedestrian, bike, and transit services/facilities, upon compliance with applicable State and local regulations and payment of street improvement fees. Therefore, the proposed project would not result in cumulatively considerable impacts to existing regulations and standards pertaining to pedestrian, bike, and transit services/facilities. The project would not conflict with existing transportation programs and plans and would result in less-than-significant impacts. Thus, the project's contribution towards cumulative impacts in conjunction with related projects are not cumulatively considerable. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

VEHICLE MILES TRAVELED

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).**

Impact Analysis: Cumulative projects identified in Table 4-1 have the potential to increase the City's average VMT per capita and total VMT. The VMT Analysis for the project calculated both tenant use options' cumulative effect on VMT using the boundary method. Land use information representing the proposed land use changes contemplated by each tenant use option were coded into the Project TAZ to represent the "With Project" condition. Table 5.12-5, *Project 10-Mile Boundary VMT*, summarizes the Boundary VMT under the No Project and With Project scenarios for both baseline and cumulative conditions.

Table 5.12-5
Project 10-Mile Boundary VMT

	Service Population	Boundary VMT	VMT Per Service Population	Exceeds City Threshold?
Baseline No Project	193,850	4,882,472	25.2	--
Baseline With Option A	**199,959**	**4,922,403**	**24.6**	**No**
Baseline With Option B	**199,959**	**4,924,115**	**24.6**	**No**
Cumulative No Project	279,796	6,429,233	23.0	--
Cumulative With Option A	**285,889**	**6,462,698**	**22.6**	**No**
Cumulative With Option B	**285,889**	**6,463,627**	**22.6**	**No**

Source: Refer to Appendix 11.9.

The VMT per service population is reduced in the With Option scenario for either Tenant Use Options A or B using a 10-mile regional boundary. Therefore, the project's cumulative effect on VMT would not exceed the City's impact threshold for either tenant use option and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

HAZARDOUS DESIGN FEATURES

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INTRODUCE INCOMPATIBLE USES (E.G., FARM EQUIPMENT).**

Impact Analysis: Similar to the proposed project, future cumulative projects would be required to undergo separate environmental review to evaluate project-specific impacts. These projects would also be subject to local agency design, engineering, and safety review to ensure that any risks related to hazardous design features are minimized.

As analyzed above, the proposed project would require approval from Caltrans, the City of Beaumont Public Works Department, and Riverside County Fire Department for all roadway improvements. Therefore, the project would not contribute towards cumulatively considerable impacts with regards to increasing hazards due to geometric design features or introducing incompatible uses. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

EMERGENCY ACCESS

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD RESULT IN INADEQUATE EMERGENCY ACCESS.**

Impact Analysis: Cumulative projects developed would be required to comply with existing codes and standards, including the California Fire Code and Municipal Code Title 15, *Buildings and Construction*. Future cumulative projects would also be required to undergo separate environmental review to evaluate project-specific impacts, and would be subject to public agency engineering, design, and safety review to ensure adequate emergency access is maintained.

As analyzed above, the proposed project would implement Mitigation Measure HAZ-2 to reduce impacts to emergency access during construction. Additionally, the project would be required to comply with existing codes and standards. Therefore, the project would not contribute towards cumulatively considerable impacts with regards to emergency access. Impacts would be less than significant with implementation of Mitigation Measure HAZ-2.

Mitigation Measures: Refer to Mitigation Measure HAZ-2.

Level of Significance: Less-Than-Significant Impact With Mitigation Incorporated.

5.12.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The project would result in significant and unavoidable project-level VMT impacts despite implementation of Mitigation Measure TRA-1.

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5.13 AIR QUALITY

This section addresses the potential air emissions generated by construction and operational activities as a result of implementation of the proposed project and associated impacts to air quality. The analysis also addresses the consistency of the proposed project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) 2022 *Air Quality Management Plan* (2022 AQMP). The analysis of project-generated air emissions focuses on whether the proposed project would cause an exceedance of an ambient air quality standard or SCAQMD significance thresholds. Information in this section is based primarily on the following technical studies; refer to Appendix 11.10, *Air Quality Analysis/HRA*:

- *Beaumont Heights Business Centre Air Quality Impact Analysis*, prepared by Urban Crossroads, dated December 19, 2025;
- *Beaumont Heights Business Centre Construction and Operational Health Risk Assessment*, prepared by Urban Crossroads, dated December 19, 2025, and
- *Beaumont Heights Business Center Comparative Health Impact, Zero-Emission Truck Feasibility, GHG Mitigation, and Energy Cumulative Impact Analysis*, prepared by Urban Crossroads, dated October 1, 2025.

5.13.1 EXISTING SETTING

SOUTH COAST AIR BASIN

Geography

The project site is in the South Coast Air Basin (SCAB) within the jurisdiction of SCAQMD. The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and State air quality standards. The SCAB is a 6,745 square-mile subregion of the SCAQMD, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego Air Basin to the south.

Climate

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality.

The annual average temperatures throughout the SCAB vary from the low to mid 60s (degrees Fahrenheit °[F]). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and

36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO_2) to sulfates (SO_4) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year, there are approximately 10 hours of possible sunshine, and on the longest day of the year, there are approximately 14.5 hours of possible sunshine.

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

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_X) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

The City experiences average high temperatures of up to 77°F during the month of August, and average low temperatures of 48°F during the month of December. Rainfall occurs most frequently in February with an average rainfall of 1.8 inches.[1]

LOCAL AMBIENT AIR QUALITY

California Air Resources Board (CARB) monitors ambient air quality at approximately 250 air monitoring stations across the State. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The closest monitoring station to the City is the Banning Airport Monitoring Station. The air pollutants measured at Banning Airport Monitoring Station include ozone (O_3), particulate matter (PM_{10}), nitrogen oxide (NO_2), and fine particulates ($PM_{2.5}$), while the nearest station that monitors CO is the Rubidoux – Mission Boulevard Monitoring Station. The air quality data monitored at the Banning Airport and Rubidoux – Mission Boulevard Monitoring Stations from 2021 to 2023 are presented in Table 5.13-1, *Measured Air Quality Levels*.

Criteria Air Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), nitrogen oxides (NO_X), and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires

[1] Weather Spark, *Climate and Average Weather Year Round in Beaumont*, https://weatherspark.com/y/2098/Average-Weather-in-Beaumont-California-United-States-Year-Round#google_vignette, accessed November 11, 2024.

an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

Table 5.13-1
Measured Air Quality Levels

Pollutant	Primary Standard		Year	Maximum Concentration[1]	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO)[3] (1-Hour)	20 ppm for 1 hour	35 ppm for 1 hour	2021 2022 2023	2.106 ppm 3.272 ppm 1.509 ppm	0 / 0 0 / 0 0 / 0
Ozone (O_3)[2] (1-Hour)	0.09 ppm for 1 hour	N/A	2021 2022 2023	0.139 ppm 0.116 ppm 0.140 ppm	41 / 4 30 / 0 28 / 2
Ozone (O_3)[2] (8-Hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2021 2022 2023	0.116 ppm 0.100 ppm 0.106 ppm	82 / 80 59 / 56 53 / 51
Nitrogen Dioxide (NO_X)[2]	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2021 2022 2023	0.057 ppm 0.052 ppm 0.050 ppm	0 / 0 0 / 0 0 / 0
Particulate Matter (PM_{10})[2,4,5]	50 µg/m³ for 24 hours	150 µg/m³ for 24 hours	2021 2022 2023	48.6 µg/m³ 52.4 µg/m³ 100.0 µg/m³	* / 0 * / 0 * / 2
Fine Particulate Matter ($PM_{2.5}$) [2,5]	No Separate State Standard	35 µg/m³ for 24 hours	2021 2022 2023	40.9 µg/m³ 37.9 µg/m³ 68.2 µg/m³	* / 0 * / 0 * / 0

ppm = parts per million
µg/m³ = micrograms per cubic meter
* = Data Not Provided
PM_{10} = particulate matter 10 microns in diameter or less
$PM_{2.5}$ = particulate matter 2.5 microns in diameter or less
N/A = Not Applicable

Notes:
1. Maximum concentration is measured over the same period as the California Standard.
2. Measurements taken at the Banning Airport Monitoring Station located at 200 South Hathaway Street, Banning, CA 92220.
3. Measurements taken at the Rubidoux – Mission Boulevard Monitoring Station located at 5888 Mission Boulevard, Riverside, CA 92509.
3. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
4. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Sources: California Air Resources Board, i*ADAM Air Quality Data Statistics*, http://www.arb.ca.gov/adam/, accessed November 11, 2024. California Air Resources Board, *AQMIS Air Quality and Meteorological Information's Systems*, https://www.arb.ca.gov/aqmis2/aqdselect.php, accessed November 11, 2024.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

In February 2024, the EPA lowered the federal primary $PM_{2.5}$ annual standard to 9.0 microgram per cubic meter (ug/m^3) from the 12.0 ug/m^3 standard set in 2012. The secondary annual standard remains at 15.0 ug/m^3. States and Tribal Authorities will submit initial recommendations of areas that do not attain this standard (i.e., nonattainment areas) to EPA by February 2025, and EPA will finalize area designations by February 2026.

Sulfur Dioxide (SO_2). Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria

pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and reactive organic gases (ROG) (see below) are often used interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC are often used interchangeably.

Toxic Air Contaminants (TACs). TACs (also referred to as hazardous air pollutants [HAPs]), are pollutants that result in an increase in mortality, a serious illness, or pose a present or potential hazard to human health. Health effects of TACs may include cancer, birth defects, and immune system and neurological damage.

TACs can be separated into carcinogens and noncarcinogens based on the nature of the physiological degradation associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts would not occur. Noncarcinogenic TACs differ in that there is a safe level in which it is generally assumed that no negative health impacts would occur. These levels are determined on a pollutant-by-pollutant basis.

TACs are not considered criteria air pollutants and thus are not specifically addressed through the setting of ambient air quality standards. Instead, the EPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology (MACT or BACT) to limit emissions.

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of pollutants are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools, and parks.

The following sensitive receptors are in proximity to the project site. All distances are measured from the project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the project site. The following is a list of the closest sensitive receptors to the project site.

- R1: Location R1 represents the existing residence at 14250 Beaumont Avenue, approximately 81 feet north of the project site. Since there are no private outdoor living areas (backyards) facing the project site, R1 is measured from the building façade to the project site.

- R2: Location R2 represents the existing residence at 239 Logan Avenue, approximately 1,391 feet east of the project site. R2 is measured from the private outdoor living area (backyard) to the project site.

- R3: Location R3 represents the Harmony Haven Children and Youth Center at 14700 Manzanita Park Road, approximately 79 feet east of the project site. R3 is measured from the nearest building façade to the project site.

- R4: Location R4 represents the Country Hills RV Park at 14711 Manzanita Park Road, approximately 1,332 feet east of the project site. Since there are no private outdoor living areas (backyards) facing the project site, R4 is measured from the nearest building façade to the project site.

- R5: Location R5 represents the existing residence at 14490 Green Acres Drive, approximately 1,384 feet northwest of the project site. R5 is measured from the private outdoor living area (backyard) to the project site.

- R6: Location R6 represents the existing residence at 14455 California Avenue, approximately 597 feet northwest of the project site. Since there are no private outdoor living areas (backyards) facing the project site, R6 is measured from the nearest building façade to the project site.

- R7: Location R7 represents the existing residence at 1451 Plymouth Rock, approximately 2,727 feet east of the project site. R7 is measured from the private outdoor living area (backyard) to the project site.

5.13.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Clean Air Act

The EPA is responsible for implementing the federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare; refer to Table 5.13-2, *National and California Ambient Air Quality Standards*.

Table 5.13-2
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[3,4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 μg/m³)	**Nonattainment**	N/A	N/A[5]
	8 Hours	0.070 ppm (137 μg/m³)	**Nonattainment**	0.070 ppm (137 μg/m³)	**Nonattainment**
Particulate Matter (PM_{10})	24 Hours	50 μg/m³	**Nonattainment**	150 μg/m³	Unclassified/Attainment
	Annual Arithmetic Mean	20 μg/m³	**Nonattainment**	N/A	Unclassified/Attainment
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	No Separate State Standard		35 μg/m³	Unclassified/Attainment
	Annual Arithmetic Mean	12 μg/m³	Unclassified	9 μg/m³	Unclassified/Attainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Unclassified/Attainment
	1 Hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Unclassified/Attainment
Nitrogen Dioxide (NO_2)[5]	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	Attainment	53 ppb (100 μg/m³)	Unclassified/Attainment
	1 Hour	0.18 ppm (339 μg/m³)	Attainment	100 ppb (188 μg/m³)	Unclassified/Attainment
Lead (Pb)[7,8]	30 days Average	1.5 μg/m³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 μg/m³	Unclassified/Attainment
	Rolling 3-Month Average	N/A	N/A	0.15 μg/m³	Unclassified/Attainment
Sulfur Dioxide (SO_2)[6]	24 Hours	0.04 ppm (105 μg/m³)	Attainment	0.14 ppm (for certain areas)	Unclassified/Attainment
	3 Hours	N/A	N/A	N/A	N/A
	1 Hour	0.25 ppm (655 μg/m³)	Attainment	75 ppb (196 μg/m³)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)	Unclassified/Attainment
Visibility-Reducing Particles[9]	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70 percent RH	Unclassified	**No Federal Standards**	
Sulfates	24 Hour	25 μg/m³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m³)	Unclassified		
Vinyl Chloride[7]	24 Hour	0.01 ppm (26 μg/m³)	Unclassified		

Notes: μg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[3,4]	Attainment Status

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
6. On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
7. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
8. The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
9. In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air MDAB standards, respectively.

Source: California Air Resources Board, *Table of Ambient Air Quality Standards*, https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf, July 16, 2024

STATE LEVEL

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 5.13-2, 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 AQMP to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for the State of California.

Like the 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 show 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 are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment.

AIR TOXICS PROGRAMS

Toxic air contaminants are another group of pollutants of concern in southern California. There are hundreds of different types of toxic air contaminants, with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle engine exhaust. Public exposure to toxic air contaminants can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset spill conditions. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

California regulates toxic air contaminants through its air toxics program, mandated in Chapter 3.5 (Toxic Air Contaminants) of the Health and Safety Code (Health and Safety Code Section 39660 et seq.) and Part 6 (Air Toxics "Hot Spots" Information and Assessment) (Health and Safety Code Section 44300 et seq.). CARB, working in conjunction with the State Office of Environmental Health Hazard Assessment, identifies toxic air contaminants. Air toxic control measures may then be adopted to reduce ambient concentrations of the identified toxic air contaminant to below a specific threshold, based on its effects on health, or to the lowest concentration achievable through use of best available control technology (BACT) for toxics. The program is administered by CARB. Air quality control agencies, including the SCAQMD, must incorporate air toxic control measures into their regulatory programs or adopt equally stringent control measures as rules within six months of adoption by CARB.

REGIONAL LEVEL

SCAG Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, the Regional Council of the Southern California Association of Governments (SCAG) formally adopted the *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing greenhouse gases (GHGs) from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specifically, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita VMT. Some of these tools

include center-focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

The most recent 2024-2050 RTP/SCS (Connect SoCal 2024) was adopted by SCAG's Regional Council in April 2024. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The Connect SoCal 2024 sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the CARB. In addition, the Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies. The Regional Planning Policies are a resource for County Transportation Commissions (CTCs) and local jurisdictions, who can refer to specific policies to demonstrate alignment with the Connect SoCal 2024 when seeking resources from State or federal programs. The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies.

SCAQMD Air Quality Management Plan

The SCAQMD is one of 35 air quality management districts that have prepared AQMPs to accomplish a five-percent annual reduction in emissions. SCAQMD adopted the 2022 AQMP on December 2, 2022. The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 eight-hour ozone NAAQS-70 parts per billion (ppb) as expeditiously as practicable, but no later than the statutory attainment deadline of August 3, 2038, for the SCAB and August 3, 2033, for the Riverside County portion of the Salton Sea Air Basin. The 2022 AQMP incorporates the SCAG's 2020-2045 RTP/SCS and motor vehicle emission profiles from CARB. SCAG updates the RTP/SCS every four years and the most recent plan, Connect SoCal 2024, was adopted on April 4, 2024. However, SCAQMD has not adopted an updated AQMP to incorporate Connect SoCal 2024.

In addition to the 2022 AQMP and its rules and regulations, the SCAQMD published the CEQA Air Quality Handbook. The SCAQMD *1993 CEQA Air Quality Handbook* (CEQA Air Quality Handbook) provides guidance to assist local government agencies and consultants in developing the environmental documents required by CEQA. With the help of the CEQA Air Quality Handbook, local land use planners and other consultants are able to analyze and document how proposed and existing projects affect air quality and should be able to fulfill the requirements of the CEQA review process. The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the current CEQA Air Quality Handbook approved by the SCAQMD Governing Board in 1993.

SCAQMD adopts rules and regulations to implement various portions of the AQMP. Several of these rules may apply to the project construction and/or operation. SCAQMD Rule 403 requires the implementation of the best available fugitive dust control measure during active construction periods that can generate fugitive dust emissions. These construction periods typically include on-site earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads.

The following SCAQMD rules and regulations would be applicable to the proposed project:

- SCAQMD Rule 403: Requires projects to incorporate fugitive dust control measures;
- SCAQMD Rule 1108: Limits the Volatile organic compound (VOC) content of asphalt;
- SCAQMD Rule 1113: Limits the VOC content of architectural coatings;
- SCAQMD Rule 1143: Limits the VOC content of solvents used during construction; and
- SCAQMD Rule 445: Prohibit the installation of wood-burning devices into any new development.

LOCAL LEVEL

County of Riverside General Plan

The Air Quality Element of the County General Plan conveys the County's goals, policies, and programs that meant to balance the County's actions regarding land use, circulation and other issues with their potential effects on air quality. The following goals and policies are relevant to the proposed project:

Policy AQ 1.1:	Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.
Policy AQ 1.2:	Support Southern California Association of Government's (SCAG) Regional Growth Management Plan by developing intergovernmental agreements with appropriate governmental entities such as the Western Riverside Council of Governments (WRCOG), the Coachella Valley Association of Governments (CVAG), sanitation districts, water districts, and those subregional entities identified in the Regional Growth Management Plan.
Policy AQ 1.3:	Participate in the development and update of those regional air quality management plans required under federal and state law, and meet all standards established for clean air in these plans.
Policy AQ 1.4	Coordinate with the SCAQMD and MDAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.
Policy AQ 1.5	Establish and implement air quality, land use and circulation measures that improve not only the County's environment but the entire region.
Policy AQ 1.7	Support legislation which promotes cleaner industry, clean fuel vehicles and more efficient burning engines and fuels.
Policy AQ 1.8	Support the introduction of federal, State or regional enabling legislation to permit the County to promote inventive air quality program, which otherwise could not be implemented.

Policy AQ 1.11	Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that effectively reduce airborne pollutants.
Policy AQ 2.1	The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.
Policy AQ 2.2	Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.
Policy AQ 2.3	Encourage the use of pollution control measures such as landscaping, vegetation and other material, which trap particulate matter or control pollution.
Policy AQ 3.1	Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.
Policy AQ 3.2	Seek new cooperative relationship between employers and employees to reduce vehicle miles traveled.
Policy AQ 3.3	Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.
Policy AQ 4.1	Require the use of all feasible building material/methods which reduce emissions.
Policy AQ 4.2	Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.
Policy AQ 4.3	Require centrally heated facilities to utilize automated time clocks or occupant sensors to control heating where feasible.
Policy AQ 4.4	Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.
Policy AQ 4.5	Require stationary pollution sources to minimize the release of toxic pollutants through: • Design features; • Operating procedures; • Preventive maintenance; • Operator training; and

- Emergency response planning.

Policy AQ 4.6	Require stationary air pollution sources to comply with applicable air district rules and control measures.
Policy AQ 4.7	To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board.
Policy AQ 4.8	Expand, as appropriate, measure contained in the County's Fugitive Dust Reduction Program for the Coachella Valley to the entire County.
Policy AQ 4.9	Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.
Policy AQ 4.10	Coordinate with the SCAQMD and MDAQMD to create a communications plan to alert those conducting grading operations in the County of first, second, and third stage smog alerts, and when wind speeds exceed 25 miles per hour. During these instances all grading operations should be suspended.
Policy AQ 8.6	Encourage employment centers in close proximity to residential uses.
Policy AQ 10.1	Encourage trip reduction plans to promote alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education and preferential parking.
Policy AQ 15.1	Identify and monitor sources, enforce existing regulations, and promote stronger controls to reduce particulate matters.
Policy AQ 16.1	Cooperate with local, regional, state and federal jurisdictions to better control particulate matters.
Policy AQ 17.1	Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way, and off-road vehicles to the extent possible.
Policy AQ 17.9	Encourage the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks in lieu of idling of engines for power.
Policy AQ 17.10	Promote and encourage the use of natural gas and electric vehicle in distribution centers.

City of Beaumont General Plan

The Conservation and Open Space Element of the Beaumont General Plan presents a vision for protecting the community's access to land, water, and natural resources. This element additionally provides information on energy, air quality, environmentally sensitive habitat, visual resources, and cultural and tribal resources in the City. Finally, this element identifies goals and policies describing the community's preferences and priorities for promoting environmental stewardship and sustainability practices. The following goals and policies are applicable to the project:

Goal 3.10:	A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.
Policy 3.10.1:	Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health and minimize the disproportionate impacts on sensitive population groups.
Policy 3.10.2:	Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.
Policy 3.10.4:	Designate truck routes to avoid sensitive land uses, where feasible.
Policy 3.10.6:	Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.
Policy 3.10.7:	Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.
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 provide 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.
Goal 11.12:	Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.6: Improve air quality through improved walkability, reduced vehicular use and enhanced non-vehicular travel.

5.13.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

REGIONAL AIR QUALITY

SCAQMD Thresholds

The City uses the SCAQMD 1993 CEQA Air Quality Handbook to identify potentially significant impacts on air quality. For the purposes of this analysis, an impact is considered significant if a project:

- Generates total emissions (direct and indirect) in excess of the thresholds identified in Table 5.13-3, *South Coast Air Quality Management District Emissions Thresholds*;
- Generates a violation of any ambient air quality standard when added to the local background; and/or
- Does not conform with the applicable attainment or maintenance plan(s).

Table 5.13-3 lists the CEQA significance thresholds for construction and operational emissions established for the SCAB. Projects in the SCAB with construction- or operation-related emissions that exceed any of these emission thresholds would be considered significant under SCAQMD guidelines. These thresholds apply as both project-specific and cumulative thresholds. If a project exceeds these standards, it is considered to have a project-specific and cumulative impact.

Table 5.13-3
South Coast Air Quality Management District Emissions Thresholds

Criteria Pollutant	Construction Phase (lb/day)	Operational Phase (lb/day)
Volatile Organic Compounds (VOCs)	75	55
Carbon Monoxide (CO)	550	550
Oxides of Nitrogen (NO_X)	100	55
Oxides of Sulfur (SO_X)	150	150
Particulate Matter (PM_{10})	150	150
Particulate Matter ($PM_{2.5}$)	55	55

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, revised March 2023.
Notes: lbs/day = pounds per day

Localized Significance Threshold

The SCAQMD published the *Final Localized Significance Threshold Methodology* in June 2003 and updated it in July 2008, which recommends air quality analyses to include assessments of both construction and operational impacts on nearby sensitive receptors. Localized Significance Thresholds (LSTs) represent the maximum emissions from a project site that are not expected to result in an exceedance of the most stringent applicable NAAQS or CAAQS for CO, NO_2, PM_{10} and $PM_{2.5}$, as shown in Table 5.13-1.

LST analyses only apply to CO, NO_2, PM_{10}, and $PM_{2.5}$ emissions during construction and operation and are at the discretion of the lead agency. Screening-level analysis of LSTs is only recommended for construction activities at project sites that are five acres or less. SCAQMD recommends that any project greater than five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors.

CO Hot Spot Threshold

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. Ambient CO levels throughout the SCAB are below the standards, therefore, a project would have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 ppm; and
- California State 8-hour CO standard of 9 ppm.

If ambient levels already exceed a State or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. SCAQMD defines a measurable amount as 1.0 ppm or more for the 1-hour CO concentration or 0.45 ppm or more for the 8-hour CO concentration.

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors. Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

At the time of the publishing of the CEQA Air Quality Handbook, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SCAB and in California have steadily declined. In 2007, SCAQMD was designated as an attainment area for CO under both the CAAQS and NAAQS. As identified within SCAQMD's *2003 Air Quality Management Plan* and the *1992 Federal Attainment Plan for Carbon Monoxide*, peak CO concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (or 24,000 vehicles per hour where vertical and/or horizontal air does not mix) to generate a significant CO impact.

Health Risk Thresholds

In order to determine whether or not a proposed project would cause a significant effect related to health risk, the impact must be determined by examining the types and levels of TACs generated by implementation of the project and the associated impacts on factors that affect air quality. While the final determination of significance thresholds is within the purview of the lead agency pursuant to the CEQA Guidelines, the SCAQMD recommends that the air pollution thresholds shown below be used by lead agencies in determining whether a project would result in potentially significant impacts related to health risk. If the lead agency finds that the proposed project has the potential to exceed these air pollution thresholds, the project impacts should be considered significant. Table 5.13-4, *SCAQMD Toxic Air Contaminants Incremental Risk Thresholds for TACs*, lists the TAC incremental risk thresholds for construction and operation of a project.

Table 5.13-4
SCAQMD Toxic Air Contaminants Incremental Risk Thresholds for TACs

	Thresholds
Maximum Incremental Cancer Risk	≥ 10 in 1 million
Hazard Index (project increment)	≥ 1.0
Cancer Burden in areas ≥ 1 in 1 million	> 0.5 excess cancer cases

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, revised March 2023.

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to Diesel Particulate Matter (DPM) exposure. This threshold serves to determine whether a given project has a potentially significant development-specific and cumulative impact. The measurements consider the maximally exposed individual resident (MEIR) and the point of maximum impact (PMI). The MEIR identifies the individual resident or sensitive receptor that would have the maximum risk of exposure associated with DPM emissions from the proposed project. The PMI is defined as the location where the risk of exposure associated with DPM emissions from the proposed project is highest.

The 10 in one million standard is a very health-protective significance threshold. A risk level of 10 in one million implies a likelihood that up to 10 persons out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of TACs over a specified duration of time. This risk would be an excess cancer that is in addition to any cancer risk borne by a person not exposed to these air toxics.

The SCAQMD has also established non-carcinogenic risk parameters for use in health risk assessments (HRAs). Noncarcinogenic risks are quantified by calculating a "hazard index" (HI), expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less than one (1.0) means that adverse health effects are not expected. As such, non-carcinogenic exposures of less than 1.0 are considered less than significant.

Cumulative Impacts

Based on SCAQMD guidance, individual projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the SCAB is in non-attainment. As discussed in the SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*:

> As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR… projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

Therefore, the following evaluation assumes that individual projects that do not generate operational or construction emissions that exceed SCAQMD's recommended daily thresholds for project specific impacts would not cause a cumulative considerable increase in emissions for those pollutants for which the SCAB is in non-attainment. Conversely, individual projects that generate operational or construction thresholds that exceeds the applicable daily thresholds would result in a cumulative considerable increase in emissions for those pollutants.

SCAQMD is currently in the process of updating their cumulative TAC thresholds but has not yet formally adopted guidance. In order to conservatively assess the potential cumulative health risk associated with other industrial/warehouse facilities located within 1,000 feet of the proposed project site and project truck routes, the following analysis utilizes a cancer risk of 100 in one million as the cumulative threshold, which is consistent with guidance provided by the U.S. EPA and is utilized by the Bay Area Air Quality Management District. Individual projects that exceed this threshold would result in a cumulatively considerable health risk impact.

Methodology

The proposed project could develop one of two development options, detailed below as Option A and Option B. Option A assumes a 50/50 split between High-Cube Fulfillment Center Warehouses (Sort Facility) and High-Cube Fulfillment Center Warehouses (Non-Sort Facility). Option B would assume a 50/50 split between High-Cube Fulfillment Center Warehouse (Sort Facility), 1,000,000 square feet dedicated to High-Cube Cold Storage Warehouse, and 1,073,156 square feet of warehousing space. Under both options, the project would be developed over four phases, as described below:

Option A:

- Phase 1 (2028)
    - 192,487-square foot (SF) High-Cube Fulfillment Center (Non-Sort Warehouse)
    - 192,487 SF High-Cube Fulfillment Center (Sort Warehouse)
    - 256,648 SF General Warehousing
- Phase 2 (2029)
    - 608,300 SF High-Cube Fulfillment Center (Non-Sort Warehouse)
    - 608,300 SF High-Cube Fulfillment Center (Sort Warehouse)

    - 811,0661 SF General Warehousing
- Phase 3 (2030)
    - 1,054,976 SF High-Cube Fulfillment Center (Non-Sort Warehouse)
    - 1,054,976 SF High-Cube Fulfillment Center (Sort Warehouse)
    - 1,406,634 SF General Warehousing
- Phase 4 (2032)
    - 1,554,868 SF High-Cube Fulfillment Center (Non-Sort Warehouse)
    - 1,554,868 SF High-Cube Fulfillment Center (Sort Warehouse)
    - 2,073,156 SF General Warehousing

Option B:

- Phase 1 (2028)
    - 123,796 SF High-Cube Cold Storage Warehouse
    - 192,487 SF High-Cube Fulfillment Center (Non-Sort Warehouse)
    - 192,487SF High-Cube Fulfillment Center (Sort Warehouse)
    - 132,853 SF General Warehousing
- Phase 2 (2029)
    - 391,223 SF High-Cube Cold Storage Warehouse
    - 608,300 SF High-Cube Fulfillment Center (Non-Sort Warehouse)
    - 608,300 SF High-Cube Fulfillment Center (Sort Warehouse)
    - 419,843 SF General Warehousing
- Phase 3 (2030)
    - 678,499 SF High-Cube Cold Storage Warehouse
    - 1,054,976 SF High-Cube Fulfillment Center (Non-Sort Warehouse)
    - 1,054,976 SF High-Cube Fulfillment Center (Sort Warehouse)
    - 728,135 SF General Warehousing
- Phase 4 (2032)
    - 1,000,000 SF High-Cube Cold Storage Warehouse
    - 1,544,868 SF High-Cube Fulfillment Center (Non-Sort Warehouse)
    - 1,544,867 SF High-Cube Fulfillment Center (Sort Warehouse)
    - 1,073,156 SF General Warehousing

As evaluated in the *Beaumont Heights Business Centre Traffic Analysis*, prepared by Urban Crossroads and dated September 23, 2025, under Option A, the project is expected to generate a total of 16,380 two-way trips per day at buildout, including 14,478 two-way passenger vehicle trips per day and 1,902 two-way truck trips per day. Under Option B, the project is expected to generate a total of 16,792 two-way trips per day at buildout, including 14,738 two-way passenger vehicle trips per day and 2,054 two-way truck trips per day.

The proposed project would be all electric and would not include provisions for the installation of natural gas plumbing and appliances.

Models Employed to Analyze Air Quality

California Emission Estimator Model (CalEEMod)

Land uses such as the proposed industrial use affect air quality through construction-source and operational-source emissions. The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this analysis has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this project to determine construction and operational air pollutant emissions.

Construction Emissions

It should be noted that the construction emissions are identical for both Option A and Option B, as the same construction assumptions were applied in the modeling under both Options.

Construction Activities

Construction activities associated with the project for both Option A and Option B would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities:

1. Mass Grading:
    a. Site Preparation
    b. Mass Grading
2. Phase 1-4:
    a. Remedial Grading
    b. Building Construction
    c. Paving
    d. Architectural Coating

Grading Activities

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Based on information provided by the project Applicant, the project site is anticipated to balance and no import or export of soil is anticipated.

Off-Site Utility and Infrastructure Improvements

To support the project development, off-site utility and infrastructure improvements are anticipated on the immediately surrounding roadways, particularly on State Route 79 and California Avenue.

Additionally, it is anticipated that off-site construction activities would be required to install water and recycled water infrastructure to the northeast of the Development Site. It is expected that the off-site construction activities would not take place at one location for the entire duration of construction. Impacts associated with these activities are not expected to exceed the emissions identified for project-related construction activities generally since the off-site construction areas would have physical constraints such as, roadway travel lanes, traffic signals, and sidewalks. The physical constraints would limit the amount of construction equipment that could be used, and any off-site and utility infrastructure construction would not use equipment totals that would exceed the equipment totals listed in Table 5.13-5, *Construction Equipment Assumptions – Options A and B*. Additionally, it is anticipated that off-site construction activities would occur prior to the start of on-site construction and would not overlap.

Table 5.13-5
Construction Equipment Assumptions – Options A and B

Phase	Construction Activity	Equipment	Quantity	Hours Per Day
Mass Grading	Site Preparation	Crawler Tractors	12	8
		Rubber Tired Dozers	9	8
	Mass Grading	Crawler Tractors	6	8
		Excavators	6	8
		Graders	3	8
		Rubber Tired Dozers	3	8
		Scrapers	16	8
Phases 1-4	Remedial Grading	Crawler Tractors	3	8
		Excavators	3	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	4	8
	Building Construction	Cranes	2	8
		Forklifts	6	8
		Generator Sets	2	8
		Tractors/Loaders/Backhoes	6	8
		Welders	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8

Source: Refer to Appendix 11.10.

Construction Duration

For purposes of this analysis, construction of the project is expected to commence in June 2025 and would end in December 2032 under both Options A and B. The construction schedule utilized in the analysis, shown in Table 5.13-6, *Construction Duration – Options A and B*, for Options A and B represent a "worst-case" analysis scenario. This is because construction equipment emissions factors decrease as regulations become more stringent and technology improves.

Table 5.13-6
Construction Duration – Options A and B

Phase	Construction Activity	Start Date	End Date	Days
Mass Grading	Site Preparation	6/1/2026	7/24/2026	40
	Mass Grading	7/25/2026	1/8/2027	120
Phase 1 (2027 OY)	Remedial Grading	1/9/2027	4/2/2027	60
	Building Construction	4/3/2027	12/31/2027	195
	Paving	9/20/2027	12/31/2027	75
	Architectural Coating	9/20/2027	12/31/2027	75
Phase 2 (2029 OY)	Remedial Grading	1/1/2028	3/24/2028	60
	Building Construction	3/25/2028	7/31/2029	352
	Paving	2/28/2029	7/31/2029	110
	Architectural Coating	2/28/2029	7/31/2029	110
Phase 3 (2030 OY)	Remedial Grading	8/1/2029	10/23/2029	60
	Building Construction	10/24/2029	12/31/2030	310
	Paving	7/31/2030	12/31/2030	110
	Architectural Coating	7/31/2030	12/31/2030	110
Phase 4 (2032 OY)	Remedial Grading	1/1/2031	3/25/2031	60
	Building Construction	3/26/2031	12/31/2032	463
	Paving	7/31/2032	12/31/2032	110
	Architectural Coating	7/31/2032	12/31/2032	110

Notes: OY=Operation Year
Source: Refer to Appendix 11.10.

Construction Equipment

Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 5.13-6, for both Options A and B would operate up to a total of eight hours per day, or more than two-thirds of the period during which construction activities are allowed.

On-Road Trips

Construction activities generate on-road vehicle emissions from vehicle usage for workers, hauling, and vendors commuting to and from the site. The number of worker, hauling, and vendor trips are presented below in Table 5.13-7, *Construction Trip Assumptions – Options A and B*.

Daily Worker and Vendor Trips were estimated using CalEEMod, based on project size, construction phase, and equipment. Worker Trips are calculated as 2.5 times the number of equipment for most phases, or based on the project size for building construction, and architectural coating trips are 20 percent of building construction trips. The construction Vendor Trip assumptions used in this analysis are based on trip rates derived from the Sacramento Metropolitan Air Quality Management District's construction survey, as referenced in Appendix D (Technical Source Documentation for Emissions Calculations) of the CalEEMod User Guide, and the project size. It should be noted that within this survey, Vendor Trips are specifically defined as trips made by cement and water trucks. Accordingly, all water truck activity associated with construction is captured within the Vendor Trip category, and no separate trip classification is required for these vehicles.

It should be noted that for Vendor Trips specifically, CalEEMod only assigns Vendor Trips to the Building Construction phase. Vendor trips would also occur during Remedial Grading. As such, the CalEEMod defaults for Vendor Trips from Building Construction have been adjusted based on a ratio of the total Vendor Trips to the number of days for Remedial Grading for Phases 1 through 4.

Table 5.13-7
Construction Trip Assumptions – Options A and B

Phase	Construction Activity	Worker Trips Per Day	Vendor Trips Per Day
Mass Grading	Site Preparation	85	16
	Mass Grading	53	0
Phase 1 (2027 OY)	Remedial Grading	35	25
	Building Construction	269	80
	Paving	15	0
	Architectural Coating	54	0
Phase 2 (2029 OY)	Remedial Grading	35	33
	Building Construction	582	194
	Paving	15	0
	Architectural Coating	116	0
Phase 3 (2030 OY)	Remedial Grading	35	40
	Building Construction	625	204
	Paving	15	0
	Architectural Coating	125	0
Phase 4 (2032 OY)	Remedial Grading	35	31
	Building Construction	700	242
	Paving	15	0
	Architectural Coating	140	0
Notes: OY=Operation Year			
Source: Refer to Appendix 11.10.			

Overlap of Construction and Operational Activities

The analysis of project construction and operational emissions has been completed pursuant to the 1993 CEQA Handbook, which details parameters to quantify construction and operation emissions separately and compare each to the applicable thresholds. Based on the assumed construction and buildout schedule of the project, there is potential overlap of construction and operational activities.

Operational Emissions

The operational emissions are different between Option A and Option B due to the different land uses and trip generation rates assumed for each option.

Operational activities associated with the project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$, and are expected from the following primary sources listed and described below:

- Area Source Emissions;
- Energy Source Emissions;

- Mobile Source Emissions;
- Transportation Refrigeration Units (TRU) Emissions;
- On-Site Cargo Handling Equipment Emissions; and
- Stationary Source Emissions.

Area Source Emissions

Architectural Coating

Over a period of time the buildings that are part of this project would require maintenance and would therefore produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. The emissions associated with architectural coatings were calculated using CalEEMod.

Consumer Products

Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within CalEEMod.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the project. It should be noted that on October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by January 1, 2024, which is now in effect. However, for purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod, and do not incorporate the emissions reductions that would be realized from implementation of AB 1346.

Energy Source Emissions

Combustion Emissions Associated with Electricity

Criteria pollutant emissions are emitted through the generation of electricity. However, because electrical generating facilities for the project area are located either outside the region (state) or offset using pollution credits Regional Clean Air Incentives Market (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are excluded from the evaluation of significance.

Mobile Source Emissions

The project related operational air pollutant emissions derive primarily from vehicle trips generated by the project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics available from the *Beaumont Heights Business Centre Traffic Analysis* (Traffic Analysis), prepared by Urban Crossroad and dated September 23, 2025, were utilized in the modeling. CalEEMod default trip lengths for passenger vehicles were utilized and trip lengths for trucks were obtained from the Riverside County Transportation Model (RIVCOM) data available in the Appendix 11.9, *VMT Analysis*.

Passenger Vehicles

To determine emissions from passenger car vehicles from the proposed industrial uses, CalEEMod defaults for trip length and trip purpose were utilized for both Option A and Option B.

For the proposed industrial use, the Traffic Analysis does not provide a specific breakdown for passenger cars. Therefore, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1[2] & LDT2[3]), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. To account for emissions generated by passenger cars, the fleet mix in Table 5.13-8, *Passenger Car Fleet Mix – Options A and B*, was utilized.

Table 5.13-8
Passenger Car Fleet Mix – Options A and B

Phase	Land Use	Vehicle Type (percent)				
		LDA	LDT1	LDT2	MDV	MCY
Option A						
Phase 1 (2028)	High-Cube Fulfillment (Non-Sort)	53.71%	3.92%	23.01%	16.92%	2.44%
	High-Cube Fulfillment (Sort)					
	Warehousing					
Phase 2 (2029)	High-Cube Fulfillment (Non-Sort)	53.59%	3.83%	23.36%	16.81%	2.41%
	High-Cube Fulfillment (Sort)					
	Warehousing					
Phase 3 (2030)	High-Cube Fulfillment (Non-Sort)	53.47%	3.75%	23.69%	16.72%	2.38%
	High-Cube Fulfillment (Sort)					
	Warehousing					
Phase 4 (2032)	High-Cube Fulfillment (Non-Sort)	53.21%	3.61%	24.28%	16.58%	2.32%
	High-Cube Fulfillment (Sort)					
	Warehousing					
Option B						
Phase 1 (2028)	High-Cube Cold Storage Warehouse	53.71%	3.92%	23.01%	16.92%	2.44%
	High-Cube Fulfillment (Non-Sort)					

[2] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

[3] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Phase	Land Use	Vehicle Type (percent)				
		LDA	LDT1	LDT2	MDV	MCY
	High-Cube Fulfillment (Sort)					
	Warehousing					
Phase 2 (2029)	High-Cube Cold Storage Warehouse	53.59%	3.83%	23.36%	16.81%	2.41%
	High-Cube Fulfillment (Non-Sort)					
	High-Cube Fulfillment (Sort)					
	Warehousing					
Phase 3 (2030)	High-Cube Cold Storage Warehouse	53.47%	3.75%	23.69%	16.72%	2.38%
	High-Cube Fulfillment (Non-Sort)					
	High-Cube Fulfillment (Sort)					
	Warehousing					
Phase 4 (2032)	High-Cube Cold Storage Warehouse	53.21%	3.61%	24.28%	16.58%	2.32%
	High-Cube Fulfillment (Non-Sort)					
	High-Cube Fulfillment (Sort)					
	Warehousing					
Notes: LDA=Passenger Car; LDT1=Light-Duty Trucks 1; LDT2=Light-Duty Trucks 2; MDV=Medium-Duty Trucks; MCY=Motorcycles						
Source: Refer to Appendix 11.10.						

Trucks

To determine emissions from trucks for the proposed industrial use, the analysis incorporated truck trip lengths available from StreetLight™, which is based on truck trip length survey data. As described in the *Beaumont Heights Business Center Vehicle Miles Traveled (VMT) Analysis* (VMT Analysis), prepared by Urban Crossroads and dated August 13, 2025, the average truck trip length based on StreetLight™ data is 62.1 miles for MHDT trucks and 105.2 miles for HHDT trucks; refer to Appendix 11.9. Based on the truck fleet mix identified in the Traffic Analysis for each use, the average trip lengths are provided below. This trip length assumption is higher than the CalEEMod default trip length. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1 & LHDT2)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle. To account for emissions generated by trucks, the fleet mix in Table 5.13-9, *Truck Fleet Mix – Options A and B*, was utilized for each land use.

Table 5.13-9
Truck Fleet Mix – Options A and B

Phase	Land Use	Trip Length (Miles)	Vehicle Type (%)			
			LHDT1	LHDT2	MHDT	HHDT
Option A						
Phase 1 (2028)	High-Cube Fulfillment (Non-Sort)	92.50	13.03%	3.73%	20.67%	62.57%
	High-Cube Fulfillment (Sort)	94.43	13.04%	3.73%	20.81%	62.42%
	Warehousing	94.49	12.98%	3.72%	20.71%	62.60%
Phase 2 (2029)	High-Cube Fulfillment (Non-Sort)	92.50	13.03%	3.73%	20.67%	62.57%
	High-Cube Fulfillment (Sort)	94.43	13.04%	3.74%	20.81%	62.42%
	Warehousing	94.49	12.98%	3.72%	20.71%	62.60%

Phase	Land Use	Trip Length (Miles)	Vehicle Type (%)			
			LHDT1	LHDT2	MHDT	HHDT
Phase 3 (2030)	High-Cube Fulfillment (Non-Sort)	92.50	13.03%	3.73%	20.67%	62.57%
	High-Cube Fulfillment (Sort)	94.43	13.04%	3.74%	20.81%	62.42%
	Warehousing	94.49	12.97%	3.72%	20.71%	62.60%
Phase 4 (2032)	High-Cube Fulfillment (Non-Sort)	92.50	13.04%	3.72%	20.67%	62.57%
	High-Cube Fulfillment (Sort)	94.43	13.05%	3.73%	20.81%	62.42%
	Warehousing	94.49	12.98%	3.71%	20.71%	62.60%
Option B						
Phase 1 (2028)	High-Cube Cold Storage Warehouse	97.84	26.88%	7.70%	11.17%	54.26%
	High-Cube Fulfillment (Non-Sort)	94.50	13.03%	3.73%	20.67%	62.57%
	High-Cube Fulfillment (Sort)	94.43	13.04%	3.73%	20.81%	62.42%
	Warehousing	94.47	13.00%	3.72%	20.74%	62.54%
Phase 2 (2029)	High-Cube Cold Storage Warehouse	97.84	26.87%	7.70%	11.17%	54.26%
	High-Cube Fulfillment (Non-Sort)	97.50	13.03%	3.73%	20.67%	62.57%
	High-Cube Fulfillment (Sort)	94.43	13.04%	3.74%	20.81%	62.42%
	Warehousing	94.47	12.99%	3.72%	20.74%	62.54%
Phase 3 (2030)	High-Cube Cold Storage Warehouse	97.84	26.87%	7.70%	11.17%	54.26%
	High-Cube Fulfillment (Non-Sort)	94.50	13.03%	3.73%	20.67%	62.57%
	High-Cube Fulfillment (Sort)	94.43	13.04%	3.74%	20.81%	62.42%
	Warehousing	94.47	12.99%	3.72%	20.74%	62.54%
Phase 4 (2032)	High-Cube Cold Storage Warehouse	97.84	26.89%	7.68%	11.17%	54.26%
	High-Cube Fulfillment (Non-Sort)	94.50	13.04%	3.72%	20.67%	62.57%
	High-Cube Fulfillment (Sort)	94.43	13.05%	3.73%	20.81%	62.42%
	Warehousing	94.47	13.00%	3.72%	20.74%	62.54%
Notes: LHDT1 =Light-Heavy-Duty Trucks 1; LHDT2=Light-Heavy-Duty Trucks 2; MHDT=Medium-Heavy Duty Trucks; HHDT=Heavy-Heavy Duty Trucks						
Source: Refer to Appendix 11.10.						

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. The emissions estimate for travel on paved roads was calculated using CalEEMod.

Transportation Refrigeration Units Source Emissions

To account for the possibility of refrigerated uses under Option B, trucks associated with the cold-storage land use are assumed to also have Transportation Refrigeration Units (TRUs). Therefore, for modeling purposes, 376 trucks (752 two-way truck trips per day) have the potential to include TRUs

under Option B only. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on EMissions FACtor Model version 2021 (EMFAC2021), developed by the CARB. EMFAC2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operation.

On-Site Cargo Handling Equipment Source Emissions

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this project, both Option A and Option B were assumed to include three pieces of equipment in Phase 1, eight pieces of equipment in Phase 2, 14 pieces of equipment in Phase 3, and 20 pieces of equipment in Phase 4[4]. Each piece of equipment was modeled as a 175-horsepower natural gas-powered port tractor and assumed to operate four hours a day[5] for 365 days of the year.

Stationary Source Emissions

The proposed project, for both Option A and Option B, was conservatively assumed to include installation of four, 300-horsepower diesel-powered fire pumps at project buildout (one for each building). Additionally, to account for the possibility of refrigerated uses under Option B and based on applicant-provided information, installation of four diesel-powered emergency generators rated at 2,680-horsepower each was assumed. The fire pumps and emergency generators were each estimated to operate for up to one hour per day, one day per week for up to 50 hours per year for maintenance and testing purposes. Emissions associated with the stationary diesel-powered emergency fire pumps and emergency generators were calculated using CalEEMod.

Construction HRA

Emissions Calculations

The emissions calculations for the construction HRA component are based on an assumed mix of construction equipment and hauling activity as presented above. Construction-related DPM emissions are expected to occur primarily as a function of the operation of heavy-duty construction equipment; refer to Table 5.13-5. Emissions from construction equipment were modeled in American

[4] Based on SCAQMD's April 2021 Second Draft Report for Rule 2305, it is estimated that warehouses operate an average of 3.6-yard trucks per million square feet of warehouse space.

[5] Based in Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo.

Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) using volume sources covering the project site; refer to Appendix 11.10 for modeling details.

Operational HRA

On-Site and Off-Site Truck Activity

Vehicle DPM emissions were calculated using emission factors for PM_{10} generated with the 2021 EMFAC developed by the CARB. The most recent version of this model, EMFAC 2021, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day. Several distinct emission processes are included in EMFAC 2021. Emission factors calculated using EMFAC 2021 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. The emission processes and corresponding emission factor units associated with diesel particulate exhaust for this project are presented below.

For this project, annual average PM_{10} emission factors were generated by running EMFAC 2021 in EMFAC Mode for vehicles in the Riverside County jurisdiction. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed. The model was run for speeds traveled in the vicinity of the project. The vehicle travel speeds for each segment modeled are summarized below:

- Idling – on-site loading/unloading and truck gate;
- 5 miles per hour – on-site vehicle movement including driving and maneuvering; and
- 25 miles per hour – off-site vehicle movement including driving and maneuvering.

It is expected that minimal idling would occur at nearby intersections during truck travel on study area roadways (e.g., at an intersection during a red light, or yielding to make a turn). Notwithstanding, the analysis conservatively utilizes a reduced off-site average speed of 25 miles per hour (below the posted speed limit) for travel on study area roadways. Use of this lower average speed for off-site travel results in a higher emission factor, and therefore any negligible idling that occurs during truck travel along the study area would be accounted for.

As a conservative measure, a 2032 EMFAC 2021 run was conducted and a static 2032 emissions factor data set was used for the entire duration of analysis herein (e.g., 30 years). Use of 2032 emission factors would overstate potential impacts since this approach assumes that emission factors remain "static" and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated into vehicles after 2032. Additionally, based on EMFAC 2021, 59.8% of Light-Heavy-Duty Trucks are assumed to be diesel-powered, 92.9% of Medium-Heavy-Duty Trucks are assumed to be diesel-powered, and 94.5% of Heavy-Heavy-Duty Trucks are assumed to be diesel-powered for purposes of deriving emission factors. Appendix 11.10 includes additional details on the emissions estimates from EMFAC.

The vehicle DPM exhaust emissions were calculated for running exhaust emissions. The running exhaust emissions were calculated by applying the running exhaust PM_{10} emission factor (g/VMT) from EMFAC over the total distance traveled.

Similar to off-site traffic, on-site vehicle running emissions were calculated by applying the running exhaust PM_{10} emission factor (g/VMT) from EMFAC and the total vehicle trip number over the length of the driving path. In addition, on-site vehicle idling exhaust emissions were calculated by applying the idle exhaust PM_{10} emission factor (g/idle-hr) from EMFAC and the total truck trip over the total assumed idle time (15 minutes at building loading docks and five minutes at truck trailer parking areas).

Each roadway was modeled as a line source (made up of multiple adjacent volume sources). The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway. The modeling domain is limited to the project's primary truck route and includes off-site sources in the study area for more than 0.75-mile. This modeling domain is more inclusive and conservative than using only a 0.25-mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a 0.25-mile of the primary source of emissions. In the case of the project, the primary source of emissions is the on-site idling and on-site travel.

On-site truck idling was estimated to occur as trucks enter and travel through the project site. Although the project's diesel-fueled truck and equipment operators would be required by State law to comply with CARB's idling limit of five minutes, staff at SCAQMD recommends that the on-site idling emissions be calculated assuming 15 minutes of truck idling, which would take into account on-site idling which 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. As such, this analysis assumes each truck would idle for 15 minutes at building loading docks, consistent with SCAQMD's recommendation. Additionally, the analysis conservatively assumed that idling may occur at truck trailer parking (TTP) locations throughout the project site for five minutes.

TRU Emissions

To account for the possibility of refrigerated uses, trucks associated with the high-cube cold storage land use under Option B are assumed to also have TRUs. Therefore, for modeling purposes 376 trucks (752 two-way truck trips per day) have the potential to include TRUs. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on CARB's OFFROAD Model version 2021 (OFFROAD2021). OFFROAD2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption, and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operation. Consistent with the methodology presented in Appendix F of CARB's *Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled TRU and TRU Generator Sets, and Facilities Where TRUs Operate*, it was estimated that each TRU would spend

approximately 3.3 hours per load at the facility, and that the TRU engine would operate 62.5% of the time. Thus, it was estimated that for each two-way truck trip servicing the refrigerated warehouse portion of the project, the TRU engine would operate for approximately 2.1 hours while on-site and parked at building loading docks.

Emergency Engines

The proposed project, for both Option A and Option B, was conservatively assumed to include installation of four, 300-horsepower diesel-powered fire pumps at project buildout (one for each building). Additionally, to account for the possibility of refrigerated uses under Option B and based on applicant-provided information, installation of four diesel-powered emergency generators rated at 2,680-horsepower each was assumed. The fire pumps and emergency generators were each estimated to operate for up to one hour per day, one day per week for up to 50 hours per year for maintenance and testing purposes. Emissions associated with the stationary diesel-powered emergency fire pumps and emergency generator were calculated using CalEEMod. The emergency engines would be diesel fueled and potentially would result in exposure of sensitive receptors to DPM. Consistent with SCAQMD guidance, the emergency engines were modeled as point sources. Because detailed engine specifications are not known at this time, release parameters (including exhaust height, diameter, temperature, and flow rate) were obtained from the California Air Pollution Control Officers Association Facility Prioritization Guidelines. To account for potential building downwash effects, which have the potential to affect point sources in AERMOD, building downwash was modeled using the Building Profile Input Program (BPIP).

Carcinogenic Chemical Risk

Guidance from CARB and the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) recommends a refinement to the standard point estimate approach when alternate human body weights and breathing rates are utilized to assess risk for susceptible subpopulations such as children. For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose. Once determined, contaminant dose is multiplied by the cancer potency factor (CPF) in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day)-1 to derive the cancer risk estimate.

Non-Carcinogenic Exposure

An evaluation of the potential noncarcinogenic effects of chronic exposures was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for this analysis. The chronic REL for DPM was established by OEHHA as 5 $\mu g/m^3$. Non-cancer health effects are expressed as a hazard index (HI), which is calculated by dividing the annual average DPM concentration by the REL for DPM (5 $\mu g/m^3$).

Comparative Health Impact

The comparative analysis of air quality impacts and health risk assessments for the proposed project leveraged the conclusions from similar projects such as the Friant Ranch Community Development

Project (Friant Ranch project)[6] and the California State University Dominguez Hills (CSUDH) Campus Master Plan (CSUDH project)[7]. These projects underwent comprehensive health impact modeling to evaluate the potential health effects of increased ozone and $PM_{2.5}$ concentrations due to emissions from these projects. These analyses concluded that emissions from these projects would not result in significantly higher concentrations of ozone and $PM_{2.5}$ in the region, and that these increased pollutant concentrations would not result in meaningful health effects in the region. As such, the proposed project's emissions would not result in a meaningful increase in health effects due to increased concentrations of ozone and $PM_{2.5}$ in the region if the proposed project would result in similar concentrations of ozone and $PM_{2.5}$.

The comparison focuses primarily on emissions of NO_X, $PM_{2.5}$, PM_{10}, and ROG/VOC—key pollutants for evaluating potential adverse health effects and ozone precursor formation. The findings of the Friant Ranch and CSUDH health impact analyses serve as a foundation to support the conclusions for the proposed project; refer to Appendix 11.10 for a summary of these two analyses.

Co-Benefits Risk Assessment Health Impact Screening and Mapping Tool

The Co-Benefits Risk Assessment Health Impact Screening and Mapping Tool (COBRA) is a tool published by the EPA that is designed to estimate the impacts to human health that may occur as a result of changes in ozone and $PM_{2.5}$ concentrations. COBRA includes a built-in air quality model for estimating ozone and $PM_{2.5}$ concentrations based on precursor pollutant mass emissions. As such, while the Environmental Benefits Mapping and Analysis Program-Community Edition (BenMAP-CE) requires the use of a model such as the Community Multiscale Air Quality modeling system (CMAQ) or the Comprehensive Air Quality Model with Extensions (CAMx) to calculate pollutant concentrations, this function is built into the COBRA model.

Similar to BenMAP-CE, COBRA evaluates how concentrations of precursor pollutants result in ozone and $PM_{2.5}$ health impacts, including premature mortality, asthma, heart attacks, and lost work and school days. The model also estimates the monetary impacts that arise from these health outcomes. It should be noted that COBRA takes into account the population density of a given area when calculating potential health impacts, and as a result emissions that occur in a more population-dense area would result in greater health impacts.

Based on the EPA's description of the model, COBRA is intended for use by State and local governments to explore how changes in air pollution from clean energy policies and programs can affect human health at the County, State, regional, and national levels, to estimate the economic value of the health benefits associated with clean energy policies and programs to compare against program costs, and to map the air quality and health related benefits from reductions in emissions of $PM_{2.5}$, SO_2, NO_X, and VOCs that result from clean energy policies and programs.

[6] County of Fresno, *Partially Revised and Recirculated Draft Environmental Impact Report for the Friant Community Plan Update & Friant Ranch Specific Plan*, February 2023.

[7] California State University Board of Trustees and California State University, Dominguez Hills, *Cal State University, Dominguez Hills Campus Master Plan Environmental Impact Report*, September 2019.

CEQA SIGNIFICANCE CRITERIA

CEQA Guidelines Appendix G contains the Environmental Checklist Form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-4);

b) 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 (refer to Impact Statements AQ-1 and AQ-2);

c) Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statement AQ-3); and

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (refer to Impact Statement AQ-5).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.13.4 IMPACTS AND MITIGATION MEASURES

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

AQ-1 SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT COULD 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 Analysis: Short-term air quality impacts would occur during grading and construction activities associated with the project implementation. Temporary air emissions would result from the following activities:

- Particulate (fugitive fust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

Emissions for each construction phase have been quantified based upon the phase duration and equipment types; refer above for construction details and assumptions. Table 5.13-10, *Overall Construction Emissions Summary – Option A and Option B (Without Mitigation)*, presents the project's anticipated daily short-term construction emissions.

Table 5.13-10
Overall Construction Emissions Summary – Option A and Option B (Without Mitigation)

Phase	Year	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer							
Mass Grading	2026	17.55	153.03	147.39	0.36	22.97	13.09
Phase 1	2027	51.46	53.83	62.78	0.13	8.25	4.30
Phase 2	2028	4.52	27.03	65.95	0.09	10.01	2.93
	2029	71.75	33.72	82.46	0.11	11.93	3.52
Phase 3	2029	5.92	47.94	54.70	0.13	8.07	4.05
	2030	74.53	32.96	82.33	0.11	12.64	3.66
Phase 4	2031	4.20	25.62	65.38	0.11	11.86	3.26
	2032	84.35	31.87	81.70	0.12	14.05	3.89
Winter							
Mass Grading	2026	17.53	153.09	145.92	0.36	18.60	9.59
	2027	16.88	142.38	143.92	0.36	18.09	9.13
Phase 1	2027	51.38	53.88	57.32	0.13	8.25	4.30
Phase 2	2028	6.11	51.22	57.22	0.13	10.01	4.18
	2029	71.31	34.27	72.25	0.11	11.93	3.52
Phase 3	2029	5.90	48.00	57.11	0.13	10.61	4.05
	2030	74.38	33.59	72.58	0.11	12.64	3.66
Phase 4	2031	5.59	43.23	56.72	0.13	11.86	3.89
	2032	84.25	32.59	71.74	0.12	14.05	3.89
Total Maximum Daily Emissions		**84.35**	**153.09**	**147.39**	**0.36**	**22.97**	**13.09**
SCAQMD Regional Thresholds		75	100	550	150	150	55
Threshold Exceed?		**YES**	**YES**	**NO**	**NO**	**NO**	**NO**

Source: Refer to Appendix 11.10.

The project has the potential to exceed SCAQMD regional thresholds for VOC and NO_X emissions without mitigation measures. Therefore, mitigation measures are proposed to reduce these emissions. Mitigation Measure AQ-1 requires the project to include electrical hookups to the power grid for electric construction tools and to use electric tools instead of diesel-fueled generators. Mitigation Measure AQ-2 mandates keeping all equipment maintenance records on-site during construction. Mitigation Measure AQ-3 requires providing transit and ridesharing information to construction employees. Mitigation Measure AQ-4 prohibits grading activities from occurring on high air-quality index days. Mitigation Measure AQ-5 requires the project's diesel-fueled offroad equipment of 25 horsepower or greater to comply with EPA/CARB Tier 4 standards and be well-maintained. Mitigation Measure AQ-6 requires the project to minimize VOC emissions by using pre-coated or paint-free materials and requiring "Super-Compliant" low-VOC paints and solvents per SCAQMD Rule 1113. Mitigation Measure AQ-7 mandates placing signs with engine shutdown and idling instructions. Lastly, Mitigation Measure AQ-8 requires identifying a community liaison and providing their contact information to the public and City of Beaumont Planning Department. Mitigation Measure AQ-5 and Mitigation Measure AQ-6 are quantifiable and have been incorporated into the modeling. Mitigation Measure AQ-5 was modeled in CalEEMod with the assumption that all

construction equipment would meet or exceed CARB Tier 4 Interim emission standards, except for the mass grading phase of construction, which was assumed to utilize a 50/50 mix of Tier 4 Final and Tier 4 Interim equipment and Mitigation Measure AQ-6 was modeled by requiring all paints during architectural coating to use pre-coated or paint-free materials and requiring "Super-Compliant" low-VOC paints and solvents per SCAQMD Rule 1113. Thus, with the implementation of these mitigations, the project construction emissions would not exceed the SCAQMD's regional thresholds; refer to Table 5.13-11, *Overall Construction Emissions Summary – Option A and Option B (With Mitigation)*.

Table 5.13-11
Overall Construction Emissions Summary – Option A and Option B (With Mitigation)

Phase	Year	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer							
Mass Grading	2026	4.57	67.54	207.89	0.36	17.99	8.53
Phase 1	2027	17.77	38.20	71.48	0.13	6.21	2.45
Phase 2	2028	3.27	28.25	70.26	0.09	9.60	2.56
	2029	23.27	36.80	87.33	0.11	11.44	3.08
Phase 3	2029	1.72	38.55	71.31	0.13	6.35	2.49
	2030	22.66	36.65	87.27	0.11	12.21	3.27
Phase 4	2031	3.10	28.60	69.89	0.11	11.57	3.00
	2032	26.64	37.01	86.90	0.12	13.72	3.59
Winter							
Mass Grading	2026	4.55	67.60	206.42	0.36	12.84	4.36
	2027	4.54	67.54	206.06	0.36	12.84	4.36
Phase 1	2027	17.69	38.25	70.92	0.13	6.21	2.45
Phase 2	2028	3.13	38.46	70.88	0.13	9.60	2.56
	2029	22.83	37.35	77.12	0.11	11.44	3.08
Phase 3	2029	2.94	38.61	70.82	0.13	10.26	2.72
	2030	22.52	37.28	77.51	0.11	12.21	3.27
Phase 4	2031	2.96	38.24	70.53	0.13	11.57	3.00
	2032	26.54	37.72	76.94	0.12	13.72	3.59
Total Maximum Daily Emissions		**26.64**	**67.60**	**207.89**	**0.36**	**17.99**	**8.53**
SCAQMD Regional Thresholds		75	100	550	150	150	55
Threshold Exceed?		**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Refer to Appendix 11.10.

With implementation of the proposed mitigation measures, construction emissions would not exceed the SCAQMD established thresholds for both options. As such, the project would have less-than-significant impacts in this regard.

Mitigation Measures:

AQ-1 During project construction, the project applicant shall utilize electrical hook ups to the power grid rather than use diesel-fueled generators for electric construction tools such as

saws, drills, and compressors, and shall use electric tools. The project applicant shall demonstrate compliance with the City of Beaumont Planning Department.

AQ-2 During project construction, the project applicant shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, on-site or at the contractor's office, and shall furnish documents to the City of Beaumont Planning Department upon request.

AQ-3 During project construction, the project applicant shall provide information on transit and ridesharing programs and services to construction employees. The project applicant shall demonstrate compliance with the City of Beaumont Planning Department.

AQ-4 During project construction, the project applicant shall include a note on grading plans that prohibit grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the www.airnow.gov system the day prior by the project applicant. The project applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-5 During project construction, the project applicant shall require all diesel-dueled offroad equipment of 25 horsepower or greater to comply with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 Final offroad emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Should Tier 4 Final equipment be unavailable, Tier 4 Interim equipment may be utilized. However, at least 50 percent of the equipment utilized during the mass grading phase of construction shall meet Tier 4 Final standards. The City of Beaumont Planning Department shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts prior to the start of construction activities.

AQ-6 During project construction, to further reduce volatile organic compound (VOC) emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in South Coast Air Quality Management District's Rule 1113. Construction specifications shall be included in building specifications that ensure these requirements are implemented.

AQ-7 During project construction, legible, durable, weather-proof signs shall be placed at construction staging areas within the project site. At a minimum, each sign shall include: 1) instructions for construction workers to shut off engines when not in use; 2) instructions for operators of heavy-duty diesel construction equipment to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the

building facilities manager to report violations. The project contractor shall demonstrate compliance with the City of Beaumont Planning Department.

AQ-8 During project construction, the project applicant shall identify a person to act as a community liaison concerning onsite construction activities and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the City of Beaumont Planning Department and be posted on the construction site prior to issuance of a demolition permit. The project contractor shall demonstrate compliance with the City of Beaumont Planning Department.

Level of Significance: Less-Than-Significant Impact with Mitigation Incorporated.

LONG-TERM (OPERATIONAL) AIR EMISSIONS

AQ-2 LONG-TERM OPERATIONAL ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT COULD 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 Analysis: Operational emissions generated by both stationary and mobile sources of the proposed project would result from normal daily activities on-site after construction of each phase is complete. Table 5.13-12, *Summary of Peak Operational Emissions – Option A (Without Mitigation)*, and Table 5.13-13, *Summary of Peak Operational Emissions – Option B (Without Mitigation)*, provide long-term operational emissions associated with the proposed project by phase and at buildout generated by area sources, energy sources, mobile sources, and stationary sources for Option A and Option B, respectively. As shown in Table 5.13-12 and Table 5.13-13, operational emissions of Options A and B without mitigation would exceed the operational thresholds established by the SCAQMD.

Table 5.13-12
Summary of Peak Operational Emissions – Option A (Without Mitigation)

Phase	Source	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1	**Summer**						
	Mobile Source	8.80	58.08	137.73	0.86	51.77	14.13
	Area Source	20.19	0.23	27.91	0.00	0.05	0.04
	Stationary Source	0.49	1.38	1.26	0.00	0.07	0.07
	Cargo Handling Equipment	0.35	1.13	49.33	0.00	0.09	0.08
	Total Maximum Daily Emissions	**29.84**	**60.82**	**216.23**	**0.87**	**51.98**	**14.33**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	8.49	60.97	112.88	0.84	51.77	14.14
	Area Source	15.61	0.00	0.00	0.00	0.00	0.00

Phase	Source	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	Stationary Source	0.49	1.38	1.26	0.00	0.07	0.07
	Cargo Handling Equipment	0.35	1.13	49.33	0.00	0.09	0.08
	Total Maximum Daily Emissions	**24.94**	**63.47**	**163.47**	**0.84**	**51.93**	**14.29**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
Phase 1+ Phase 2	**Summer**						
	Mobile Source	26.50	173.74	416.39	2.65	163.07	44.45
	Area Source	63.67	0.74	88.19	0.01	0.16	0.12
	Stationary Source	0.98	2.75	2.51	0.00	0.14	0.14
	Cargo Handling Equipment	0.94	3.00	131.56	0.00	0.24	0.22
	Total Maximum Daily Emissions	**92.09**	**180.23**	**638.64**	**2.66**	**163.61**	**44.93**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**NO**
	Winter						
	Mobile Source	25.56	182.37	341.23	2.58	163.07	44.45
	Area Source	49.18	0.00	0.00	0.00	0.00	0.00
	Stationary Source	0.98	2.75	2.51	0.00	0.14	0.14
	Cargo Handling Equipment	0.94	3.00	131.56	0.00	0.24	0.22
	Total Maximum Daily Emissions	**76.66**	**188.13**	**475.29**	**2.58**	**163.45**	**44.81**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**NO**
Phase 1+ Phase 2 + Phase 3	**Summer**						
	Mobile Source	43.92	286.20	693.26	4.47	282.05	76.75
	Area Source	110.28	1.29	152.95	0.01	0.27	0.21
	Stationary Source	1.48	4.13	3.77	0.01	0.22	0.22
	Cargo Handling Equipment	1.56	5.07	217.54	0.00	0.41	0.38
	Total Maximum Daily Emissions	**157.24**	**296.68**	**1,067.51**	**4.49**	**282.95**	**77.55**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Phase	Source	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	Winter						
	Mobile Source	42.39	300.40	567.78	4.35	282.05	76.75
	Area Source	85.15	0.00	0.00	0.00	0.00	0.00
	Stationary Source	1.48	4.13	3.77	0.01	0.22	0.22
	Cargo Handling Equipment	1.56	5.07	217.54	0.00	0.41	0.38
	Total Maximum Daily Emissions	**130.57**	**309.60**	**789.09**	**4.36**	**282.68**	**77.35**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Phase 1+ Phase 2 + Phase 3 + Phase 4 (Buildout)	**Summer**						
	Mobile Source	59.87	386.27	953.36	6.27	415.01	112.61
	Area Source	162.54	1.90	225.42	0.01	0.40	0.30
	Stationary Source	1.97	5.50	5.02	0.01	0.29	0.29
	Cargo Handling Equipment	2.35	7.50	328.90	0.00	0.59	0.54
	Total Maximum Daily Emissions	**226.72**	**401.18**	**1,512.69**	**6.30**	**416.28**	**113.74**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
	Winter						
	Mobile Source	57.84	405.40	779.68	6.10	415.01	112.61
	Area Source	125.49	0.00	0.00	0.00	0.00	0.00
	Stationary Source	1.97	5.50	5.02	0.01	0.29	0.29
	Cargo Handling Equipment	2.35	7.50	328.90	0.00	0.59	0.54
	Total Maximum Daily Emissions	**187.64**	**418.41**	**1,113.60**	**6.11**	**415.89**	**113.44**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Refer to Appendix 11.10.

Table 5.13-13
Summary of Peak Operational Emissions – Option B (Without Mitigation)

Phase	Source	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1	**Summer**						
	Mobile Source	9.18	62.24	142.49	0.90	54.36	14.88
	Area Source	20.19	0.23	27.91	0.00	0.05	0.04
	Stationary Source	4.89	21.04	12.47	0.02	0.72	0.72
	Cargo Handling Equipment	13.70	14.35	1.66	0.00	0.47	0.43
	TRU Source	0.35	1.13	49.33	0.00	0.09	0.08
	Total Maximum Daily Emissions	**48.32**	**99.00**	**233.86**	**0.92**	**55.68**	**16.15**

Phase	Source	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	8.86	65.32	117.16	0.88	54.36	14.88
	Area Source	15.61	0.00	0.00	0.00	0.00	0.00
	Stationary Source	4.89	21.04	12.47	0.02	0.72	0.72
	Cargo Handling Equipment	13.70	14.35	1.66	0.00	0.47	0.43
	TRU Source	0.35	1.13	49.33	0.00	0.09	0.08
	Total Maximum Daily Emissions	**43.41**	**101.85**	**180.62**	**0.90**	**55.63**	**16.11**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
Phase 1+ Phase 2	**Summer**						
	Mobile Source	27.59	184.48	430.31	2.75	170.61	46.61
	Area Source	63.67	0.74	88.19	0.01	0.16	0.12
	Stationary Source	9.78	42.09	24.94	0.05	1.44	1.44
	Cargo Handling Equipment	42.17	42.88	5.24	0.00	1.43	1.31
	TRU Source	0.94	3.00	131.56	0.00	0.24	0.22
	Total Maximum Daily Emissions	**144.15**	**273.19**	**680.24**	**2.80**	**173.87**	**49.70**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**NO**
	Winter						
	Mobile Source	26.63	193.61	353.70	2.67	170.62	46.62
	Area Source	49.18	0.00	0.00	0.00	0.00	0.00
	Stationary Source	9.78	42.09	24.94	0.05	1.44	1.44
	Cargo Handling Equipment	42.17	42.88	5.24	0.00	1.43	1.31
	TRU Source	0.94	3.00	131.56	0.00	0.24	0.22
	Total Maximum Daily Emissions	**128.70**	**281.58**	**515.43**	**2.72**	**173.71**	**49.58**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**NO**	**NO**	**YES**	**NO**
Phase 1+ Phase 2 + Phase 3	**Summer**						
	Mobile Source	45.71	304.85	716.27	4.65	295.66	80.66
	Area Source	110.28	1.29	152.95	0.01	0.27	0.21
	Stationary Source	14.67	63.13	37.41	0.07	2.16	2.16
	Cargo Handling Equipment	46.01	38.27	5.89	0.00	0.51	0.47
	TRU Source	1.56	5.07	217.54	0.00	0.41	0.38
	Total Maximum Daily Emissions	**218.23**	**412.61**	**1,130.05**	**4.73**	**299.01**	**83.87**
	SCAQMD Regional Threshold	55	55	550	150	150	55

Phase	Source	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
	Winter						
	Mobile Source	44.14	319.91	588.39	4.53	295.66	80.66
	Area Source	85.15	0.00	0.00	0.00	0.00	0.00
	Stationary Source	14.67	63.13	37.41	0.07	2.16	2.16
	Cargo Handling Equipment	46.01	38.27	5.89	0.00	0.51	0.47
	TRU Source	1.56	5.07	217.54	0.00	0.41	0.38
	Total Maximum Daily Emissions	**191.53**	**426.38**	**849.22**	**4.60**	**298.74**	**83.66**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Phase 1+ Phase 2 + Phase 3 + Phase 4 (Buildout)	**Summer**						
	Mobile Source	62.18	410.07	983.50	6.52	434.95	118.29
	Area Source	162.54	1.90	225.42	0.01	0.40	0.30
	Stationary Source	19.56	84.18	49.88	0.09	2.88	2.88
	Cargo Handling Equipment	66.21	55.26	8.46	0.00	0.62	0.57
	TRU Source	2.35	7.50	328.90	0.00	0.59	0.54
	Total Maximum Daily Emissions	**312.83**	**558.91**	**1,596.15**	**6.63**	**439.44**	**122.58**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
	Winter						
	Mobile Source	60.10	430.27	806.52	6.35	434.96	118.29
	Area Source	125.49	0.00	0.00	0.00	0.00	0.00
	Stationary Source	19.56	84.18	49.88	0.09	2.88	2.88
	Cargo Handling Equipment	66.21	55.26	8.46	0.00	0.62	0.57
	TRU Source	2.35	7.50	328.90	0.00	0.59	0.54
	Total Maximum Daily Emissions	**273.71**	**577.21**	**1,193.75**	**6.44**	**439.04**	**122.28**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Refer to Appendix 11.10.

As shown above, the operational emissions without mitigation for both Option A and Option B would exceed the thresholds established by SCAQMD. As such, mitigation is proposed to reduce emissions associated with the proposed project. Specifically, Mitigation Measures AQ-9, 11, 12, 14, 16 through 20, 23, and 25 through 29 would contribute to reducing heavy duty truck emissions associated with the proposed project. Additionally, on-site trucks would be required to comply with CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation, which requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated emissions. Mitigation Measure AQ-10 would require all the on-site operational equipment to be electrically powered.

The mitigation measures identified above are designed to reduce emissions attributable to the proposed project. Although not quantifiable, some of these measures would result in a reduction of air pollutant emissions. Therefore, the operational emissions shown below is a conservative forecast of air pollutant emissions with mitigation; however, the project is likely to result in operational emissions less than the total shown in Table 5.13-14, *Summary of Peak Operational Emissions – Option A (With Mitigation)*, and Table 5.13-15, *Summary of Peak Operational Emissions – Option B (With Mitigation)*. As shown, despite implementation of mitigation, project buildout under Option A and Option B would exceed the applicable SCAQMD thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$.

Table 5.13-14
Summary of Peak Operational Emissions – Option A (With Mitigation)

Phase	Source	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1	**Summer**						
	Mobile Source	8.80	58.08	137.73	0.86	51.77	14.13
	Area Source	20.19	0.23	27.91	0.00	0.05	0.04
	Stationary Source	0.49	1.38	1.26	0.00	0.07	0.07
	Total Maximum Daily Emissions	**29.49**	**59.69**	**166.89**	**0.87**	**51.89**	**14.24**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	8.49	60.97	112.88	0.84	51.77	14.14
	Area Source	15.61	0.00	0.00	0.00	0.00	0.00
	Stationary Source	0.49	1.38	1.26	0.00	0.07	0.07
	Total Maximum Daily Emissions	**24.59**	**62.35**	**114.13**	**0.84**	**51.84**	**14.21**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
Phase 1+ Phase 2	**Summer**						
	Mobile Source	26.50	173.74	416.39	2.65	163.07	44.45
	Area Source	63.67	0.74	88.19	0.01	0.16	0.12
	Stationary Source	0.98	2.75	2.51	0.00	0.14	0.14
	Total Maximum Daily Emissions	**91.15**	**177.23**	**507.08**	**2.66**	**163.37**	**44.71**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**NO**	**NO**	**YES**	**NO**
	Winter						
	Mobile Source	25.56	182.37	341.23	2.58	163.07	44.45
	Area Source	49.18	0.00	0.00	0.00	0.00	0.00
	Stationary Source	0.98	2.75	2.51	0.00	0.14	0.14
	Total Maximum Daily Emissions	**75.73**	**185.12**	**343.74**	**2.58**	**163.22**	**44.60**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**NO**	**NO**	**YES**	**NO**

Phase	Source	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1+ Phase 2 + Phase 3	**Summer**						
	Mobile Source	43.92	286.20	693.26	4.47	282.05	76.75
	Area Source	110.28	1.29	152.95	0.01	0.27	0.21
	Stationary Source	1.48	4.13	3.77	0.01	0.22	0.22
	Total Maximum Daily Emissions	**155.68**	**291.61**	**849.97**	**4.49**	**282.53**	**77.18**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
	Winter						
	Mobile Source	42.39	300.40	567.78	4.35	282.05	76.75
	Area Source	85.15	0.00	0.00	0.00	0.00	0.00
	Stationary Source	1.48	4.13	3.77	0.01	0.22	0.22
	Total Maximum Daily Emissions	**129.01**	**304.53**	**571.55**	**4.36**	**282.26**	**76.97**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Phase 1+ Phase 2 + Phase 3 + Phase 4 (Buildout)	**Summer**						
	Mobile Source	59.87	386.27	953.36	6.27	415.01	112.61
	Area Source	162.54	1.90	225.42	0.01	0.40	0.30
	Stationary Source	1.97	5.50	5.02	0.01	0.29	0.29
	Total Maximum Daily Emissions	**224.38**	**393.67**	**1,183.80**	**6.30**	**415.70**	**113.20**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
	Winter						
	Mobile Source	57.84	405.40	779.68	6.10	415.01	112.61
	Area Source	125.49	0.00	0.00	0.00	0.00	0.00
	Stationary Source	1.97	5.50	5.02	0.01	0.29	0.29
	Total Maximum Daily Emissions	**185.30**	**410.90**	**784.71**	**6.11**	**415.30**	**112.90**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Refer to Appendix 11.10.

Table 5.13-15
Summary of Peak Operational Emissions – Option B (With Mitigation)

Phase	Source	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1	**Summer**						
	Mobile Source	9.18	62.24	142.49	0.90	54.36	14.88
	Area Source	20.19	0.23	27.91	0.00	0.05	0.04
	Stationary Source	4.89	21.04	12.47	0.02	0.72	0.72
	TRU Source	13.70	14.35	1.66	0.00	0.47	0.43
	Total Maximum Daily Emissions	**47.96**	**97.87**	**184.53**	**0.92**	**55.59**	**16.07**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	8.86	65.32	117.16	0.88	54.36	14.88
	Area Source	15.61	0.00	0.00	0.00	0.00	0.00
	Stationary Source	4.89	21.04	12.47	0.02	0.72	0.72
	TRU Source	13.70	14.35	1.66	0.00	0.47	0.43
	Total Maximum Daily Emissions	**43.06**	**100.72**	**131.28**	**0.90**	**55.54**	**16.03**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
Phase 1+ Phase 2	**Summer**						
	Mobile Source	27.59	184.48	430.31	2.75	170.61	46.61
	Area Source	63.67	0.74	88.19	0.01	0.16	0.12
	Stationary Source	9.78	42.09	24.94	0.05	1.44	1.44
	TRU Source	42.17	42.88	5.24	0.00	1.43	1.31
	Total Maximum Daily Emissions	**143.21**	**270.19**	**548.68**	**2.80**	**173.64**	**49.48**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
	Winter						
	Mobile Source	26.63	193.61	353.70	2.67	170.62	46.62
	Area Source	49.18	0.00	0.00	0.00	0.00	0.00
	Stationary Source	9.78	42.09	24.94	0.05	1.44	1.44
	TRU Source	42.17	42.88	5.24	0.00	1.43	1.31
	Total Maximum Daily Emissions	**127.77**	**278.57**	**383.87**	**2.72**	**173.48**	**49.37**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**NO**	**NO**	**YES**	**YES**
Phase 1+ Phase 2 + Phase 3	**Summer**						
	Mobile Source	45.71	304.85	716.27	4.65	295.66	80.66
	Area Source	110.28	1.29	152.95	0.01	0.27	0.21
	Stationary Source	14.67	63.13	37.41	0.07	2.16	2.16
	TRU Source	46.01	38.27	5.89	0.00	0.51	0.47
	Total Maximum Daily Emissions	**216.67**	**407.54**	**912.51**	**4.73**	**298.60**	**83.49**

Phase	Source	Emissions (pounds/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
	Winter						
	Mobile Source	44.14	319.91	588.39	4.53	295.66	80.66
	Area Source	85.15	0.00	0.00	0.00	0.00	0.00
	Stationary Source	14.67	63.13	37.41	0.07	2.16	2.16
	TRU Source	46.01	38.27	5.89	0.00	0.51	0.47
	Total Maximum Daily Emissions	**189.97**	**421.31**	**631.68**	**4.60**	**298.33**	**83.28**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Phase 1+ Phase 2 + Phase 3 + Phase 4 (Buildout)	**Summer**						
	Mobile Source	62.18	410.07	983.50	6.52	434.95	118.29
	Area Source	162.54	1.90	225.42	0.01	0.40	0.30
	Stationary Source	19.56	84.18	49.88	0.09	2.88	2.88
	TRU Source	66.21	55.26	8.46	0.00	0.62	0.57
	Total Maximum Daily Emissions	**310.49**	**551.40**	**1,267.26**	**6.63**	**438.85**	**122.04**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
	Winter						
	Mobile Source	60.10	430.27	806.52	6.35	434.96	118.29
	Area Source	125.49	0.00	0.00	0.00	0.00	0.00
	Stationary Source	19.56	84.18	49.88	0.09	2.88	2.88
	TRU Source	66.21	55.26	8.46	0.00	0.62	0.57
	Total Maximum Daily Emissions	**271.36**	**569.71**	**864.86**	**6.44**	**438.45**	**121.74**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Refer to Appendix 11.10.

Despite the mitigation measures and the anticipated regulations implemented by EPA and CARB to improve truck efficiency, the estimated long-term emissions generated under full buildout of the proposed project would exceed the SCAQMD's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB. It should be noted that it is not currently feasible to require zero-emission trucks to be used for the proposed project; refer to Section 5.14, *Greenhouse Gas Emissions* and Appendix 11.10 for a detailed discussion on the feasibility of zero-emission trucks. On this basis, it is concluded that project operational-source VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions cannot be definitively reduced below applicable SCAQMD thresholds and therefore are considered significant and unavoidable. Therefore, the proposed project would result in a significant and unavoidable impact in this regard.

COMPARATIVE HEALTH IMPACT

In order to estimate regional health impacts that may result from criteria and precursor pollutants

emitted by the proposed project, the peak daily emissions for each project scenario were utilized in the COBRA model. Table 5.13-16, *Proposed Project Health Indicators*, presents the estimated health effects for the proposed project at the regional level. Table 5.13-17, *Proposed Project Mortality Indicator*, presents the incremental increase in mortality from all causes that is estimated to occur as a result of emissions generated by the proposed project, as well as a comparison to the 2020-2022 mortality for the region based on data published by the California Department of Public Health for 2024.[8] It should be noted that the mortality incidence values presented in Table 5.13-17 conservatively utilize the high estimates output from the model.

Table 5.13-16
Proposed Project Health Indicators

Health Indicator	Option A	Option B
Total Mortality (low – high estimate)	0.668 – 1.222	0.759 – 1.363
Total Asthma Symptoms	543.475	635.491
Total Incidence, Asthma	3.172	3.736
Total Incidence, Hay Fever/Rhinitis	20.429	24.060
Total ER Visits, Respiratory	0.863	1.028
Total Hospital Admits, All Respiratory	0.088	0.100
Source: Refer to Appendix 11.10.		

As shown in Table 5.13-17, based on the COBRA model the proposed project is estimated to result in an incremental increase in mortality of 1.222 under Option A and 1.363 under Option B as a result of increased concentrations of ozone and $PM_{2.5}$ in the region due to project emissions. Compared to baseline mortality estimates for the region, this represents an increase of approximately 0.00084 percent and 0.00094 percent, respectively.

Table 5.13-17
Proposed Project Mortality Indicators

Scenario	Mortality (all cause)		
	Project Incremental Incidence	Baseline	% Increase
Option A	1.222	145,092.4	0.00084%
Option B	1.363	145,092.4	0.00094%
Source: Refer to Appendix 11.10.			

This incremental increase in mortality is consistent with other large projects. The incremental incidence increase in mortality from all causes for the Friant Ranch project was estimated at 0.000014 percent for ozone and 0.00039 percent for $PM_{2.5}$, for a total incremental increase of 0.00041 percent, which is similar to what would be expected from the proposed project. For the CSUDH project, the emissions were estimated to result in an increase in mortality from all causes of 0.0032 percent attributable to ozone and $PM_{2.5}$ combined, which is significantly higher than what would be expected for the proposed project. As such, emissions associated with the proposed project would not result in

[8] California Department of Public Health, *County Health Status Profiles*, https://www.cdph.ca.gov/Programs/CHSI/Pages/County-Health-Status-Profiles.aspx, accessed February 12, 2025.

significant health impacts due to increases in ozone and $PM_{2.5}$ concentrations in the region.

In summary, the comparative analysis of emissions and health impacts for the proposed project relative to the Friant Ranch and CSUDH projects supports the conclusion that the proposed project's emissions are similar to those reported in these two sample projects, and thus emissions from the proposed project would be expected to result in similarly negligible health impacts. Additionally, modeling performed using EPA's COBRA model indicates that health risks would not differ significantly from what was reported for these projects and remains negligible. Impacts would be less than significant.

Mitigation Measures:

AQ-9 Prior to the issuance of occupancy permits, the project applicant shall post both interior and exterior facing signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.

AQ-10 During project operations, the project applicant shall ensure that all building tenants utilize only electric service yard trucks (hostlers), pallet jacks, forklifts, and other onsite operational equipment through requirements in lease agreements and provide the necessary electrical charging stations. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-11 Prior to the issuance of occupancy permits, the project applicant shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically feasible as determined by the City of Beaumont Planning Department.

AQ-12 Prior to the issuance of occupancy permits, the project applicant shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional for one charging station for every five light-duty truck parking spaces at the project. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-13 Prior to the issuance of occupancy permits, the project applicant shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-14 During project operations, the building owner or lessee shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-15 During project operations, the building owner or lessee shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and

provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking. The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-16 During project operations, the building owner or lessee shall post signs at every truck exit driveway providing directional information to the truck route. The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-17 During project operations, the building owner or lessee shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles subject to 13 California Code of Regulations Section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make sure records are available for inspection by the local jurisdiction, air district, and state upon request.

AQ-18 During project operations, the building owner or lessee shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers. The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-19 During project operations, the building owner or lessee shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets. The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-20 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the project that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager to report violations. Prior to issuance of an occupancy permit, the City of Beaumont Planning Department shall conduct an on-site inspection to ensure that the signs are in place.

AQ-21 Prior to the issuing of each building permit, the project proponent and its contractors shall provide plans and specifications to the City of Beaumont Building Department that demonstrate that each project building is designed for passive heating and cooling and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights.

AQ-22 Prior to the issuing of each building permit, the project proponent shall provide plans and specifications to the City of Beaumont Building Department that demonstrate that

electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped in order that electrical equipment may be used for landscape maintenance.

AQ-23 Prior to issuance of certificate of occupancy the warehouse/industrial buildings' electrical rooms design shall be demonstrated to be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.

AQ-24 Prior to issuance of certificate of occupancy each buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

AQ-25 During project operation, upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding:

- Building energy efficiency, solid waste reduction, recycling, and water conservation.
- Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting.
- Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies.
- Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling.
- The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the project vicinity.

The building owner or lessee shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-26 Prior to issuance of a building permit, the project applicant shall provide the City with an onsite signage program that clearly identifies the required onsite circulation system, for the industrial portion of the project. This shall be accomplished through posted signs and painting on driveways and internal roadways. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-27 Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identify approved truck routes have been installed along the truck routes to and from the project site. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-28 Prior to issuance of an occupancy permit, the project applicant for the industrial portion of the project, shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 48 hours. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-29 Prior to issuance of a building permit for the industrial portion of the project, the project proponent shall provide the City with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required. The applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.

AQ-30 During project operation, to reduce water demands and associated energy use, the project is required to implement a Water Conservation Strategy and demonstrate a minimum 20 percent (%) reduction in indoor and outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). Prior to the issuance of building permits for the project, the project applicant shall provide building plans that could include the following water conservation measures:

- Install low-water use appliances and fixtures;
- Restrict the use of water for cleaning outdoor surfaces and prohibit systems that apply water to non-vegetated surfaces;
- Implement water-sensitive urban design practices in new construction; and
- Install rainwater collection systems.

The project applicant shall demonstrate compliance with the City of Beaumont Planning Department upon request.

Level of Significance: Significant and Unavoidable Impact.

LOCALIZED EMISSIONS

AQ-3 IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN LOCALIZED EMISSIONS IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

Impact Analysis:

CONSTRUCTION-SOURCE LOCALIZED EMISSIONS

Emissions during peak construction activity would not exceed the SCAQMD's localized significance thresholds at the maximally exposed receptor location, as detailed in Table 5.13-18, *Localized Significance Summary Construction*. Localized construction emissions of the proposed project without mitigation measure would not exceed the SCAQMD's thresholds. On-site water trucks were not modeled as separate construction equipment. However, their activity is captured within the Vendor Trips category. When considered as vendor trips, these vehicles are treated as off-site sources of emissions rather than on-site construction equipment. Even if water trucks were considered as on-site sources, their contribution to localized emissions would be minimal. Therefore, their exclusion does not affect the findings.

With implementation of the mitigation measures proposed under Impact Statement AQ-1, localized construction emissions would be further reduced. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, the project's localized impacts during construction activities would be less than significant.

Table 5.13-18
Localized Significance Summary Construction

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hour	24-Hour
Without Mitigation					
Peak Day Localized Emissions	0.02	0.01	1.23E-02	0.51	0.30
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.32**	**1.81**	**0.07**	**0.51**	**0.30**
SCAQMD Localized Significance Thresholds	20	9	0.18	10.4	10.4
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
With Mitigation[2]					
Peak Day Localized Emissions	0.03	0.01	5.37E-03	0.39	0.19
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.33**	**1.81**	**0.06**	**0.39**	**0.19**
SCAQMD Localized Significance Thresholds	20	9	0.18	10.4	10.4
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**

Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in ug/m^3. All others are expressed in part per million.
1. Highest concentration from the last three years of available data.
2. Mitigation Measure AQ-1 would be incorporated per Impact Statement AQ-1.
3. The Localized Significance Thresholds for $PM_{2.5}$ and PM_{10} do not need to include the background concentration. Therefore, the shaded cell indicates that the background concentration is not applicable to the pollutants.

Source: Refer to Appendix 11.10.

OPERATIONAL-SOURCE LOCALIZED EMISSIONS

The operational LST analysis generally includes on-site sources (area, energy, mobile, and on-site cargo handling equipment). However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. As such, to establish a maximum potential impact scenario for analytic purposes, the modeled emissions include all on-site project-related stationary (area) sources and on-site project-related mobile emissions. In order to account for on-site mobile emissions, under both Options A and B, a trip length of 0.55 mile was used for both trucks and passenger cars for Phase 1, 1.17 miles for Phase 2, 1.77 miles for Phase 3, and 2.42 miles for Phase 4.

As shown below in Table 5.13-19, *Localized Significance Summary Peak Operation – Option A*, and Table 5.13-20, *Localized Significance Summary Peak Operation – Option B*, emissions would not exceed SCAQMD's localized significance thresholds at the maximally exposed receptors as a result of operational activities under either option. Localized operational emissions of the proposed project without mitigation measures would not exceed the SCAQMD's thresholds. With implementation of the mitigation measures proposed under Impact Statement AQ-2, localized operational emissions would be further reduced. As such, the project's localized impacts during operational activities would be less than significant.

Table 5.13-19
Localized Significance Summary Peak Operations – Option A

Peak Operation	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hour	24-Hour
Without Mitigation					
Phase 1					
Peak Day Localized Emissions	3.12E-02	2.45E-02	1.30E-03	0.21	0.08
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.33**	**1.82**	**0.06**	**0.21**	**0.08**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2					
Peak Day Localized Emissions	5.63E-02	3.75E-02	2.36E-03	0.65	0.21
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.36**	**1.84**	**0.06**	**0.65**	**0.21**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2 + Phase 3					
Peak Day Localized Emissions	5.83E-02	3.76E-02	2.50E-03	1.00	0.30
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.36**	**1.84**	**0.06**	**1.00**	**0.30**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2 + Phase 3 + Phase 4					
Peak Day Localized Emissions	6.93E-02	4.38E-02	2.95E-03	1.41	0.41
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.37**	**1.84**	**0.06**	**1.41**	**0.41**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5

Peak Operation	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hour	24-Hour
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
With Mitigation[2]					
Phase 1					
Peak Day Localized Emissions	1.44E-02	1.13E-02	1.06E-03	0.19	0.07
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	3.31	1.81	0.06	0.19	0.07
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2					
Peak Day Localized Emissions	2.90E-02	1.93E-02	1.98E-03	0.62	0.18
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.33**	**1.82**	**0.06**	**0.62**	**0.18**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2 + Phase 3					
Peak Day Localized Emissions	3.14E-02	2.02E-02	2.12E-03	0.97	0.28
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.33**	**1.82**	**0.06**	**0.97**	**0.28**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2 + Phase 3 + Phase 4					
Peak Day Localized Emissions	3.75E-02	2.37E-02	2.50E-03	1.38	0.38
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.34**	**1.82**	**0.06**	**1.38**	**0.38**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**

Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in ug/m^3. All others are expressed in part per million.

1. Highest concentration from the last three years of available data.
2. Mitigation Measure AQ-1 would be incorporated per Impact Statement AQ-1.
3. The Localized Significance Thresholds for $PM_{2.5}$ and PM_{10} do not need to include the background concentration. Therefore, the shaded cell indicates that the background concentration is not applicable to the pollutants.

Source: Refer to Appendix 11.10.

Table 5.13-20
Localized Significance Summary Peak Operations – Option B

Peak Operation	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hour	24-Hour
Without Mitigation					
Phase 1					
Peak Day Localized Emissions	3.57E-02	2.80E-02	8.35E-03	0.44	0.30
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.34**	**1.83**	**0.07**	**0.44**	**0.30**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2					
Peak Day Localized Emissions	6.23E-02	4.14E-02	1.28E-02	0.96	0.50
Background Concentration[1]	3.3	1.8	0.057		

Peak Operation	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hour	24-Hour
Total Concentration	**3.36**	**1.84**	**0.07**	**0.96**	**0.50**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2 + Phase 3					
Peak Day Localized Emissions	6.35E-02	4.09E-02	9.87E-03	1.19	0.47
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.36**	**1.84**	**0.07**	**1.19**	**0.47**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2 + Phase 3 + Phase 4					
Peak Day Localized Emissions	7.49E-02	4.73E-02	1.09E-02	1.60	0.57
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.37**	**1.85**	**0.07**	**1.60**	**0.57**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
With Mitigation[2]					
Phase 1					
Peak Day Localized Emissions	1.89E-02	1.49E-02	8.12E-03	0.42	0.29
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.32**	**1.81**	**0.07**	**0.42**	**0.29**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2					
Peak Day Localized Emissions	3.50E-02	2.33E-02	1.24E-02	0.94	0.47
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.34**	**1.82**	**0.07**	**0.94**	**0.47**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2 + Phase 3					
Peak Day Localized Emissions	3.66E-02	2.36E-02	9.49E-03	1.16	0.44
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.34**	**1.82**	**0.07**	**1.16**	**0.44**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**
Phase 1 + Phase 2 + Phase 3 + Phase 4					
Peak Day Localized Emissions	4.30E-02	2.72E-02	1.05E-02	1.57	0.54
Background Concentration[1]	3.3	1.8	0.057		
Total Concentration	**3.34**	**1.83**	**0.07**	**1.57**	**0.54**
SCAQMD Localized Significance Thresholds	20	9	0.18	2.5	2.5
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**NO**

Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in ug/m^3. All others are expressed in part per million.

1. Highest concentration from the last three years of available data.
2. Mitigation Measure AQ-1 would be incorporated per Impact Statement AQ-1.
3. The Localized Significance Thresholds for $PM_{2.5}$ and PM_{10} do not need to include the background concentration. Therefore, the shaded cell indicates that the background concentration is not applicable to the pollutants.

Source: Refer to Appendix 11.10.

Localized Air Quality Health Impacts

Construction Impacts

The land use with the greatest potential exposure to project construction-source DPM emissions is Location R3 which is located approximately 79 feet east of the project site at the Harmony Haven Children and Youth Center at 14700 Manzanita Park Road. Since there are no private outdoor living areas facing the project site, receptor R3 is measured from the nearest building façade to the project site. To account for potential residents at this facility, risk was calculated based on a conservative 30-year residential exposure scenario. At the maximally exposed individual receptor (MEIR) location, the maximum incremental cancer risk attributable to project construction-source DPM emissions is estimated to be 2.55 in one million without mitigation and 0.64 in one million with mitigation; refer to Table 5.13-21, *Summary of Construction Cancer Risk*, both of which are less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 with and without mitigation, which would not exceed the applicable threshold of 1.0.

Table 5.13-21
Summary of Construction Cancer Risk

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million) (Without Mitigation)	Maximum Lifetime Cancer Risk (Risk per Million) (With Mitigation)	Significance Threshold	Exceeds Significance?
6.59 Year Exposure	Maximum Exposed Sensitive Receptor (Location R3)	2.55	0.64	10	**NO**

Source: Refer to Appendix 11.10.

Location R3 is the nearest receptor to the project site and would experience the highest concentrations of DPM during project construction due to its proximity to the project site as well as meteorological conditions at the site. Because all other modeled receptors would experience lower concentrations of DPM during project construction, all other receptors in the vicinity of the project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the project would not cause a significant human health or cancer risk to adjacent land uses as a result of project construction activity.

Operational Impacts

Residential Exposure Scenario

The existing residential land use with the greatest potential exposure to project operational source DPM emissions under Options A and B is Location R3. It should be noted that this facility has been evaluated under the residential, worker, and school children exposure scenarios as it is the location that would experience the highest concentration of DPM, and to account for a variety of persons that may be present at this facility. However, the residential exposure scenario is the most conservative, assuming 30-years of exposure, with exposure beginning in the third trimester. At the MEIR, the

maximum incremental cancer risk attributable to project operational source DPM emissions is estimated to be 1.98 in one million under Option A and 5.41 in one million under Option B, both of which are less than the SCAQMD significance threshold of 10 in one million; refer to Table 5.13-22, *Summary of Operational Cancer Risk –Option A and Option B*. At this same location, non-cancer risks were estimated to be <0.01 under both options, which would not exceed the applicable significance threshold of 1.0. Because all other modeled receptors are further from the project site and would experience lower concentrations of DPM during project operation, all other receptors in the vicinity of the project would be exposed to less emissions and therefore subject to less risk than the MEIR identified herein. As such, the project would not cause a significant human health or cancer risk to adjacent land uses because of project operational activities.

Table 5.13-22
Summary of Operational Cancer Risk –Option A and Option B

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold	Exceeds Significance?
Option A				
30-Year Exposure	Maximum Exposed Sensitive Receptor (Location R3)	1.98	10	**NO**
25-Year Exposure	Maximum Exposed Worker Receptor (Location R3)	0.21	10	**NO**
9-Year Exposure	Maximum Exposed Individual School Child (Location R3)	0.40	10	**NO**
Option B				
30-Year Exposure	Maximum Exposed Sensitive Receptor (Location R3)	5.41	10	**NO**
25-Year Exposure	Maximum Exposed Worker Receptor (Location R3)	0.57	10	**NO**
9-Year Exposure	Maximum Exposed Individual School Child (Location R3)	1.09	10	**NO**

Source: Refer to Appendix 11.10.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to project operational-source DPM emissions is Location R3, which represents the potential worker receptor located at the Harmony Haven Children and Youth Center located at 14700 Manzanita Park Road, approximately 79 feet east of the project site. At the maximally exposed individual worker (MEIW) location, the maximum incremental cancer risk impact is 0.21 in one million under Option A and 0.57 in one million under Option B, both of which are less than the SCAQMD threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01 under both options, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the project would not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario

The nearest potential school is the Harmony Haven Children and Youth Center (represented by Location R3), located approximately 79 feet east of the project site. At the maximally exposed individual school child (MEISC) location, under the school child exposure scenario the maximum incremental cancer risk impact attributable to the project is calculated to be 0.40 in one million under Option A and 1.09 in one million under Option B, both of which are less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the project were calculated to be <0.01 under both options, which would not exceed the applicable significance threshold of 1.0. As such, the project would not cause a significant human health or cancer risk to nearby school children.

Construction and Operational Impacts

The land use with the greatest potential exposure to project construction-source and operational-source DPM emissions is Location R3. At the MEIR location, under Option A the maximum incremental cancer risk attributable to project construction-source and operational-source DPM emissions is estimated at 3.28 in one million without mitigation and 1.36 in one million with mitigation, both of which are less than the threshold of 10 in one million. Under Option B the maximum incremental cancer risk attributable to project construction-source and operational-source DPM emissions is estimated at 4.56 in one million without mitigation and 2.64 in one million with mitigation, Table 5.13-23, *Summary of Construction and Operational Cancer Risk –Option A and Option B*, both of which are less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 under both options, without and with mitigation, which would not exceed the applicable threshold of 1.0. As such, the project would not cause a significant human health or cancer risk to nearby residences.

Table 5.13-23
Summary of Construction and Operational Cancer Risk –Option A and Option B

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million) (Without Mitigation)	Maximum Lifetime Cancer Risk (Risk per Million) (With Mitigation)	Significance Threshold	Exceeds Significance?
Option A					
30-Year Exposure	Maximum Exposed Sensitive Receptor (Location R3)	3.28	1.36	10	**NO**
Option B					
30-Year Exposure	Maximum Exposed Sensitive Receptor (Location R3)	4.56	2.64	10	**NO**

Source: Refer to Appendix 11.10.

CARBON MONOXIDE HOTSPOTS

A CO hotspot is defined as a localized concentration of carbon monoxide exceeding the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA

Air Quality Handbook (1993) was published by SCAQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

In 2003, the SCAQMD as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. As the highest hourly recorded CO value at the Rubidoux – Mission Boulevard Monitoring Station between 2021 and 2023 was 3.272 ppm, which is well below the 35-ppm 1-hour CO federal and State Standards; refer to Table 5.13-1. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

As such, project-related traffic at any intersections within the project area would not cause or contribute to a CO hotspot since the background concentrations are low and any contribution from project traffic would be negligible.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-30.

Level of Significance: Less-Than-Significant Impact with Mitigation Incorporated.

CONSISTENCY WITH REGIONAL PLANS

AQ-4 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

Impact Analysis: The project site is located within the SCAB, which is governed by SCAQMD. On December 2, 2022, the SCAQMD Governing Board adopted the 2022 AQMP. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. Additionally, the 2022 AQMP utilized information and data from the SCAG and its 2020-2045 RTP/SCS. SCAG updates the RTP/SCS every four years and the most recent plan, the Connect SoCal 2024 was adopted on April 4, 2024. Connect SoCal 2024 is a vision for the future of Southern California that includes policies, strategies, and projects to advance the region's mobility, economy,

and sustainability through 2050. While SCAG recently adopted the Connect SoCal 2024, the SCAQMD has not released an updated AQMP. As such, this consistency analysis is based off the 2022 AQMP and the RTP/SCS that was adopted at the time, the 2020-2045 RTP/SCS. According to the SCAQMD's CEQA Air Quality Handbook, projects must be analyzed for consistency with two main criteria, as discussed below:

Criterion 1: With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations associated with the CAAQS and NAAQS is used as the basis for evaluating project consistency. As detailed under Impact Statements AQ-1 through AQ-3, localized concentrations of CO, NO_X, PM_{10}, and $PM_{2.5}$ would be less than significant during project construction and operation. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations. Because ROGs are not a criteria pollutant, there is no ambient standard or localized threshold of ROGs. Due to the role ROG plays in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established. As such, the project would not cause or contribute to localized air quality violations or delay the attainment of air quality standards or interim emissions reductions specified in the AQMP.

b) Would the project cause or contribute to new air quality violations?

As discussed under Impact Statement AQ-2, the proposed project would result in emissions that exceed the SCAQMD thresholds during operations despite implementation of mitigation. As such, the proposed project would have the potential to cause or contribute to a new violation of the ambient air quality standards.

c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

The proposed project would result in less-than-significant impacts regarding localized concentrations during project construction and operations; refer to Impact Statement AQ-3. As such, the project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions.

Criterion 2: With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning with the SCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the consistency analysis for the second criterion focuses on whether the project exceeds the assumptions utilized in preparing the

forecasts presented in the 2022 AQMP. Determining whether a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the following criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

A project is consistent with the 2022 AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the 2022 AQMP. In the case of the 2022 AQMP, three sources of data form the basis for the projections of air pollutant emissions: general plans, SCAG's regional growth forecast, and SCAG's 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS also provides socioeconomic forecast projections of regional population growth.

The Development Site consists of vacant land within unincorporated Riverside County and within the City's Sphere of Influence (SOI). As one of the requested discretionary actions, the Development Site and Construction Staging/Earthwork Balance Area shown on Exhibit 3-2, *Site Vicinity*, would be annexed into the City's jurisdiction. As such, the Beaumont General Plan and Municipal Code are the prevailing planning documents that would pertain to the project site.

The Beaumont General Plan would be amended to reflect annexation of the Annexation Area shown on Exhibit 3-2 and application of the Industrial land use designation.

It is also noted that the project's construction air emissions would not exceed the SCAQMD regional thresholds, and localized emissions during construction and operation would also be below SCAQMD LST thresholds. The project would be required to comply with applicable SCAQMD emission reduction measures, such as Rule 403. However, the project's operational air emissions would exceed the significance thresholds. As such, the project has the potential to result in or cause NAAQS or CAAQS violations. As implementation of the project would amend the General Plan land use designations of the Annexation Area and as the project would result in VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emission exceedances, the proposed project does not meet this 2022 AQMP consistency criterion.

b) Would the project implement all feasible air quality mitigation measures?

Upon implementation of all feasible emission reduction rules identified by the SCAQMD and Mitigation Measures AQ-1 through AQ-8, the proposed project would result in less than significant air quality impacts during construction. However, even with implementation of Mitigation Measures AQ-9 through AQ-30, the proposed project would exceed the operational thresholds established by SCAQMD, As such, the proposed project does not meet this 2022 AQMP consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth in the AQMP?

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. The project proposes an industrial development on the Development Site. The closest bus stop, served by the Beaumont Transit, is located within 0.5-mile northeast of

the project site. Furthermore, the project would establish and promote a rideshare program as required by Mitigation Measure AQ-15. However, the operational emissions associated with the project would exceed the thresholds established by the SCAQMD. As such, the proposed project would be inconsistent with the land use planning strategies set forth in the 2022 AQMP and would not meet this AQMP consistency criterion.

In summary, the project has the potential to result in or cause NAAQS or CAAQS violations. Operational emissions associated with project implementation would exceed the applicable SCAQMD regional thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$. As such, the project is considered to have the potential to conflict with the AQMP and a significant and unavoidable impact would occur.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-30.

Level of Significance: Significant and Unavoidable Impact.

AQ-5 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE.

Impact Analysis: Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming);
- Wastewater treatment plants;
- Food processing plants;
- Chemical plants;
- Composting operations;
- Refineries;
- Landfills;
- Dairies; and
- Fiberglass molding facilities.

The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction practices would minimize odor impacts from construction. Construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Further, the project would be required to minimize VOC emissions by using pre-coated or paint-free materials and requiring "Super-Compliant" low-VOC paints and solvents per SCAQMD Rule 1113 as required by Mitigation Measure AQ-6 and minimize the idling time of construction equipment as required by Mitigation Measure AQ-7. Therefore, with implementation of the proposed

mitigation measures, odors and other emissions impacts (such as those leading to odors) associated with construction and operations activities of the proposed project would be less than significant.

Mitigation Measures: Refer to Mitigation Measures AQ-6 and AQ-7.

Level of Significance: Less-Than-Significant Impact with Mitigation Incorporated.

5.13.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

- **SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, COULD RESULT IN INCREASED AIR POLLUTANT EMISSION IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO INCREASED POLLUTANT CONCENTRATIONS.**

Impact Analysis: The SCAQMD neither recommends quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The SCAQMD significance thresholds for construction are intended to meet the objectives of the 2022 AQMP to ensure the NAAQS and CAAQS are not exceeded. As the City has no control over the timing or sequencing of cumulative projects in the project vicinity, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative.

It should be noted that the stacking of emissions from other projects in the vicinity of the project site is overly conservative and not appropriate due to the localized nature of impacts from DPM. There are two cumulative development projects within 1,000 feet of the proposed project and only one of the project is industrial/warehousing. Nevertheless, due to the significant distances between these two cumulative projects and the proposed project site, any cumulative impacts would be minimal.

Future cumulative projects would also be required to analyze construction emission impacts on a project-level under CEQA and implement mitigation as needed. With implementation of Mitigation Measure AQ-1 through Mitigation Measure AQ-8, project-level construction-source emissions would not exceed SCAQMD significance thresholds. As such, per SCAQMD protocols, construction-source emissions would not be considered cumulatively significant.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-8.

Level of Significance: Less-Than-Significant Impact with Mitigation Incorporated.

LONG-TERM (OPERATIONAL) AIR EMISSIONS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN INCREASED IMPACTS PERTAINING TO OPERATIONAL AIR EMISSIONS.**

Impact Analysis: The SCAQMD has set forth both a methodological framework as well as significance thresholds for the assessment of a project's cumulative operational air quality impacts. The SCAQMD's approach for assessing cumulative impacts is based on the SCAQMD's 2022 AQMP forecasts of attainment of NAAQS in accordance with the requirements of the federal and State CAAs. This forecast also considers SCAG's forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the project is consistent with the growth assumptions upon which the SCAQMD's 2022 AQMP is based. If the project is consistent with the growth assumptions, then the future development would not impede the attainment of NAAQS, and a significant cumulative air quality impact would not occur. Per substantiated discussion above, project-level operational-source VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions impacts would be significant and unavoidable. As such, per SCAQMD protocols, project operational-source VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions impacts would also be cumulatively significant.

Mitigation Measures: Refer to Mitigation Measures AQ-9 through AQ-30.

Level of Significance: Significant and Unavoidable Impact.

CUMULATIVE CARBON MONOXIDE HOTSPOTS AND LOCALIZED HEALTH RISK

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND CUMULATIVE PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE CARBON MONOXIDE HOTSPOT IMPACTS AND LOCALIZED HEALTH RISK.**

Impact Analysis: Due to the extent of the area potentially impacted from cumulative project emissions (i.e., the SCAB), SCAQMD considers a project cumulatively significant when project-related emissions exceed the SCAQMD LST emissions thresholds. As the project would not exceed the SCAQMD LST thresholds, less than significant cumulative impacts would occur. Future related projects would be required to analyze localized emission impacts on a project-level under CEQA and implement mitigation as needed. As stated above, future ambient CO concentrations resulting from the project would be substantially below National and State standards, as the highest hourly recorded CO value at the Rubidoux – Mission Boulevard Monitoring Station between 2021 and 2023 was 3.272 ppm, which is well below the 35-ppm 1-hour CO federal Standard; refer to Table 5.13-1. Further, as discussed under Impact Statement AQ-3, the project would not have a cumulatively considerable impact with regard to CO hot spot and health risk impacts. Therefore, the project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

CUMULATIVE CONSISTENCY WITH APPLICABLE AIR QUALITY PLAN

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE INCONSISTENCIES WITH THE APPLICABLE AIR QUALITY PLAN.**

Impact Analysis: Future related projects would be required to analyze project-level consistency with applicable air quality plans, including the 2022 AQMP. Project-related construction emissions, with implementation of Mitigation Measures AQ-1 through AQ-8, would not exceed the SCAQMD's thresholds. However, project-related operational emissions would exceed the SCAQMD's operational thresholds even with implementation of Mitigation Measures AQ-9 through AQ-30. As the project would amend the Beaumont General Plan land use designation of the Annexation Area and result in VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emission exceedances, which would cause significant and unavoidable impacts, the project is determined to be inconsistent with the second AQMY consistency criterion. The project would have the potential to result in NAAQS and CAAQS violations and thus, cumulative impacts would be significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-30.

Level of Significance: Significant and Unavoidable Impact.

CUMULATIVE ODOR IMPACTS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE ODOR IMPACTS.**

Impact Analysis: Odors resulting from the construction activities associated with implementation of other cumulative projects in the area are not likely to affect a substantial number of people, since construction activities occur in a limited area and do not usually emit odors that are considered offensive. As discussed under Impact Statement AQ-5, the proposed project does not include any uses identified by the SCAQMD as being associated with odors. Further, the project would be required to minimize VOC emissions by using pre-coated or paint-free materials and requiring "Super-Compliant" low-VOC paints and solvents per SCAQMD Rule 1113 as required by Mitigation Measure AQ-6 and minimize the idling time of construction equipment as required by Mitigation Measure AQ-7. As such, the project's incremental contribution to impacts in this regard would be less than cumulatively considerable, and a less-than-significant impact would occur.

Mitigation Measures: Refer to Mitigation Measures AQ-6 and AQ-7.

Level of Significance: Less-Than-Significant Impact with Mitigation Incorporated.

5.13.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The project would result in significant and unavoidable operational air quality impacts despite implementation of mitigation measures. Specifically, the project would exceed the SCAQMD established operational thresholds on both a project-level and cumulative basis. Due to the exceedance

of these emissions, the project also has the potential to result in CAAQS and NAAQS violations that would conflict with AQMP on a project-level and cumulative basis.

5.14 GREENHOUSE GAS EMISSIONS

This section evaluates greenhouse gas (GHG) emissions impacts associated with the proposed project and analyzes project compliance with applicable regulations. Consideration of the project's consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, is included in this section. Information in this section is based primarily on the following technical studies; refer to Appendix 11.10, *Air Quality Analysis/HRA*, and Appendix 11.11, *Greenhouse Gas Analysis*:

- *Beaumont Heights Business Centre Greenhouse Gas Analysis*, prepared by Urban Crossroads, dated December 19, 2025; and

- *Beaumont Heights Business Center Comparative Health Impact, Zero-Emission Truck Feasibility, GHG Mitigation, and Energy Cumulative Impact Analysis*, prepared by Urban Crossroads, dated October 1, 2025.

5.14.1 EXISTING SETTING

The City lies within the South Coast Air Basin (SCAB). The SCAB is a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The SCAB's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the SCAB.

SCOPE OF ANALYSIS FOR CLIMATE CHANGE

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by the *CEQA Guidelines* Section 15064(d), which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact which may be caused by the project.

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 that have grown more than 70 percent between 1970 and 2004. The State of California is leading the nation in managing GHG emissions. Accordingly, the impact analysis for this project relies

on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB).

GLOBAL CLIMATE CHANGE – GREENHOUSE GASES

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[1] The greenhouse effect traps heat in the troposphere through a threefold process as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor (H_2O) and carbon dioxide (CO_2). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with development projects include the following:[2]

- Water Vapor (H_2O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a GWP for water vapor.

- Carbon Dioxide (CO_2). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Overall CO_2 emissions have decreased by 1.5 percent since 1990 and increased by 0.7 percent since 2021, consistent with trends in fuel combustion emissions.[3] Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.

- Methane (CH_4). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States' top three methane sources are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, used for space and water heating, steam production, and power generation. The GWP of methane is 27.9.

[1] The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

[2] All GWPs are given as 100-year GWP. Generally, GWPs were obtained from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4) and Fifth Assessment Report (AR5), with the addition of GWPs from the IPCC's Sixth Assessment Report for fluorinated GHGs that did not have GWPs in the AR4 and AR5.

[3] United States Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2022, 2024*, https://www.epa.gov/system/files/documents/2024-04/us-ghg-inventory-2024-main-text_04-18-2024.pdf, accessed November 13, 2024.

- Nitrous Oxide (N_2O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 273.

- Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phase out of chlorofluorocarbons (CFCs) and HCFCs gains momentum. The 100-year GWP of HFCs range from 4.84 for HFC-161 to 14,600 for HFC-23.

- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO_2, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs range from 7,380 to 12,400.

- Sulfur hexafluoride (SF_6). SF_6 is a colorless, odorless, nontoxic, nonflammable gas. SF_6 is the most potent GHG that has been evaluated by the IPCC with a GWP of 25,200. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO_2 (4 parts per trillion in 1990 versus 365 parts per million, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O_3) depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- 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, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 56.4 for HCFC-122 to 2,300 for HCFC-142b.

- 1,1,1 trichloroethane (C2H3Cl3). 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 161 times that of CO_2.

- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (EPA) Final Rule (57 federal Register [FR] 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 3,550 for CFC-112a to 16,200 for CFC-13.

5.14.2 REGULATORY SETTING

FEDERAL LEVEL

To date, no national standards have 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. However, various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects as described below.

Energy Independence and Security Act Of 2007

The Energy Independence and Security Act of 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 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 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 Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the 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 Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the 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

EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012 through 2016.

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, 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 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 miles per gallon 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 EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the 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 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 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 March 2021, The EPA and NHTSA adopted the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. The SAFE Vehicles Rule sets tough but feasible fuel economy and CO_2 standards that increase 1.5 percent in stringency each year from model years 2021 through 2026. These standards apply to both passenger cars and light trucks and will continue the nation's progress toward energy independence and CO_2 reduction, while recognizing the realities of the marketplace and consumers' interest in buying vehicles that meet all of their diverse needs.

On March 20, 2024, EPA announced a final rule, Multi-Pollutant Emissions Standards for 2027 and Later Light-Duty and Medium-Duty Vehicles, that sets new, more protective standards to further reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027. On March 29, 2024, the EPA announced a final rule, "Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3," that sets stronger standards to reduce greenhouse gas emissions from heavy-duty (HD) vehicles beginning in 2027.

Presidential Executive Order 13783

Presidential Executive Order 13783, *Promoting Energy Independence and Economic Growth* (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, N_2O, and CH_4.

STATE LEVEL

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Executive Order S-1-07

Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of Statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32. The development of the 2017 Scoping Plan Update has identified the LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In calculating Statewide emissions and targets, the 2017 Scoping Plan Update has assumed the LCFS be extended to an 18-percent reduction in carbon intensity beyond 2020. On September 27, 2018, CARB approved a rulemaking package that amended the Low Carbon Fuel Standard to relax the 2020 carbon intensity reduction from 10 percent to 7.5 percent and to require a carbon intensity reduction of 20 percent by 2030.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

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

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary also submits biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team, made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-13-08

Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of the State's first climate adaptation strategy. This Executive Order results in consistent guidance from experts on how to address climate change impacts in the State of California.

Assembly Bill 1493

AB 1493 (Pavley Regulations and Fuel Efficiency Standards), enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the 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.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 32

Signed into law on 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.

Senate Bill 100

SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill would require the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board, and all other State agencies to incorporate that policy into all relevant planning. In addition, SB 100 would require

the CPUC, CEC, and State board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every 4 years thereafter, that includes specified information relating to the implementation of the policy.

CARB Scoping Plan

On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve the California GHG reductions required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California would implement to reduce the projected 2020 "Business-as-Usual" (BAU) emissions to 1990 levels, as required by AB 32. These strategies are intended to reduce CO_2e emissions by 174 million metric tons. This reduction of 42 million metric tons carbon dioxide equivalent ($MTCO_2e$), or almost ten percent from 2002 to 2004 average emissions, would be required despite the population and economic growth forecasted through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as those expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. When CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction 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. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term Statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update did not establish or propose any specific post-2020 goals, but identified such goals in water, waste, natural resources, clean energy, transportation, and land use.

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017, and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion

technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

Senate Bill 375

Acknowledging the relationship between land use planning and transportation sector GHG emissions, SB 375 was passed by the State Assembly on August 25, 2008, and signed by the Governor on September 30, 2008. The legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions can be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Communities Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled (VMT) and trips so the region can meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare an

alternative planning strategy that shows how the GHG emissions reduction target can be achieved through alternative development patterns, infrastructure, and/or transportation measures.

REGIONAL LEVEL

Southern California Association of Governments

On September 3, 2020, the Regional Council of SCAG formally adopted the *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specifically, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita VMT. Some of these tools include center-focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

The most recent 2024-2050 RTP/SCS (Connect SoCal 2024) was adopted by SCAG's Regional Council in April 2024. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The Connect SoCal 2024 sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the CARB. In addition, the Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies. The Regional Planning Policies are a resource for County Transportation Commissions (CTCs) and local jurisdictions, who can refer to specific policies to demonstrate alignment with the Connect SoCal 2024 when seeking resources from State or federal programs. The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies.

LOCAL LEVEL

County of Riverside General Plan

The Air Quality Element of the County General Plan conveys the County's goals, policies, and programs that meant to balance the County's actions regarding land use, circulation and other issues

with their potential effects on air quality. The following goals and policies are relevant to the proposed project:

Policy AQ 19.2: Utilize County's CAP as the guiding document for determining County's greenhouse gas reduction thresholds and implementation programs. Implementation of the CAP and its monitoring program shall include the ability to expand upon, or where appropriate, update or replace the Implementation Measures established herein such that the implementation of the CAP accomplishes the greenhouse gas reduction targets.

Policy AQ 20.3 Reduce VMT and GHG emissions by improving circulation network efficiency.

Policy AQ 20.25 Coordinate County GHG emissions reduction efforts with those of other regional agencies and plans, i.e., SCAG's Compass Blueprint, Regional Transportation Plan (RTP) and SCAQMD's Air Quality Management plans. In addition, coordinate with cities and sub-regional planning agencies, particularly WRCOG and CVAG, on efforts that jointly affect the County and the cities. Also, coordinate with utility and service providers to develop programs to improve energy efficiency, water efficiency and delivery or structural improvements to reduce demand or better coordinate infrastructure development, as appropriate.

Policy AQ 21.3 Discretionary Measures – Because of the varied nature of the private development proposals reviewed by the County, in some cases, the Implementation Measures in the CAP may not provide the most appropriate means for achieving the required interim GHG reduction. In such cases, the following alternative measures may be utilized, at the County's discretion:

a. For large-scale developments, such as specific plans, business parks, industrial centers, and those triggering a full Environmental Impact Report, a custom GHG analyses maybe warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures.

b. In such cases, the resultant GHG analysis may be used to develop customized GHG reduction measures in place of the CAP's Implementing Measures, provided they achieve the stated targets or implement all feasible mitigation short of achieving the applicable targets.

City of Beaumont General Plan

The Conservation and Open Space Element of the Beaumont General Plan presents a vision for protecting the community's access to land, water, and natural resources. The following goals and policies are applicable to the project:

Goal 8.3:	A City that reduces citywide greenhouse gas emissions.
Policy 8.3.1:	Establish greenhouse gas emission reduction targets in line with State requirements that call for reducing greenhouse gas emissions as follows: • 1990 levels by 2020 • 40 percent below 1990 levels by 2030 • 60 percent below 1990 levels by 2040
Policy 8.3.2:	Implement greenhouse gas reduction measures to achieve greenhouse gas reduction targets by updating and Climate Action Plan or similar.
Policy 8.3.3:	Monitor and report greenhouse gas emissions so that reductions can be tracked in a transparent, consistent, and accurate manner.
Policy 8.3.5:	Prioritize municipal policies and programs that reduce the City's carbon footprint, such as purchasing alternative fuel vehicles, pursuing solar installations, implementing green purchasing policies, and retrofitting existing buildings.

City of Beaumont Sustainable Beaumont Plan

The *City of Beaumont Sustainable Beaumont Plan: The City's Roadmap to Greenhouse Gas Reduction* (Sustainable Beaumont Plan) was adopted in 2015. The Sustainable Beaumont Plan has three primary purposes: Present the City's plan for achieving sustainability by utilizing resources effectively and reducing greenhouse gas emissions; 2) Solicit input the community to identify the best opportunities for the community to reduce GHG emissions; and 3) Identify how the City will effectively implement the Sustainable Beaumont Plan by promoting economic competitiveness, obtaining funding for program implementation, and tracking and monitoring the progress of plan implementation over time.

5.14.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Amendments to *CEQA Guidelines* Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable

significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a quantified or performance-based threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see *CEQA Guidelines* Section 15064.7(c)).

The California Natural Resources Agency (CNRA) has also clarified that the *CEQA Guidelines* amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see *CEQA Guidelines* Section 15064(h)(3)).[4] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.[5]

Based on the foregoing guidance, the City has elected to rely on compliance with a local air district threshold in the determination of significance of project-related GHG emissions. Specifically, the City has selected the interim 3,000 $MTCO_2e$ per year threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare project-related GHG emissions.

The 3,000 $MTCO_2e$ per year threshold is based on a 90 percent emission "capture" rate methodology. Prior to its use by the SCAQMD, the 90 percent emissions capture approach was one of the options suggested by the CAPCOA in their CEQA & Climate Change white paper. A 90 percent emission capture rate means that unmitigated GHG emissions from the top 90 percent of all GHG-producing projects within a geographic area – the SCAB in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10 percent of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State's GHG reduction targets, are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximately one percent of projected statewide GHG emissions in the Year 2050.

In setting the threshold at 3,000 $MTCO_2e$ per year, SCAQMD researched a database of projects kept by the Governor's Office of Planning and Research (OPR). That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th

[4] California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, December 2009, pp. 11-13, 14, 16; Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed November 13, 2024.

[5] 14 CCR Section 15064(h)(3).

percentile capture rate. The SCAQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. It should be noted that the sample of projects included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these projects were calculated by SCAQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 $MTCO_2e$ per year. The SCAQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MTCO2e per year) to define small projects that are considered less than significant and do not need to provide further analysis.

The City understands that the 3,000 $MTCO_2e$ per year threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 $MTCO_2e$ per year threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold* document and subsequent Working Group meetings (latest of which occurred in 2010). The SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold "uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level" and, thus, remains valid for use in 2025. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, for purposes of analysis in this analysis, if project-related GHG emissions do not exceed the 3,000 $MTCO_2e$ per year threshold, then project-related GHG emissions would have a less-than-significant impact pursuant to Impact Statement GHG-1. On the other hand, if project-related GHG emissions exceed 3,000 $MTCO_2e$ per year, the project would be considered a substantial source of GHG emissions, and a significant and unavoidable impact would occur.

CONSISTENCY WITH PLANS

The project's GHG impacts are evaluated by assessing the project's consistency with applicable local, regional, and Statewide GHG reduction plans and strategies. The City adopted the Sustainable Beaumont Plan in 2015 which contains the goals and policies that incorporate environmental responsibility into its daily management of its community and municipal operations. Thus, if the project complies with these plans, policies, regulations, and requirements, the project will result in a less-than-significant impact because it would be consistent with the overarching State and regional plans for GHG reduction. A consistency analysis is provided below and describes the project's compliance with performance-based standards included in the regulations outlined in the applicable portions of the 2022 Scoping Plan and the Sustainable Beaumont Plan.

QUANTIFICATION OF EMISSIONS

The proposed project could develop one of two development options. Option A assumes a 50/50 split between High-Cube Fulfillment Center Warehouses (Sort Facility) and High-Cube Fulfillment Center Warehouses (Non-Sort Facility), with a total maximum buildout of 5,700,000 square feet. Option B would include 50 percent High-Cube Fulfillment Center Warehouse (Sort Facility) (2,850,000 square feet), 1,000,000 square feet dedicated to High-Cube Cold Storage Warehouse, and the remaining space allocated to High-Cube Fulfillment Center Warehouse (Non-Sort Facility) (1,850,000 square feet). Under both options, the project would be developed over four phases.

Appendix 11.10 provides detailed methodology and modeling assumptions for the project. The CAPCOA in conjunction with other California air districts, including SCAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this analysis has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this project to determine GHG emissions. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water, refrigerants, stationary sources, on-site cargo equipment, and Transportation Refrigeration Units (TRUs).

CONSTRUCTION EMISSIONS

For construction phase project emissions, GHGs are quantified and amortized over the life of the project. To amortize the emissions over the life of the project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emission. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions.

Off-site utility and infrastructure improvements are anticipated in order to support development of the project. However, these activities would be short-term in nature relative to project construction and would not utilize equipment totals that would exceed the equipment totals that were modeled in CalEEMod; refer to Appendix 11.10. As such, GHG emissions resulting from off-site utility and infrastructure improvements would be minimal relative to GHG emissions resulting from project construction activities.

AREA SOURCE

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the project. It should be noted that on October 9, 2021, California adopted AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by January 1, 2024, which is now in effect. However, for purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in

CalEEMod, and do not incorporate the emissions reductions that would be realized from implementation of AB 1346.

ENERGY SOURCE EMISSIONS

Combustion Emissions Associated with Natural Gas and Electricity

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are indirect emissions. Electricity usage associated with the project were calculated by CalEEMod using default parameters. It should be noted that there is no natural gas usage associated with the proposed project. Additionally, no changes to CalEEMod defaults for electricity use are warranted as no fuel switch to electric heating is expected and warehouse buildings are not typically heated.

MOBILE SOURCE EMISSIONS

The project-related operational air quality emissions derive primarily from vehicle trips generated by the project, including employee trips to and from the site and truck trips associated with the proposed uses. Refer to Table 5.13-8, *Passenger Car Fleet Mix – Options A and B*, and Table 5.13-9, *Truck Fleet Mix – Option A and B*, in Section 5.14, *Air Quality*, for fleet mix tables.

TRU SOURCE EMISSIONS

To account for the possibility of refrigerated uses under Option B, trucks associated with the cold storage land use are assumed to also have TRUs. Therefore, for modeling purposes 376 trucks (752 two-way truck trips per day) have the potential to include TRUs under Option B only. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on EMissions FACtor Model version 2021 (EMFAC2021), developed by the CARB. EMFAC2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operation.

ON-SITE CARGO HANDLING EQUIPMENT EMISSIONS

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this project, both Option A and Option B were assumed to include three pieces of equipment in Phase 1, nine pieces of equipment in Phase 2, 16 pieces of equipment in

Phase 3, and 23 pieces of equipment in Phase 4. Each piece of equipment was modeled as a 175-horsepower natural gas-powered port tractor and assumed to operate four hours a day for 365 days of the year.

STATIONARY SOURCE EMISSIONS

The proposed project, for both Option A and Option B, was conservatively assumed to include installation of four, 300-horsepower diesel-powered fire pumps at project buildout (one for each building proposed for development). Additionally, to account for the possibility of refrigerated uses under Option B and based on client provided information, installation of four diesel-powered emergency generators rated at 2,680-horsepower each was assumed. The fire pumps and emergency generators were each estimated to operate for up to one hour per day, one day per week for up to 50 hours per year for maintenance and testing purposes. Emissions associated with the stationary diesel-powered emergency fire pumps and emergency generators were calculated using CalEEMod.

WATER SUPPLY, TREATMENT, AND DISTRIBUTION

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water.

SOLID WASTE

The proposed industrial use would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed project were calculated by CalEEMod using default parameters.

REFRIGERANTS

Air conditioning (A/C) and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA.[6] CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and A/C equipment at the end of its lifetime. Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a GWP of 150 or greater as of January 1, 2022. As such, it was conservatively assumed that refrigeration systems installed at the high-cube cold storage warehouse portion of the project would utilize

[6] U.S. Environmental Protection Agency, *Accounting Tool to Support Federal Reporting of Hydrofluorocarbon Emissions: Supporting Documentation*. October 2016, https://www.epa.gov/sites/default/files/2015-09/documents/hfc_emissions_accounting_tool_supporting_documentation.pdf, accessed December 13, 2024.

refrigerants with a GWP of 150. GHG emissions associated with refrigerants were calculated by CalEEMod.

CEQA SIGNIFICANCE CRITERIA

CEQA Guidelines Appendix G contains the Environmental Checklist Form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); and

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.14.4 IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS EMISSIONS

GHG-1 GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT COULD HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Impact Analysis: Construction of the proposed project would generate temporary GHG emissions primarily from construction equipment, construction worker trips to and from the project site, and heavy trucks transporting building materials. Construction GHG emissions are typically summed and amortized over the lifetime of a project (conservatively assumed to be 30 years) and then added to the operational emissions. The estimated project-related GHG emissions are summarized in Table 5.14-1, *GHG Emissions – Option A (Without Mitigation)*, and Table 5.14-2, *GHG Emissions – Option B (Without Mitigation)*. for Option A and Option B, respectively (without mitigation). Operational emissions generated by the proposed project at full buildout (i.e., year 2032) are used to indicate the total amount of GHG emissions for ongoing operational emissions. Emissions would be generated when Phase 1 of the project becomes operational and would increase as each phase becomes operational. Detailed modeling for the project is presented in Appendix 11.11.

Table 5.14-1
GHG Emissions – Option A (Without Mitigation)

Emissions Source	Emissions (Metric Tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Phase 1					
Annual construction-related emissions amortized over 30 years	132.42	0.00	0.00	0.03	133.3
Mobile Source	12,834.19	0.25	1.38	14.51	13,267.09
Area Source	13.01	0.00	0.00	0.00	13.06
Energy Source	508.04	0.05	0.01	0.00	511.00
Water Usage	17.94	0.08	0.00	0.00	20.47
Waste	53.82	5.38	0.00	0.00	188.28
Stationary Source	5.71	0.00	0.00	0.00	5.73
On-Site Equipment Source					142.13
Total CO_2e (All Sources)	**14,281.13**				
Phase 1 + Phase 2					
Annual construction-related emissions amortized over 30 years	246.64	0.01	0.01	0.11	249.70
Mobile Source	39,241.99	0.75	4.23	40.87	40,560.93
Area Source	41.12	0.00	0.00	0.00	41.27
Energy Source	1,590.76	0.15	0.02	0.00	1,600.03
Water Usage	47.37	0.24	0.01	0.00	55.30
Waste	170.07	17.00	0.00	0.00	595.01
Stationary Source	11.42	0.00	0.00	0.00	11.46
On-Site Equipment Source					379.00
Total CO_2e (All Sources)	**43,492.71**				
Phase 1 + Phase 2 + Phase 3					
Annual construction-related emissions amortized over 30 years	351.40	0.01	0.02	0.18	356.37
Mobile Source	66,761.81	1.27	7.10	63.82	68,973.98
Area Source	71.32	0.00	0.00	0.00	71.58
Energy Source	2,077.48	0.26	0.03	0.00	2,093.55
Water Usage	53.78	0.43	0.01	0.00	67.74
Waste	294.95	29.48	0.00	0.00	1,031.93
Stationary Source	17.14	0.00	0.00	0.00	17.19
On-Site Equipment Source					663.25
Total CO_2e (All Sources)	**73,275.59**				
Phase 1 + Phase 2 + Phase 3 + Phase 4 (Buildout)					
Annual construction-related emissions amortized over 30 years	507.73	0.01	0.02	0.26	515.77
Mobile Source	92,819.20	1.74	9.85	73.64	95,871.02
Area Source	105.11	0.00	0.00	0.00	105.49
Energy Source	3,066.43	0.39	0.05	0.00	3,090.15
Water Usage	70.11	0.63	0.02	0.00	90.70
Waste	434.71	43.45	0.00	0.00	1,520.90
Stationary Source	22.85	0.00	0.00	0.00	22.92
On-Site Equipment Source					947.50
Total CO_2e (All Sources)	**102,164.45**				

Note: The shaded cells indicate detailed emissions are not available.
Source: Refer to Appendix 11.11.

Table 5.14-2
GHG Emissions – Option B (Without Mitigation)

Emissions Source	Emissions (Metric Tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Phase 1					
Annual construction-related emissions amortized over 30 years	132.42	0.00	0.00	0.03	133.37
Mobile Source	13,489.67	0.26	1.45	15.95	13,944.64
Area Source	13.01	0.00	0.00	0.00	13.06
Energy Source	843.71	0.08	0.01	0.00	848.63
Water Usage	17.94	0.08	0.00	0.00	20.47
Waste	53.82	5.38	0.00	0.00	188.28
Refrigerants	0.00	0.00	0.00	20.89	20.89
Stationary Source	56.74	0.00	0.00	0.00	56.93
On-Site Equipment Source					142.13
TRU Source					440.06
Total CO_2e (All Sources)	**15,808.45**				
Phase 1 + Phase 2					
Annual construction-related emissions amortized over 30 years	246.64	0.01	0.01	0.11	249.70
Mobile Source	41,202.20	0.78	4.40	44.97	42,578.10
Area Source	41.12	0.00	0.00	0.00	41.27
Energy Source	2,651.56	0.25	0.03	0.00	2,667.01
Water Usage	47.37	0.24	0.01	0.00	55.30
Waste	170.07	17.00	0.00	0.00	595.01
Refrigerants	0.00	0.00	0.00	66.02	66.02
Stationary Source	113.48	0.00	0.00	0.00	113.86
On-Site Equipment Source					379.00
TRU Source					1,391.61
Total CO_2e (All Sources)	**48,136.88**				
Phase 1 + Phase 2 + Phase 3					
Annual construction-related emissions amortized over 30 years	351.40	0.01	0.02	0.18	356.37
Mobile Source	69,733.86	1.31	7.42	69.96	72,047.10
Area Source	71.32	0.00	0.00	0.00	71.58
Energy Source	3,463.36	0.44	0.05	0.00	3,490.15
Water Usage	53.78	0.43	0.01	0.00	67.74
Waste	294.95	29.48	0.00	0.00	1,031.93
Refrigerants	0.00	0.00	0.00	114.50	114.50
Stationary Source	170.22	0.01	0.00	0.00	170.78
On-Site Equipment Source					379.00
TRU Source					1,443.54
Total CO_2e (All Sources)	**79,456.94**				
Phase 1 + Phase 2 + Phase 3 + Phase 4 (Buildout)					
Annual construction-related emissions amortized over 30 years	507.73	0.01	0.02	0.26	515.77
Mobile Source	97,807.59	1.81	10.31	81.72	101,006.90
Area Source	105.11	0.00	0.00	0.00	105.49
Energy Source	5,109.00	0.65	0.08	0.00	5,148.51
Water Usage	70.11	0.63	0.02	0.00	90.70
Waste	434.71	43.45	0.00	0.00	1,520.90

Emissions Source	Emissions (Metric Tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Refrigerants	0.00	0.00	0.00	168.75	168.75
Stationary Source	226.96	0.01	0.00	0.00	227.71
On-Site Equipment Source					947.50
TRU Source					2,121.84
Total CO_2e (All Sources)	**111,854.08**				
Note: The shaded cells indicate detailed emissions are not available.					
Source: Refer to Appendix 11.11.					

As shown above, construction and operations of the project would generate emissions that exceed the significance threshold of 3,000 $MTCO_2e$ per year; therefore, project-related GHG emissions are considered potentially significant. Furthermore, because the majority (over 94 percent for Option A and 90 percent for Option B) of the project GHG emissions would be generated by project vehicular sources, the project cannot feasibly achieve the SCAQMD 3,000 $MTCO_2e$ per year threshold. Motor vehicle emissions are controlled by State and federal standards, and the project has no control over these emissions. As such, as discussed in Section 5.13, *Air Quality*, project-specific mitigation measures (Mitigation Measure AQ-9 through Mitigation Measure AQ-30) are required to reduce project operational source emissions. With implementation of MM AQ-13, the analysis assumed that Building 1 would include installation of a 250 kW solar photovoltaic system, and Buildings 2 through 4 would each include a 500 kW solar photovoltaic system. With implementation of Mitigation Measure AQ-23, all operational off-road equipment would be required to be electric-powered. Additionally, with implementation of Mitigation Measure AQ-30, the project would result in a 20-percent reduction in indoor and outdoor water usage.

The estimated emissions with mitigation are summarized in Table 5.14-3, *GHG Emissions – Option A (With Mitigation)*, and Table 5.14-4, *GHG Emissions – Option B (With Mitigation)*, for Option A and Option B, respectively. Operational emissions generated by the proposed project at full buildout (i.e., year 2032) are used to indicate the total amount of emissions for ongoing operational emissions.

Table 5.14-3
GHG Emissions – Option A (With Mitigation)

Emissions Source	Emissions (Metric Tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Phase 1					
Annual construction-related emissions amortized over 30 years	132.42	0.00	0.00	0.03	133.37
Mobile Source	12,834.19	0.25	1.38	14.51	13,267.09
Area Source	13.01	0.00	0.00	0.00	13.06
Energy Source	443.27	0.04	0.01	0.00	445.85
Water Usage	14.35	0.06	0.00	0.00	16.37
Waste	53.82	5.38	0.00	0.00	188.28
Stationary Source	5.71	0.00	0.00	0.00	5.73
Total CO_2e (All Sources)	**14,069.76**				
Phase 1 + Phase 2					
Annual construction-related emissions amortized over 30 years	246.64	0.01	0.01	0.11	249.70
Mobile Source	39,241.99	0.75	4.23	40.87	40,560.93

Emissions Source	Emissions (Metric Tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Area Source	41.12	0.00	0.00	0.00	41.27
Energy Source	1,396.43	0.13	0.02	0.00	1,404.57
Water Usage	37.89	0.19	0.00	0.00	44.24
Waste	170.07	17.00	0.00	0.00	595.01
Stationary Source	11.42	0.00	0.00	0.00	11.46
Total CO_2e (All Sources)	**42,907.19**				
Phase 1 + Phase 2 + Phase 3					
Annual construction-related emissions amortized over 30 years	351.40	0.01	0.02	0.18	356.37
Mobile Source	66,761.81	1.27	7.10	63.82	68,973.98
Area Source	71.32	0.00	0.00	0.00	71.58
Energy Source	1,833.51	0.23	0.03	0.00	1,847.69
Water Usage	43.02	0.34	0.01	0.00	54.19
Waste	294.95	29.48	0.00	0.00	1,031.93
Stationary Source	17.14	0.00	0.00	0.00	17.19
Total CO_2e (All Sources)	**72,352.93**				
Phase 1 + Phase 2 + Phase 3 + Phase 4 (Buildout)					
Annual construction-related emissions amortized over 30 years	507.73	0.01	0.02	0.26	515.77
Mobile Source	92,819.20	1.74	9.85	73.64	95,871.02
Area Source	105.11	0.00	0.00	0.00	105.49
Energy Source	2,724.86	0.34	0.04	0.00	2,745.94
Water Usage	56.09	0.51	0.01	0.00	72.56
Waste	434.71	43.45	0.00	0.00	1,520.90
Stationary Source	22.85	0.00	0.00	0.00	22.92
Total CO_2e (All Sources)	**100,854.61**				
Refer to Appendix 11.11.					

Table 5.14-4
GHG Emissions – Option B (With Mitigation)

Emissions Source	Emissions (Metric Tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Phase 1					
Annual construction-related emissions amortized over 30 years	132.42	0.00	0.00	0.03	133.37
Mobile Source	13,489.67	0.26	1.45	15.95	13,944.64
Area Source	13.01	0.00	0.00	0.00	13.06
Energy Source	778.94	0.07	0.01	0.00	783.48
Water Usage	14.35	0.06	0.00	0.00	16.37
Waste	53.82	5.38	0.00	0.00	188.28
Refrigerants	0.00	0.00	0.00	20.89	20.89
Stationary Source	56.74	0.00	0.00	0.00	56.93
TRU Source					440.06
Total CO_2e (All Sources)	**15,597.08**				
Phase 1 + Phase 2					
Annual construction-related emissions amortized over 30 years	246.64	0.01	0.01	0.11	249.70

Emissions Source	Emissions (Metric Tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Mobile Source	41,202.20	0.78	4.40	44.97	42,578.10
Area Source	41.12	0.00	0.00	0.00	41.27
Energy Source	2,457.23	0.23	0.03	0.00	2,471.55
Water Usage	37.89	0.19	0.00	0.00	44.24
Waste	170.07	17.00	0.00	0.00	595.01
Refrigerants	0.00	0.00	0.00	66.02	66.02
Stationary Source	113.48	0.00	0.00	0.00	113.86
TRU Source					1,391.61
Total CO_2e (All Sources)	**47,551.36**				
Phase 1 + Phase 2 + Phase 3					
Annual construction-related emissions amortized over 30 years	351.40	0.01	0.02	0.18	356.37
Mobile Source	69,733.86	1.31	7.42	69.96	72,047.10
Area Source	71.32	0.00	0.00	0.00	71.58
Energy Source	3,219.39	0.41	0.05	0.00	3,244.29
Water Usage	43.02	0.34	0.01	0.00	54.19
Waste	294.95	29.48	0.00	0.00	1,031.93
Refrigerants	0.00	0.00	0.00	114.50	114.50
Stationary Source	170.22	0.01	0.00	0.00	170.78
TRU Source					1,443.54
Total CO_2e (All Sources)	**78,534.28**				
Phase 1 + Phase 2 + Phase 3 + Phase 4 (Buildout)					
Annual construction-related emissions amortized over 30 years	507.73	0.01	0.02	0.26	515.77
Mobile Source	97,807.59	1.81	10.31	81.72	101,006.90
Area Source	105.11	0.00	0.00	0.00	105.49
Energy Source	4,767.43	0.60	0.07	0.00	4,804.30
Water Usage	56.09	0.51	0.01	0.00	72.56
Waste	434.71	43.45	0.00	0.00	1,520.90
Refrigerants	0.00	0.00	0.00	168.75	168.75
Stationary Source	226.96	0.01	0.00	0.00	227.71
TRU Source					2,121.84
Total CO_2e (All Sources)	**110,544.23**				
Note: The shaded cell indicates the detailed emissions are not available.					
Refer to Appendix 11.11.					

As shown above, the project would exceed the SCAQMD's numeric threshold of 3,000 $MTCO_2e$ per year even with implementation of mitigation measures. Thus, the project would have the potential to result in a cumulatively considerable impact with respect to GHG emissions. Furthermore, because the majority (over 95 percent for Option A and 91 percent for Option B) of the project-generated GHG emissions would be generated by vehicular sources, the project cannot feasibly achieve the SCAQMD 3,000 $MTCO_2e$ per year threshold.

FEASIBILITY OF ZERO-EMISSION TRUCKS

As of 2024, the use of zero-emission heavy-duty trucks in support of uses such as the proposed project remains infeasible given the extremely limited commercial availability of zero-emission trucks, as well

as infrastructure limitations, including limited truck-accessible charging/refueling stations and electrical grid capacity.

Commercial Availability of Zero-Emission Trucks

Many manufacturers have released zero-emission heavy-duty trucks, but large-scale production is still limited. Tesla's Semi, revealed in 2017, faced production delays until 2022, and as of April 2024, only 36 units have been delivered to PepsiCo. Other companies like UPS, Walmart, Sysco, and Schneider await fulfillment due to battery production constraints. Alternatives like Daimler's eCascadia offer a shorter range, limiting their use. As of late 2023, Schneider received 92 eCascadias. Refer to Appendix 11.10 for a detailed discussion of zero-emissions trucks production and delivery.

CARB's EMFAC model and data from California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) show limited availability of zero-emission trucks. In 2024, battery electric trucks comprised 0.01 percent of California's medium-duty fleet and 0.21 percent of the heavy-duty fleet. Within SCAQMD's jurisdiction, there are 226 medium-duty and 197 heavy-duty zero-emission vehicles. Statewide deliveries in 2023 were 183 medium-duty and 121 heavy-duty vehicles, while in 2024, there have been no medium-duty and only 13 heavy-duty vehicle deliveries. California's deliveries of zero-emission trucks have seen inconsistent growth since 2011.

Charging and Refueling Infrastructure

The limited availability of truck-accessible vehicle charging and hydrogen refueling stations in California and the U.S. restricts the feasibility of zero-emission trucks. Most of California's over 11,000 DC fast charging stations are for light-duty vehicles, with only 12 stations nationwide capable of accommodating heavy-duty trucks. Planned charging depots along Interstate 5 and in Blythe are still insufficient. Similarly, there are only 68 light-duty hydrogen refueling stations in California and five stations nationwide for heavy-duty trucks. Current infrastructure constraints limit Zero-Emission Vehicles to local routes where refueling is not necessary beyond their base locations. Refer to Appendix 11.10 for a detailed discussion of charging and refueling infrastructure.

Electrical Grid Infrastructure

Significant investments in the electrical grid will be required in the coming decades to support the increasing adoption of electric vehicles in California. These upgrades will be spread over time to keep annual costs reasonable. Technologies like battery-integrated DC fast chargers can help reduce grid strain. Currently, there is insufficient grid capacity to support the electrification of a large portion of the proposed project's truck fleet, with long lead times for electrical transformers and equipment. Refer to Appendix 11.10 for a detailed discussion of electrical grid infrastructure.

Conclusion

In summary, it is not currently feasible to require zero-emission trucks to be used for the proposed project. Because responsibility and authority for regulation of vehicular-source emissions resides with the State of California (e.g., CARB), neither the project applicant nor the City can affect or mandate substantial reductions in vehicular-source GHG emissions, much less reductions that would achieve the SCAQMD's 3,000 $MTCO_2e$ per year threshold. In effect, all project traffic (mobile, on-site

equipment, and TRU sources) and energy would need to be eliminated or be "zero GHG emissions sources" to achieve the SCAQMD's numeric threshold. There are no feasible means or alternatives to eliminate all project traffic or energy to ensure that project traffic and energy would be zero-GHG emissions sources. In terms of its practical application, this would constitute a "no build" condition. On this basis, even with implementation of applicable mitigation measures, the project would generate GHG emissions that result in a significant and unavoidable impact on the environment.

Mitigation Measures: Refer to Mitigation Measures AQ-9 through AQ-30.

Level of Significance: Significant and Unavoidable Impact.

GHG-2 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.

Impact Analysis:

CONSISTENCY WITH THE 2022 SCOPING PLAN

As previously stated, pursuant to 15604.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the project's consistency with the 2022 Scoping Plan, is discussed below. It should be noted that the project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary since both plans have been superseded by the 2022 Scoping Plan. As previously noted, the 2022 Scoping Plan advocates for compliance with a local CAP to determine consistency.

The project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the project would comply with (through vehicle manufacturer compliance) include Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer Rule, Clean Off-Road Fleet Recognition Program, In-Use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Notwithstanding, since the project would result in an exceedance of the aforementioned numeric GHG significance threshold of 3,000 $MTCO_2e$, the project has been conservatively determined to have the potential to conflict with the 2022 Scoping Plan, and a significant and unavoidable impact would occur in this regard.

CONSISTENCY WITH THE SUSTAINABLE BEAUMONT PLAN

Through the Sustainable Beaumont Plan, the City has established goals and policies that incorporate environmental responsibility into its daily management of its community and municipal operations. The project's consistency with applicable goals of the Sustainable Beaumont Plan is summarized in Table 5.14-5, *Consistency with Sustainable Beaumont Plan Goals*.

Table 5.14-5
Consistency with Sustainable Beaumont Plan Goals

Sustainable Beaumont Plan Goals	Project Consistency Analysis
Goal 1: Increase energy efficiency in existing residential units.	**Not Applicable**. The project site does not include any existing residential units; therefore, this goal does not apply.
Goal 2: Increase energy efficiency in new residential development.	**Not Applicable**. The project does not propose any new residential development; therefore, this goal does not apply.
Goal 3: Increase energy efficiency in existing commercial units.	**Not Applicable**. The project site does not include any existing commercial development; therefore, this goal does not apply.
Goal 4: Increase energy efficiency in new commercial development.	**Consistent**. The proposed industrial development would comply with applicable provisions of the California Building Energy Efficiency Standards and applicable mitigation measures that would improve energy efficiency. As such, the proposed project would be consistent with this goal.
Goal 5: Increase energy efficiency through water efficiency.	**Consistent**. The proposed project would incorporate low flow water fixtures and implement water reducing features, which are required by Mitigation Measure AQ-30. Furthermore, the project would also propose drought-tolerant landscaping. As such, the proposed project would be consistent with this goal.
Goal 6: Decrease energy demand through reducing urban heat island effect.	**Consistent**. The proposed project would incorporate light-colored building materials that would reduce heat reflection in accordance with Section 140.3(a) of the California Building Code. Furthermore, the project would propose extensive landscaping throughout the Development Site, including the surface parking areas. As such, the proposed project would be consistent with this goal.
Goal 7: Decrease GHG emissions through reducing vehicle miles traveled.	**Consistent**. The proposed project would incorporate a TDM program as required by Mitigation Measure AQ-15. As such, the proposed project would be consistent with this goal.
Goal 8: Decrease GHG emissions through reducing solid waste generation.	**Consistent**. The proposed project would comply with AB 939 which requires diversion of a minimum of 50 percent of solid waste from landfills. As such, the proposed project would be consistent with this goal.
Goal 9: Decrease GHG emissions through increasing clean energy use.	**Consistent**. The proposed project would incorporate solar photovoltaic solar panels as required by Mitigation Measure AQ-13. As such, the proposed project would be consistent with this goal.
Goal 10: Decrease GHG emissions from new development through performance standards.	**Consistent**. The proposed project would include light-colored buildings and drought-tolerant plant materials. As such, the proposed project would be consistent with this goal.
Refer to Appendix 11.11.	

Mitigation Measures: Refer to Mitigation Measures AQ-9 through AQ-30.

Level of Significance: Significant and Unavoidable Impact.

5.14.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

GREENHOUSE GAS EMISSIONS AND CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

- **GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD HAVE A SIGNIFICANT IMPACT ON GLOBAL CLIMATE CHANGE.**

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.**

Impact Analysis: Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. Therefore, impacts identified under Impact Statement GHG-1 are not project-specific impacts to global climate change, but the proposed project's contribution to this cumulative impact. GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. As such, significant direct impacts associated with the project and proposed project also serve as the project's cumulative impact. As analyzed under Impact Statements GHG-1 and GHG-2, the project would result in significant and unavoidable impacts related to GHG emissions and consistency with applicable GHG reduction plans, policies, and regulations. Thus, the project would cumulatively contribute to GHG impacts and cumulative impacts in this regard would similarly be significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measures AQ-9 through AQ-30.

Level of Significance: Significant and Unavoidable Impact.

5.14.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The project would result in a significant and unavoidable impact related to GHG emissions and consistency with a GHG reduction plan despite implementation of mitigation.

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5.15 ENERGY

This section analyzes potential project impacts related to energy consumption and energy plan consistency. Potential direct and indirect environmental impacts associated with the proposed project are evaluated in this section. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) during both construction and operational activities. The analysis in this section is primarily based on the following technical studies; refer to Appendix 11.10, *Air Quality Analysis/HRA*, and Appendix 11.12, *Energy Analysis*.

- *Beaumont Heights Business Center Energy Analysis*, prepared by Urban Crossroads, dated December 19, 2025; and

- *Beaumont Heights Business Center Comparative Health Impact, Zero-Emission Truck Feasibility, GHG Mitigation, and Energy Cumulative Impact Analysis*, prepared by Urban Crossroads, dated October 1, 2025.

5.15.1 EXISTING SETTING

ELECTRICITY/NATURAL GAS SERVICES

Southern California Edison (SCE) provides electric generation and distribution services in the City. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatt (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

The Southern California Gas Company (SoCal Gas) provides natural gas services to the City. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in coming years because it is a relatively clean alternative to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of the electricity consumed in California was generated using

natural gas.[1] While the supply of natural gas in the United States and production has increased greatly, California produces little, and imports 90 percent of its natural gas.[2]

ENERGY USAGE

Energy usage is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 6,882 trillion BTU in 2022 (the most recent year for which this specific data is available), which equates to an average of 176.5 million BTU per capita.[3] Of California's total energy usage, the breakdown by End-Use sector is 42.6 percent transportation, 22.5 percent industrial, 17.4 percent commercial, and 17.6 percent residential.[4] Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2023, taxable gasoline sales (including aviation gasoline) in California accounted for approximately 13,564,578,025 gallons of gasoline.[5]

The electricity consumption attributable to Riverside County from 2012 to 2022 is shown in Table 5.15-1, *Electricity Consumption in Riverside County, 2012-2022*.[6] As indicated in Table 5.15-1, electricity consumption in Riverside County consistently increased from 2012 to 2022.

Table 5.15-1
Electricity Consumption in Riverside County, 2012-2024

Year	Electricity Consumption (millions of kWh)
2012	15,200.44
2013	15,071.22
2014	15,387.55
2015	15,186.57
2016	15,293.57
2017	15,722.74
2018	15,729.27
2019	15,407.78
2020	16,324.92
2021	16,552.80
2022	17,226.60
2023	16,347.94
2024	17,418.39

Source: California Energy Commission, *Electricity Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed August 28, 2025.

[1] California Energy Commission, *Supply and Demand of Natural Gas in California*, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california, accessed November 18, 2024.

[2] Ibid.

[3] U.S. Energy Information *Administration, California State Energy Profile*, last Updated May 16, 2024, https://www.eia.gov/state/print.php?sid=CA, accessed November 18, 2024.

[4] Ibid.

[5] California Department of Tax and Fee Administration, *Net Taxable Gasoline Gallons*, available at: https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed October 31, 2024.

[6] Electricity consumption data is not available for the City. The year 2022 is the most recent year for which the County's electricity consumption data is available.

The natural gas consumption in Riverside County from 2012 to 2022 is shown in Table 5.15-2, *Natural Gas Consumption in Riverside County, 2012-2022*.[7] As indicated in Table 5.15-2, natural gas consumption in Riverside County had a dip in 2014 but peaked in 2019.

Table 5.15-2
Natural Gas Consumption in Riverside County, 2012-2022

Year	Natural Consumption (millions of therms)
2012	373.36
2013	383.08
2014	330.77
2015	353.17
2016	395.95
2017	393.24
2018	398.54
2019	452.74
2020	436.87
2021	430.08
2022	431.05

Sources: California Energy Commission, *Natural Gas Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1, accessed August 28, 2025.

GASOLINE/DIESEL FUELS

Automotive fuel consumption in Riverside County from 2012 to 2024 (projection) is shown in Table 5.15-3, *Automotive Fuel Consumption in Riverside County, 2012-2024*. As shown, on-road automotive and heavy-duty vehicle fuel consumption after 2021 in Riverside County is generally stable.

Table 5.15-3
Automotive Fuel Consumption in Riverside County, 2012-2024

Year	On-Road Automotive Gasoline Fuel Consumption (Gallons)	Heavy-Duty Vehicle Diesel Fuel Consumption (Gallons)
2012	698,282,707	21,011,299
2013	703,494,029	22,538,360
2014	715,570,530	24,097,641
2015	742,389,509	25,714,810
2016	763,393,975	27,371,573
2017	777,159,488	29,083,946
2018	780,473,246	30,839,230
2019	784,650,589	32,650,360
2020	665,481,165	27,632,694
2021	758,810,044	27,619,116
2022	758,629,063	27,613,390
2023	754,969,684	27,612,668
2024 (projection)	744,534,097	27,491,356

Sources: California Air Resources Board, *EMFAC2021 v1.0.2., https://arb.ca.gov/emfac/emissions-inventory/*, accessed November 18, 2024.

[7] Natural gas consumption data is not available for the City. The year 2022 is the most recent year for which the County's natural gas consumption data is available.

5.15.2 REGULATORY SETTING

FEDERAL LEVEL

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act (ISTEA) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. The TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. The TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. The TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems (ITS), to help improve operations and management of transportation systems and vehicle safety.

STATE LEVEL

State of California Energy Plan

The California Energy Commission (CEC) is responsible for preparing the *State of California Energy Plan*, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

Senate Bill 100

Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. SB 100 requires the California Public Utilities Commission (CPUC), CEC, State board, and all other State agencies incorporate this policy

into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and State board to utilize programs authorized under existing statutes to achieve such renewable energy goals.

Assembly Bill 2076

Pursuant to Assembly Bill 2076, the CEC and California Air Resources Board (CARB) prepared and adopted a joint-agency report in 2003, titled Reducing California's Petroleum Dependence. The report included recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita vehicle miles traveled (VMT). One of the performance-based goals of Assembly Bill 2076 is to reduce petroleum demand to 15 percent below 2003 demand. Furthermore, in response to the CEC's 2003 and 2005 Integrated Energy Policy Reports (IEPR), the Governor directed the CEC to take the lead in developing a long-term plan to increase alternative fuel use.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State legislature adopted Senate Bill (SB) 1389, which requires the CEC to develop an IEPR every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2023 Integrated Energy Policy Report (2023 IEPR) on February 14, 2024. The 2023 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The 2023 IEPR discusses speeding connection of clean resources to the electricity grid, the potential use of clean and renewable hydrogen, and the California Energy Demand Forecast to 2040.

Renewables Portfolio Standards

First established in 2002 under SB 1078, California's Renewables Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. The objectives of SB 350 are to (1) increase the procurement of electricity from renewable sources from 33 percent to 50 percent and (2) double the energy savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation. On September 10, 2018, Governor Jerry Brown signed SB 100, which further increased California's RPS and requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and states that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.

The CPUC and the CEC jointly implement the RPS program. The CPUC's responsibilities include:

- Determining annual procurement targets and enforcing compliance;

- Reviewing and approving each investor-owned utility's renewable energy procurement plan;
- Reviewing contracts for RPS-eligible energy; and
- Establishing the standard terms and conditions used in contracts for eligible renewable energy.

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6)

In 1978, the CEC established Title 24, Part 6 of the California Code of Regulations (CCR), which are California's energy efficiency standards for residential and nonresidential buildings. Title 24, Part 6, also referred to as the California Energy Code, was codified 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 nonresidential buildings. California's energy efficiency standards are updated on an approximate three-year cycle. The 2022 California Energy Code became effective on January 1, 2023.

California Green Building Standards (CCR Title 24, Part 11)

The California Green Building Standards Code (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. The CALGreen Code requires 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. The CALGreen Code also provides voluntary tiers and measures that local governments may adopt to encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2022 and became effective on January 1, 2023.

AB 1493 Pavley Regulations and Fuel Efficiency Standards

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

SB 350

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce Statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 45% by 2027.

- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.

- Reorganize the Independent System Operator (ISO) to develop more regional electricity transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

LOCAL LEVEL

County of Riverside General Plan

The Air Quality Element of the County General Plan conveys the County's goals, policies, and programs that meant to balance the County's actions regarding land use, circulation and other issues with their potential effects on air quality. The following goals and policies are relevant to the proposed project:

Policy AQ 3.1: Continue the City's program to offer audits to show how to reduce energy including programable thermostats, etc.

Policy AQ 5.3: Continue and expand use of renewable energy resources such as wind, solar, landfill gas, and geothermal sources.

Policy AQ 5.6: Support the use of automated equipment for conditioned facilities to control heating and air conditioning.

City of Beaumont General Plan

The Conservation and Open Space Element of the Beaumont General Plan presents a vision for protecting the community's access to land, water, and natural resources. The following goals and policies are applicable to the project:

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policy 8.1.5: Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:

- Maximizing interior daylighting.
- Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
- Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.
- Installing water efficient vegetative cover and planting, substantial tree canopy coverage.

Policy 8.1.6:	When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.
Policy 8.1.7:	Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.
Policy 8.1.8:	Require design of new development and renovations to not impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.
Policy 8.1.9:	Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, where feasible.
Goal 8.2:	A City with encourages energy from renewable sources.
Policy 8.2.1:	Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.
Policy 8.2.2:	Establish clear guidance for new solar residential mandate established by the California Energy Commission as part of the 2019 California Building Code update.
Goal 11.12:	Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.
Policy 11.12.1:	Promote the use of energy and water conservation technologies and practices.
Policy 11.12.3:	Consider sustainable development practices that reduce energy and water demand.
Policy 11.12.4:	Ensure that new development does not result in wind and solar access impacts.

City of Beaumont Sustainable Beaumont Plan

The C*ity of Beaumont Sustainable Beaumont Plan: The City's Roadmap to Greenhouse Gas Reduction* (Sustainable Beaumont Plan) was adopted in 2015. The Sustainable Beaumont Plan has three primary purposes: 1) Present the City's plan for achieving sustainability by utilizing resources effectively and reducing greenhouse gas emissions; 2) Solicit input the community to identify the best opportunities for the community to reduce GHG emissions; and 3) Identify how the City will effectively implement the Sustainable Beaumont Plan by promoting economic competitiveness, obtaining funding for program implementation, and tracking and monitoring the progress of plan implementation over time.

5.15.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA Guidelines Appendix G contains the Environmental Checklist Form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact 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 (refer to Impact Statement EN-1); and

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or a "potentially significant impact." If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

Appendix F of the CEQA Guidelines is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in Impact Statement EN-1 relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1**: 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 and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

- **Criterion 2**: The effects of the project on local and regional energy supplies and on requirements for additional capacity.

- **Criterion 3**: The effects of the project on peak and base period demands for electricity and other forms of energy.

- **Criterion 4**: The degree to which the project complies with existing energy standards.

- **Criterion 5**: The effects of the project on energy resources.

- **Criterion 6**: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

5.15.4 IMPACTS AND MITIGATION MEASURES

ENERGY CONSUMPTION

EN-1 THE PROJECT COULD RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES.

Impact Analysis: The proposed project could develop under one of two development options: Option A or Option B. Option A assumes a 50/50 split between High-Cube Fulfillment Center Warehouses (Sort Facility) and High-Cube Fulfillment Center Warehouses (Non-Sort Facility). Option B would assumes a 50/50 split between High-Cube Fulfillment Center Warehouse (Sort Facility), 1,000,000 square feet dedicated to High-Cube Cold Storage Warehouse, and 1,073,156 square feet of warehousing space.

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, and transportation fuel for vehicle trips and off-road equipment associated with project construction and operations. To present the most conservative numbers, the following analysis would showcase operational energy consumption at full buildout of Option A and Option B. As shown in Table 5.15-4, *Project and Countywide Energy Consumption*, the proposed project's construction annual average electricity consumption would result in a 0.0015 percent increase over the County's electricity consumption. The proposed project's construction Off-Road, Worker Trip, and Vendor Trip annual average fuel consumption would result in a 0.4165 percent, 0.0096 percent, and 0.0188 percent increase over the County's energy consumption, respectively. During operations, the proposed project's annual electricity usage would result in a 0.1654 percent and 0.2314 percent over the County's typical annual electricity usage for Option A and Option B, respectively. Furthermore, the proposed project's increase of operational vehicle fuel consumption would increase the County's consumption for Option A and Option B by 0.8004 percent and 1.1973 percent, respectively. Lastly, the proposed project's increase of operational stationary source fuel consumption would increase the County's consumption for Option A and Option B by 0.0158 percent and 0.1566 percent, respectively. Overall, the proposed project would result in a nominal energy consumption increase over the County's current consumption. Therefore, the project would not result in a significant increase in construction and operational energy consumption.

Table 5.15-4
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Riverside County Annual Energy Consumption[2]	Percentage Increase Countywide
Construction Energy Consumption (Option A and Option B)[3]			
Electricity Consumption	261MWh	17,418,390 MWh	0.0015%
Construction Off-Road Fuel Consumption (Diesel)	123,547 gallons	27,505,679 gallons	0.4165%
Construction Worker Trip Fuel Consumption	82,717 gallons	730,626,738 gallons	0.0096%
Construction Vendor Trip Fuel Consumption (Diesel)	56,096 gallons	302,370,686 gallons	0.0188%
Operation Energy Consumption (Option A)			
Electricity Consumption	28,810 MWh	17,418,390 MWh	0.1654%
Fuel Consumption			

Energy Type	Project Annual Energy Consumption[1]	Riverside County Annual Energy Consumption[2]	Percentage Increase Countywide
Operational Automotive Fuel Consumption	6,562,778 gallons	705,665,333 gallons	0.8004%
Stationary Source	2,260 gallons	20,306,741 gallons	0.0158%
Operation Energy Consumption (Option B)			
Electricity Consumption	40,302 MWh	17,418,390 MWh	0.2314%
Fuel Consumption			
Operational Automotive Fuel Consumption	9,817,813 gallons	705,665,333 gallons	1.1973%
Stationary Source	22,446 gallons	20,306,741 gallons	0.1566%

Notes:
1. As modeled in CalEEMod version 2022.1.
2. The project's electricity consumption is compared to the total consumption in Riverside County in 2024, the latest year consumption data is available. It should be noted that there is no natural gas usage associated with the proposed project. The project's construction and operational fuel consumption is compared with the projected Countywide fuel consumption in 2026 (construction start year) and 2028 (operation year of Phase I), respectively. The operational fuel consumption was compared to 2028 since it would represent the most conservative analysis as energy consumption generally increases over time. Countywide fuel consumption is from the California Air Resources Board EMFAC2021 model.
   Riverside County electricity consumption data source: California Energy Commission, Electricity Consumption, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed September 30, 2025.
   Countywide fuel consumption data source: EMFAC 2021 model, accessed September 30, 2025.
3. Annual construction fuel consumption was calculated by averaging the total consumption over seven years of construction duration. Annual electricity was calculated by taking the total electricity consumption (1,565 MWh) and dividing it over six years (approximate length of construction). The same approach was used to determine construction fuel consumption.

Source: Refer to Appendix 11.12.

Construction-Related Energy

The estimated power cost of on-site electricity usage during the construction of the project is assumed to be approximately $250,450.62 for Option A and Option B, refer to Table 4-2, *Construction Power Cost – Option A And Option B*, from Appendix 11.12. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during construction, is calculated to be approximately 1,565,316 kWh for Option A and Option B, refer to Table 4-3, *Construction Electricity Usage – Option A And Option B*, from Appendix 11.12.

Construction equipment used by the project would result in single event consumption of approximately 741,280 gallons of diesel fuel for Option A and Option B during construction, refer to Appendix 11.12. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the project's proposed construction process that are unusual or energy-intensive, and project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiency.

CCR Title 13, Title 13, *Motor Vehicles*, Section 2449(d)(3) *Idling*, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best Available Control Measures (BACMs) inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Construction worker trips for full construction of the project would result in the estimated fuel consumption of 496,300 gallons for Option A and Option B, refer to Table 4-7, *Construction Worker Fuel Consumption Estimates (LDT2) – Option A And Option B*, from Appendix 11.12. Additionally, fuel consumption from construction vendor trips and hauling trips (Heavy-Heavy Duty Trucks [HHDTs]) would total approximately 336,576 gallons of fuel for Option A and Option B, refer to Table 4-8, *Vendor Fuel Consumption Estimates (HHDT) – Option A And Option B*, from Appendix 11.12. Diesel fuel would be supplied by City and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2023 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Operational Energy

Transportation Energy Demands

Annual vehicular trips and related VMT generated by the operation of the project would result in a fuel demand of 146,948,271 annual VMT and 6,562,778 gallons per year for Option A and 183,563,276 annual VMT and 9,817,813 gallons per year for Option B during operations, refer to Table 4-9, *Total Project-Generated Traffic Annual Fuel Consumption – Option A*, and Table 4-10, *Total Project-Generated Traffic Annual Fuel Consumption – Option B*, from Appendix 11.12, respectively.

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed., 2021); and CalEEMod. As such, project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the State strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This contrasts with the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall State emissions reductions goals.

Heavy-duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested this year and SCAQMD is looking to integrate this new technology into large-scale truck operations. The following State strategies reduce GHG emissions from medium and heavy-duty trucks:

- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25% by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation

and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.

- CARB's Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions focus on establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- CARB's On-Road Truck and Bus Regulation (2010) requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent (35).
- CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

The proposed project would implement mitigation measures that would facilitate the accessibility, parking, and loading of trucks on-site.

Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The location of the project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code and City requirements, the project would promote the use of bicycles as an alternative means of transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands

Project facility operational energy demands with mitigation are estimated at: 28,810,138 kWh/year of electricity demand for Option A and 40,302,336 kWh/year of electricity demand for Option B which would be supplied by SCE, refer to Table 4-14, *Project Annual Operational Energy Demand Summary – Option A*, and Table 4-15, *Project Annual Operational Energy Demand Summary – Option B*, from Appendix 11.12, respectively. It should be noted that the projected facility operation energy demands take into account the implementation of Mitigation Measure AQ-13 which assumes that Building 1 would include installation of a 250 kW solar photovoltaic system, and Buildings 2 through 4 would each include a 500 kW solar photovoltaic system.

Mitigation Measure AQ-10 would require all operational cargo handling equipment to be electrically powered. It should be noted that such equipment is more efficient than natural-gas powered equipment and would result in a reduction in energy use compared to the 92,838 gallons of fuel use per year for operational cargo handling equipment under both Option A and Option B, refer to Table

4-11, *On-Site Cargo Handling Equipment Fuel Consumption – Option A And Option B*, from Appendix 11.12. Additionally, it is expected that stationary sources would result in approximately 2,260 gallons of fuel usage per year for Option A and 22,446 gallons of fuel usage per year for Option B, refer to Table 4-12, *Stationary Source Equipment Fuel Consumption Estimates – Option A*, and Table 4-13, *Stationary Source Equipment Fuel Consumption Estimates – Option B*, from Appendix 11.12, respectively. It should be noted that there is no natural gas usage associated with the proposed project. The project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses of similar scale and configuration.

Additionally, the project must comply with Title 24 energy efficiency standards, implementing measures like energy-efficient lighting, increased insulation, and efficient HVAC systems. It must also include EV charging spaces and infrastructure for future EV truck chargers. Several mitigation measures, including Mitigation Measures AQ-11, AQ-23, AQ-24, and AQ-20, aim to reduce energy usage and restrict truck idling. Mitigation Measure AQ-22 would reduce gasoline use in landscape maintenance equipment, and Mitigation Measure AQ-14 mandates training for efficient scheduling to reduce fuel consumption. The project would be designed solar-ready, and an analysis would determine the appropriate renewable energy sources once an end user is selected. As of 2022, around one-third of SCE's power is from renewable sources, expected to increase to meet the state goal of carbon neutrality by 2045. Refer to Appendix 11.10 for a detail discussion of the feasibility of each mitigation measure. In conclusion, compliance itself with applicable Title 24 standards would ensure that the project energy demands are not inefficient, wasteful, or otherwise unnecessary.

Mitigation Measures: Refer to Mitigation Measures AQ-9 through AQ-30.

Level of Significance: Less-Than-Significant Impact with Mitigation Incorporated.

CONFLICT WITH APPLICABLE ENERGY PLAN

EN-2 THE PROJECT COULD CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

Impact Analysis: The project's consistency with the applicable State and local plans is discussed below.

CONSISTENCY WITH INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA)

Transportation and access to the project site is provided by the local and regional roadway systems. The project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the project site.

CONSISTENCY WITH TRANSPORTATION EQUITY ACT (TEA-21)

The project site is located along major transportation corridors with proximate access to the interstate freeway system. The site selected for the project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The project supports the strong planning processes emphasized under TEA-21. The project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

CONSISTENCY WITH INTEGRATED ENERGY POLICY REPORT (IEPR)

Electricity would be provided to the project by SCE. SCE's *Clean Power and Electrification Pathway* (CPEP) white paper builds on existing State programs and policies. As such, the project is consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2023 IEPR.

Additionally, the project would comply with applicable Title 24 standards which would ensure that the project energy demands are not inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed project would support the goals presented in the 2023 IEPR.

CONSISTENCY WITH STATE OF CALIFORNIA ENERGY PLAN

The project site is located along major transportation corridors with proximate access to the interstate freeway system. The site selected for the project facilitates access and takes advantage of existing infrastructure systems. The project therefore supports urban design and planning processes identified under the *State of California Energy Plan*, is consistent with, and would not otherwise interfere with or obstruct, implementation of the *State of California Energy Plan*.

CONSISTENCY WITH CALIFORNIA CODE TITLE 24, PART 6, ENERGY EFFICIENCY STANDARDS

The 2022 version of Title 24 was adopted by the CEC and became effective on January 1, 2023. The proposed project would be required to comply with the Title 24 standards in place at the time plan check submittals are made. Therefore, the project would not result in a significant impact on energy resources and would be consistent with the latest Title 24standard.

CONSISTENCY WITH CALIFORNIA CODE TITLE 24, PART 11, CALGREEN

As previously stated, CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that were published on July 1, 2022, and became effective on January 1, 2023. The project would be required to comply with the applicable standards in place at the time plan check submittals are made.

CONSISTENCY WITH AB 1493

AB 1493 is not applicable to the project as it is a Statewide measure establishing vehicle emissions standards. No feature of the project would interfere with implementation of the requirements under AB 1493.

CONSISTENCY WITH RENEWABLE PORTFOLIO STANDARD (RPS)

California's RPS is not applicable to the project as it is a Statewide measure that establishes a renewable energy mix. No feature of the project would interfere with implementation of the requirements under RPS.

CONSISTENCY WITH SB 350

The proposed project would use energy from SCE, which have committed to diversifying their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the project would interfere with implementation of SB 350. Additionally, the project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption.

As shown above, the project would not conflict with any of the State or local plans. As such, the project would result in less-than-significant impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.15.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with cumulative projects listed in Table 4-1, *Cumulative Projects List*.

ENERGY CONSUMPTION AND PLAN CONSISTENCY

- **IMPLEMENTATION OF THE PROJECT AND OTHER CUMULATIVE PROJECTS COULD RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES.**

- **IMPLEMENTATION OF THE PROJECT AND OTHER CUMULATIVE PROJECTS COULD CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.**

Impact Analysis: The geographic context for cumulative energy consumption impacts for electricity and natural gas is Countywide and relative to SCE and SoCal Gas's service areas. While the geographic context for the transportation-related energy use is more difficult to define, it is meaningful to consider

the project in the context of Countywide consumption. Also, the proposed project would not consume natural gas on-site. Future growth within the County is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure. As discussed above, the proposed project would not result in wasteful inefficient, or unnecessary energy consumption and energy demand. Furthermore, the project would be required to comply with Mitigation Measure AQ-10, which requires all operational cargo handling equipment to be electrically powered. Additionally, all cumulative projects listed in Table 4-1 would be subject to applicable local, regional, State, and federal energy standards. Cumulative development projects also would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions. Thus, the proposed project and related projects would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently. Implementation of the project and other cumulative projects would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Mitigation Measures: Refer to Mitigation Measure AQ-9 through AQ-30.

Level of Significance: Less-Than-Significant Impact with Mitigation Incorporated.

5.15.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to energy have been identified.

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5.16 NOISE

This section evaluates short-term construction-related and long-term operational impacts associated with implementation of the proposed project. Mitigation measures are also recommended to avoid or lessen project-related noise impacts. The analysis in this section is based primarily upon the *Beaumont Heights Business Center Noise and Vibration Analysis* (Noise Analysis)*, City of Beaumont*, prepared by Urban Crossroads and dated October 2, 2025; refer to Appendix 11.13, *Noise Analysis*.

5.16.1 EXISTING SETTING

NOISE FUNDAMENTALS

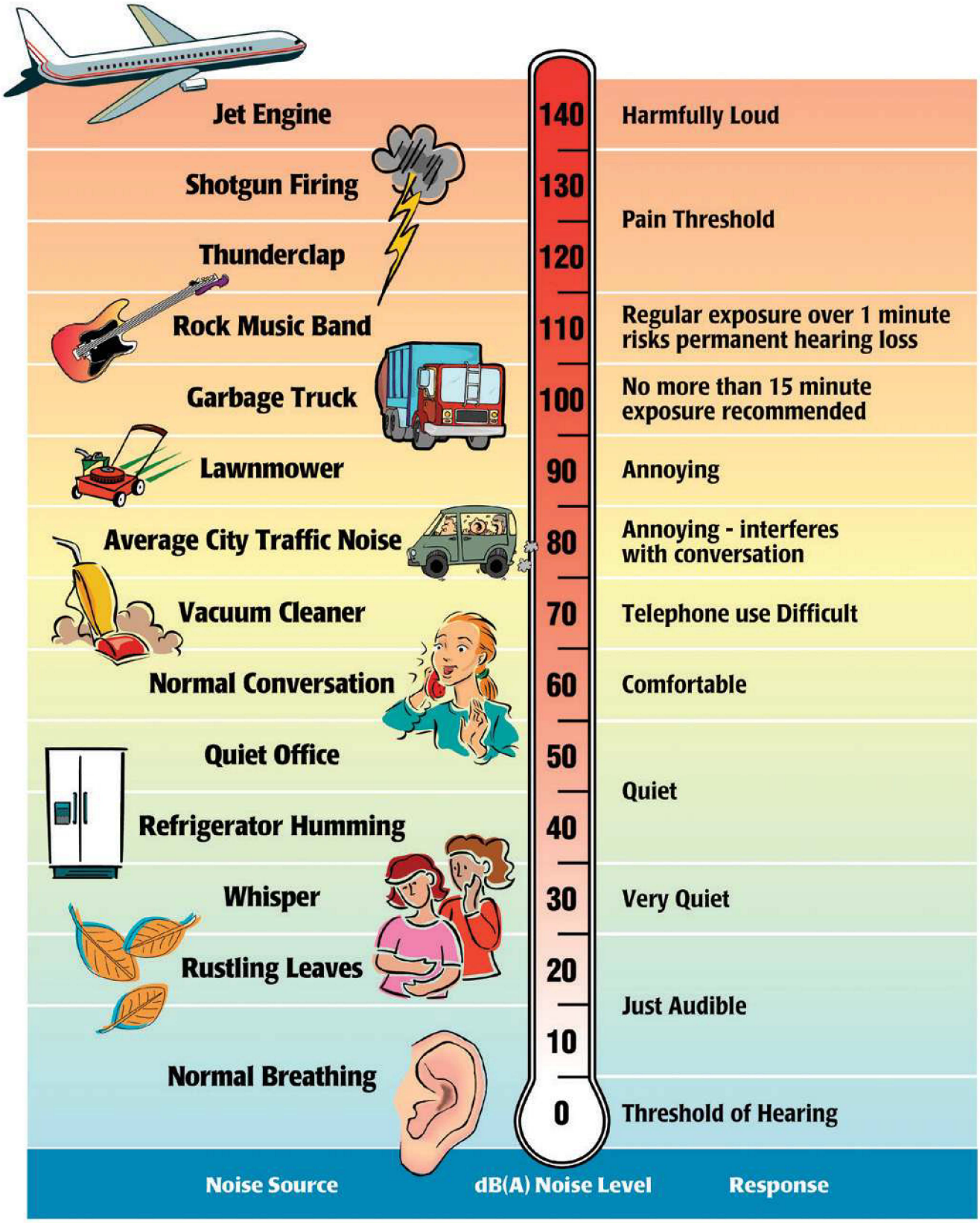
Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Exhibit 5.16-1, *Common Environmental Noise Levels*, describes the varying levels of perception of common environmental noise levels.

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to Table 5.16-1, *Noise Descriptors*.



Source:

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004)*, March 1974.

BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Common Environmental Noise Levels

Michael Baker INTERNATIONAL

12/2024 • JN 198405

Exhibit 5.16-1

Table 5.16-1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}'s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01}, L_{10}, L_{50}, L_{90}, respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

HEALTH EFFECTS OF NOISE

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. However, many factors influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses would range from "not annoyed" to "highly annoyed."

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;
- Extra-Auditory Health Effects; and
- Annoyance.

According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools and can cause fatigue and vocal strain in those who need to communicate in spite of the noise.

Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, noise can affect human health. Most of the effects are, to a varying degree, stress related.

GROUNDBORNE VIBRATION

Per the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual*, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency. Additionally, in contrast to airborne noise, ground-borne vibration outdoors is not a common environmental problem and annoyance from ground-borne vibration is almost exclusively an indoor phenomenon. Therefore, the effects of vibrations should only be evaluated at a structure and the effects of the building structure on the vibration should be considered. Wood-frame buildings, such as typical residential structures, are more easily excited by ground vibration than heavier buildings. In contrast, large masonry buildings with spread footings have a low response to ground vibration. In general, the heavier a building is, the

lower the response would be to the incident vibration energy. However, all structurers reduce vibration levels due to the coupling of the building to the soil.

There are several methods used to quantify vibration levels. Peak Particle Velocity (PPV) is defined as the maximum instantaneous peak of a vibration signal and is most commonly used to evaluate the impact of vibration on buildings. However, PPV is not always suitable for assessing human response (e.g., annoyance), as the human body does not respond instantly to vibration signals. Instead, it responds to the average amplitude, more accurately represented by the Root Mean Square (RMS) value of the vibration.

RMS is defined as the square root of the average of the squared signal amplitude and is commonly used to evaluate human exposure to vibration. RMS and PPV are mathematically related as RMS is typically about 70 percent of the PPV for certain waveforms. However, deriving RMS from PPV requires knowing the full waveform or making assumptions (e.g., sinusoidal or steady-state signals). Without this information, converting PPV to RMS introduces uncertainty and provides limited insight, especially in cases involving transient or impact vibrations.

This distinction is important because human annoyance to vibration is often triggered by abrupt, intermittent events, rather than sustained energy levels. Construction-related vibrations are typically impulsive and broadband, in contrast to the continuous, tonal vibrations associated with transit systems. The FTA's RMS-based criteria were developed with train activity in mind and are not well-suited for construction vibration, where perception is driven by factors like suddenness, impact, and repetition.

In essence, RMS tends to average out short-duration, high-intensity events. Therefore, for construction activities, PPV-based thresholds, such as those recommended by the California Department of Transportation (Caltrans), are more appropriate for assessing potential human annoyance and structural impact.

While not universally accepted, vibration decibel notation (VdB) is another vibration notation developed and used by the FTA in their guidance manual to describe vibration levels and provide a background of common vibration levels and set vibration limits. Decibel notation (VdB) serves to reduce the range of numbers used to describe vibration levels and is used in this analysis to describe vibration levels. As stated in the FTA guidance manual, the background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

SENSITIVE RECEPTORS

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks,

churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. The selection of receiver locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by Caltrans and the Federal Transit Administration (FTA).

To assess the potential for long-term stationary operational and short-term construction noise impacts, the following sensitive receiver locations shown on Exhibit 5.16-2, *Sensitive Receptor Location*, were identified as representative locations for analysis.

Other sensitive land uses in the project study area that are located at greater distances than those identified in the Noise Analysis would experience lower noise levels than those presented in this section due to the additional attenuation from distance and the shielding of intervening structures. Refer to Appendix 11.13 for the full description of all identified receptors.

AMBIENT NOISE MEASUREMENTS

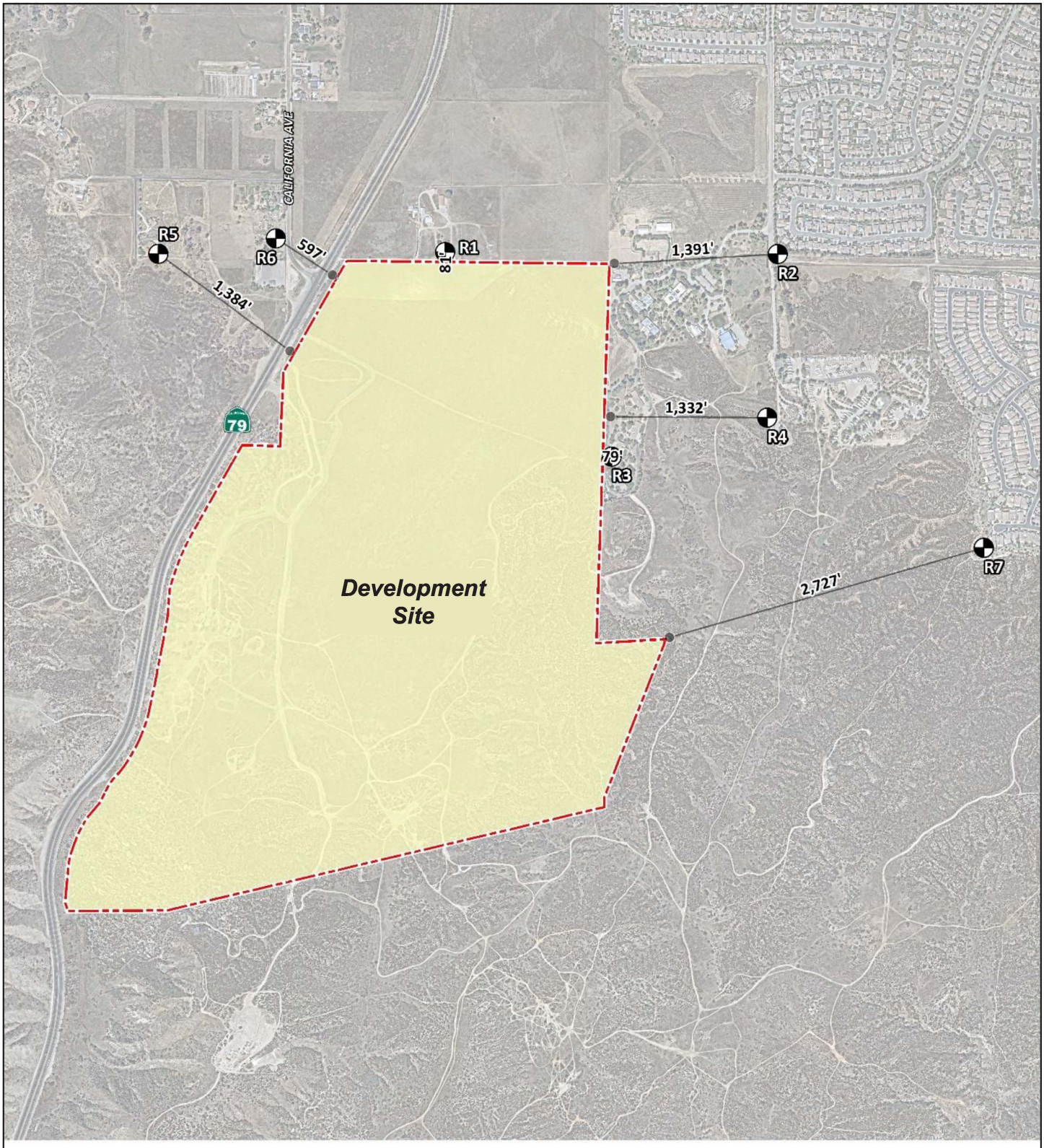
To quantify existing ambient noise levels around the project site, noise measurements were conducted on February 16, 2024; refer to Exhibit 5.16-3, *Noise Measurement Locations,* and Table 5.16-2, *Long-Term Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. A total of six 24-hour noise level measurements were conducted and were positioned as close to the nearest sensitive receptors surrounding the site. The selected noise measurement locations were determined to characterize the noise environment and are representative of each location.

Table 5.16-2
Long-Term Noise Measurements

Location Number	Location	Energy Average Noise Level (dBA L_{eq})		CNEL
		Daytime	Nighttime	
L1	Located northwest of the site near the residence at 14250 Beaumont Avenue	74.3	72.9	79.9
L2	Located northeast of the site near the residence at 211 Logan Avenue	61.7	58.1	65.6
L3	Located east of the site near the country Hills RV Park at 14711 Manzanita Park Road	56.7	52.1	59.8
L4	Located east of the site near the Four Seasons - Beaumont residence at 1451 Plymouth Rock	50.8	41.3	51.2
L5	Located northwest of the site near the residence at 14490 Green Acres Drive	49.6	50.3	56.9
L6	Located northwest of the site near the residence at 14453 California Avenue	67.5	65.7	72.7

Notes: dBA = A-weighted decibels; L_{eq} = Equivalent Sound Level; CNEL = Community Noise Equivalent Level
1. Refer to Exhibit 5.16-3 for the location of the long-term noise measurements.

Source: Refer to Appendix 11.13.



Source: Urban Crossroads, December 2024

Michael Baker INTERNATIONAL

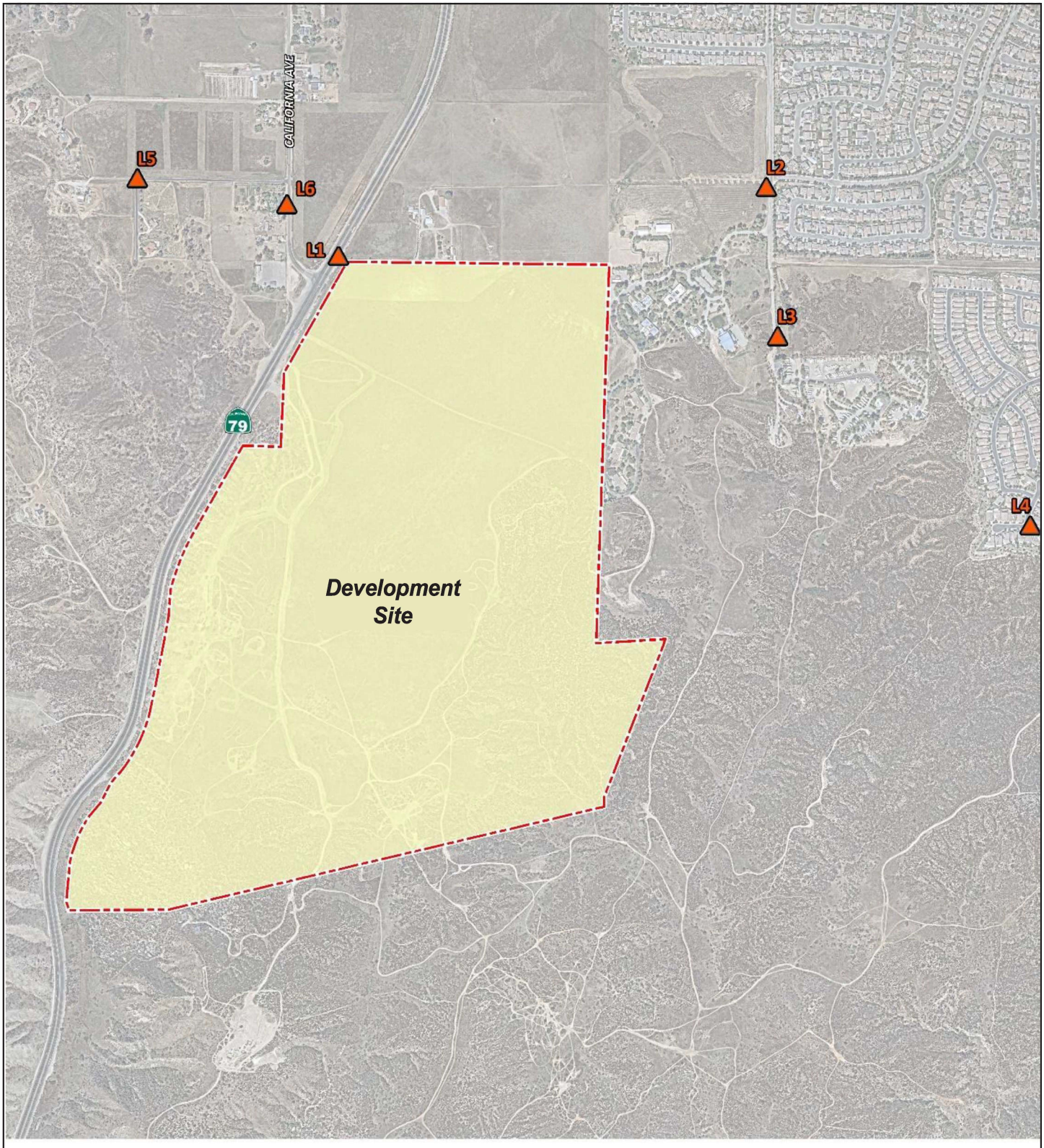
NOT TO SCALE

03/2026 • JN 198405

BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Sensitive Receptor Locations

Exhibit 5.16-2



Source: Urban Crossroads, December 2024

Michael Baker INTERNATIONAL

NOT TO SCALE

03/2026 • JN 198405

BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Noise Measurement Locations

Exhibit 5.16-3

5.16.2 REGULATORY SETTING

STATE LEVEL

STATE OF CALFIONRIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research (OPR). The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

LOCAL LEVEL

County of Riverside General Plan

The County General Plan Noise Element provides a systematic approach to identifying and appraising noise issues within the County. The following policies are applicable to the project:

N 3.3: Ensure compatibility between industrial development and adjacent land uses. To achieve compatibility, industrial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses.

N 3.7: Encourage noise-tolerant land uses such as commercial or industrial, to locate in areas already committed to land uses that are noise-producing.

N 4.2: Develop measures to control non-transportation noise impacts.

N 4.3: Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed and ensure that the recommended mitigation measures are implemented.

N 4.5: Encourage major stationary noise-generating sources throughout the County of Riverside to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of conditional use permits or business licenses or prior to the approval and/or issuance of new conditional use permits for said facilities.

N 4.8: Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses.

N 6.3: Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.

N 9.3: Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.

N 10.2: Encourage the use of quieter electric-powered vehicles.

N 13.1: Minimize the impacts of construction noise on adjacent uses within acceptable practices.

N 13.2: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

N 13.4: Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

City of Beaumont General Plan

The Beaumont General Plan Noise Element discusses environmental noise and aims to protect the citizens from excessive exposure to noise. The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. In addition, the Noise Element identifies several policies to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. To protect City residents from excessive noise, the Noise section contains the following noise-related objectives and policies relevant to the proposed project:

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 10.1.4: Incorporate noise considerations into land use planning decisions. Require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new development projects in the City.

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.

Policy 10.1.7: Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas, such as residences, schools, hospitals, religious meeting spaces, and recreation areas.

Policy 10.2.3: Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

Beaumont Municipal Code

The City's standards governing environmental noise are set forth in Chapter 9.02, *Noise Control*, of the Municipal Code. Specifically, the City has set restrictions with respect to stationary operational noise standards by land use type. Table 5.16-3, *City of Beaumont Stationary Operational Noise Standards*, presents the City's noise level limits for stationary operational sources.

Table 5.16-3
City of Beaumont Stationary Operational Noise Standards

Receiving Land Use	Time Period	Base Ambient Noise Level (dBA L_{eq})[1]	Exterior Noise Standards (dBA)[2,4]			
			L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (0 min)
Residential	Daytime	55	60	65	70	75
	Nighttime	45	50	55	60	65
Commercial	Daytime	75	80	85	90	95
	Nighttime	50	55	60	65	70

Notes:
1. The base ambient noise levels are provided in Municipal Code Section 9.02.050.
2. Noise levels shall not exceed for the duration periods specified in Section 9.02.070 of the Municipal Code.
3. No exterior noise level shall exceed the base ambient noise levels for nonresidential land uses per Section 9.02.090 of the Municipal Code.
4. The percent noise level is the level exceeded "n" percent of the time during the measurement period. L_{25} is the noise level exceeded 25% of the time.

Source: City of Beaumont, Beaumont Municipal Code, *Chapter 9.02, Noise Control.*

In addition, Municipal Code Section 9.02.110 (g), *Special Provisions* states that:

> *"..it shall be unlawful for any person to operate, cause to operate or permit the operation of any machinery, equipment, device, pump, fan, compressor, air conditioning apparatus or similar mechanical device, including but not limited to the use of any steam shovel, pneumatic hammer, derrick, steam or electric hoist, blower or power fan, or any internal combustion engine, the operation of which causes noise due to the explosion of operating gases or fluids, or other appliance, in any manner so as to create any noise which would cause the noise level at the property line of the property upon which the equipment or machinery is operated to exceed the base ambient noise level by five dB(A)."*

The City has also set restrictions on construction noise. These restrictions are generally limited to nearby noise sensitive receiver locations that may be impacted by the short-term construction noise activities. Municipal Code Section 9.02.110 (f)(1) states that:

> *"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."*

5.16.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist Form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse 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 (refer to Impact Statements NOI-1 and NOI-3);

b) Generate excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-2); and/or

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 (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less-than-significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

NOISE IMPACT CRITERIA

Construction Noise

To control noise-generating construction activities, the temporary noise level increases over the existing ambient conditions must be considered under CEQA Significance Threshold A. The City of Beaumont does not have a quantitative threshold that applies to noise levels at active construction sites. To evaluate whether the proposed project would generate potentially significant temporary

construction noise levels at off-site sensitive receptor locations, the construction noise levels are compared to ambient noise levels at nearby sensitive receptor locations and a construction-related noise level increase threshold was utilized from Caltrans. According to Caltrans, a substantial noise increase occurs when the project's predicted noise level exceeds the existing ambient noise level by 12 dBA or more. The use of 12 dB is based on the concept that a 10 dB increase generally is perceived as a doubling of loudness.[1] Therefore, if the project-related construction noise levels generate a temporary noise level increase above the existing ambient noise levels of up to 12 dBA L_{eq}, then the project construction noise level increases would be considered a potentially significant impact.

Transportation Noise

Table 5.12-G of the Beaumont General Plan EIR outlines the allowable noise exposure increases that are derived from the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual*. To describe the amount to which a given noise level increase is considered acceptable, the FTA criteria is used to evaluate the incremental noise level increase and establishes a method for comparing future project noise with existing ambient conditions under CEQA Significance Threshold A. In effect, the amount to which a given noise level increase is considered acceptable is based on existing ambient noise conditions.

Stationary Sources

Consistent with Municipal Code, Section 9.02.110[g], stationary operational project noise source activities shall not create any noise which would cause the noise level at the property line to exceed the base ambient noise level by 5 dBA. As such, noise levels from stationary sources that increases the ambient noise levels by 5 dBA at nearby receptors would result in a significant impact.

Vibration

Vibration impacts from the construction of the proposed project are evaluated based on the thresholds used in the preparation of the Beaumont General Plan EIR. The vibration thresholds discussed in the Beaumont General Plan EIR are provided below:

1. Industrial building (workshop) use has a vibration decibel notation (VdB) threshold of 90 VdB;
2. Office use has a VdB threshold of 84 VdB; and
3. Residential uses have a daytime VdB threshold of 78 VdB and a nighttime VdB threshold of 72 VdB.

As the proposed project would result in construction activities near existing residential uses, vibration from project-related construction activities would be analyzed for compliance with the residential daytime and nighttime VdB thresholds of 78 and 72 VdB, respectively.

[1] California Department of Transportation, *Traffic Noise Analysis Protocol*, April 2020.

Significance Criteria Summary

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed project; refer to Table 5.16-4, *Significance Criteria Summary*.

Table 5.16-4
Significance Criteria Summary

Analysis	Condition(s)	Significance Criteria	
		Daytime	Nighttime
Off-Site Traffic	If ambient is < 50 dBA CNEL	≥ 7 dBA CNEL Project increase	
	If ambient is 50 - 55 dBA CNEL	≥ 5 dBA CNEL Project increase	
	If ambient is 55 - 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
	If ambient is 60 - 65 dBA CNEL	≥ 2 dBA CNEL Project increase	
	If ambient is 65 - 75 dBA CNEL	≥ 1 dBA CNEL Project increase	
	If ambient is > 75 dBA CNEL	0 dBA CNEL Project increase	
Stationary Operational	Base Exterior Noise Level	55 dBA L_{eq}	45 dBA L_{eq}
	Base Ambient Noise Level	≥ 5 dBA L_{eq} Project increase	
Construction	Permitted between 7:00 a.m. to 6:00 p.m.		
	Noise Level Threshold	75 dBA L_{eq}	65 dBA L_{eq}
	Exterior Noise Level Increase	12 dBA L_{eq}	
	Vibration Level Threshold	78 VdB	n/a

Source: Refer to Appendix 11.13.

5.16.4 IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION NOISE IMPACTS

NOI-1 PROJECT CONSTRUCTION ACTIVITIES COULD RESULT IN SUBSTANTIAL TEMPORARY NOISE IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.

Impact Analysis:

CONSTRUCTION NOISE

The FTA *Transit Noise and Vibration Impact Assessment Manual* recognizes that construction projects are accomplished in several different stages and outlines the procedures for assessing noise impacts during construction. Each stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. The proposed project's construction involves five stages: site preparation, grading, building construction, paving, and architectural coating.

To fully describe the project's construction noise impact, the following analysis was prepared using reference construction equipment noise levels from the FHWA published the Roadway Construction Noise Model (RCNM). The RCNM equipment database provides a comprehensive list of noise generating characteristics for specific types of construction equipment. In addition, the database

provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during construction activities. Table 5.16-5, *Construction Reference Noise Levels*, presents the reference noise levels of construction equipment at 50 feet from the source with the assumption that all equipment operates simultaneously.

Table 5.16-5
Construction Reference Noise Levels

Construction Stage	Reference Construction Equipment[1]	Reference Noise Level at 50 feet (dBA L_{eq})	Composite Reference Noise Level (dBA L_{eq})[2]	Reference Power Level (dBA L_w)
Site Preparation	Tractor	80	84.0	115.6
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	114.9
	Excavator	77		
	Dozer	78		
Building Construction	Crane	73	80.6	112.2
	Generator	78		
	Front End Loader	75		
Paving	Paver	74	77.8	109.5
	Dump Truck	72		
	Roller	73		
Architectural Coating	Main Lift	68	76.2	107.8
	Compressor (air)	74		
	Generator (<25 kVA)	70		

Notes:
1. FHWA RCNM.
2. Combined noise level when operating simultaneously.

Source: Refer to Appendix 11.13.

To account for the dynamic nature of construction activities, the CadnaA construction noise analysis evaluates the equipment as multiple moving point sources within the construction area. Construction impacts are based on the highest noise level calculated at each receiver location. As shown in Table 5.16-6, *Construction Noise Levels*, the project's construction noise levels are expected to range from 33.0 to 59.8 dBA L_{eq} at the nearby receiver locations; refer to Appendix 11.13 for the detailed CadnaA construction noise model inputs and outputs.

Table 5.16-6
Construction Noise Levels

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Level
R1	56.6	55.9	53.2	50.5	48.8	59.4
R2	41.2	40.5	37.8	35.1	33.4	44.0
R3	57.0	56.3	53.6	50.9	49.2	59.8
R4	43.7	43.0	40.3	37.6	35.9	46.5
R5	48.9	48.2	45.5	42.8	41.1	51.7
R6	50.8	50.1	47.4	44.7	43.0	53.6

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Level
R7	40.8	40.1	37.4	34.7	33.0	43.6

Notes:
1. Refer to Exhibit 5.16-2 for the location of receptors.

Source: Refer to Appendix 11.13.

To evaluate whether the project would generate potentially significant short-term noise levels at nearby receiver locations, a construction-related noise level threshold of 75 dBA L_{eq} is used as an acceptable threshold to assess construction noise impacts. This exterior construction noise standard represents the combination of the City's 55 dBA L_{eq} daytime interior noise level limit and the Noise Reduction (NR) of approximately 20 dBA for typical buildings with "windows closed". As shown in Table 5.16-6, the highest noise levels from construction activities would not exceed the 75 dBA L_{eq} threshold at nearby receptors. As such, impacts would be less than significant in this regard.

AMBIENT NOISE LEVEL INCREASE

To describe the temporary project construction noise level contributions to the existing ambient noise environment, the project construction noise levels were combined with the existing ambient noise levels measurements at the nearest off-site receiver locations. The difference between the combined project-construction and ambient noise levels is used to describe the noise level contribution. Temporary noise level increases that would be experienced at sensitive receiver locations when project construction-source noise is added to the ambient daytime conditions are presented in Table 5.16-2. A temporary noise level increase of 12 dBA is considered a potentially significant impact based on Caltrans' substantial noise level increase criteria. Table 5.16-7, *Ambient Construction Noise Level Increase*, presents the temporary ambient noise level increases due to project-related construction activities.

Table 5.16-7
Ambient Construction Noise Level Increase

Receiver Location[1]	Total Project Construction Noise Level	Measurement Location[3]	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	59.4	L6	67.5	68.1	0.6	12	No
R2	44.0	L2	61.7	61.8	0.1	12	No
R3	59.8	L3	56.7	61.6	4.9	12	No
R4	46.5	L3	56.7	57.1	0.4	12	No
R5	51.7	L5	49.6	53.8	4.2	12	No
R6	53.6	L6	67.5	67.7	0.2	12	No
R7	43.6	L4	50.8	51.6	0.8	12	No

Notes:
1. Refer to Exhibit 5.16-2 for the location of receptors.

Source: Refer to Appendix 11.13.

As indicated in Table 5.16-7, the project would contribute construction noise increases ranging from 0.1 to 4.9 dBA L_{eq} during the daytime hours at the nearest receiver locations. The unmitigated construction noise analysis shows that the nearest receiver locations would not exceed Caltrans 12 dBA L_{eq} noise level increase threshold. As such, impacts would be less than significant in this regard.

NIGHTTIME CONCRETE POUR

As part of the proposed project, nighttime concrete pouring activities would occur. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during daytime hours and are generally limited to the actual building pad area. Since the nighttime concrete pours would take place outside of the City's permitted hours of construction (7:00 a.m. to 6:00 p.m.), the project applicant would be required to obtain City authorization for nighttime work. A significant impact would occur if nighttime construction activities exceeded the City's nighttime exterior construction noise level threshold of 65 dBA L_{eq}.

To estimate the noise levels due to nighttime concrete pouring activities, sample reference noise level measurements were taken during a nighttime concrete pouring at a construction site. Short-term nighttime concrete pour reference noise level measurements were collected during the noise-sensitive nighttime hours between 1:00 a.m. to 2:00 a.m. at 27334 San Bernardino Avenue in the City of Redlands. The reference noise levels describe the expected concrete pour noise sources that may include concrete mixer truck movements and pouring activities, concrete paving equipment, rear mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling. The following analysis relies on a reference sound pressure level of 67.7 dBA L_{eq} at 50 feet representing a sound power level of 100.3 dBA L_w. Table 5.16-8, *Nighttime Concrete Pour Noise Levels*, displays the noise levels associated with nighttime concrete pour activities.

Table 5.16-8
Nighttime Concrete Pour Noise Levels

Receiver Locations	Concrete Pour Construction Noise Levels (dBA L_{eq})		
	Exterior Noise Levels	Threshold[2]	Threshold Exceeded?
R1	41.3	65	No
R2	25.9	65	No
R3	41.7	65	No
R4	28.4	65	No
R5	33.6	65	No
R6	35.5	65	No
R7	25.5	65	No

Notes:
1. Refer to Exhibit 5.16-2 for the location of receptors.
2. Acceptable construction noise level thresholds are based on the City's exterior noise level limit and a 20-dBA noise reduction associated with typical building construction.

Source: Refer to Appendix 11.13.

As shown in Table 5.16-8, noise levels associated with the nighttime concrete pour activities are estimated to range from 25.5 to 41.7 dBA L_{eq}. Thus, nighttime concrete pour activities would not exceed the construction noise level threshold of 65 dBA at all the nearest noise sensitive receiver locations. Overall, construction noise impacts associated with nighttime concrete pouring would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

LONG-TERM OPERATIONAL NOISE IMPACTS

NOI-2 PROJECT OPERATIONS COULD RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY AND EXPOSE PERSONS TO OR GENERATE NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Impact Analysis:

MOBILE SOURCES

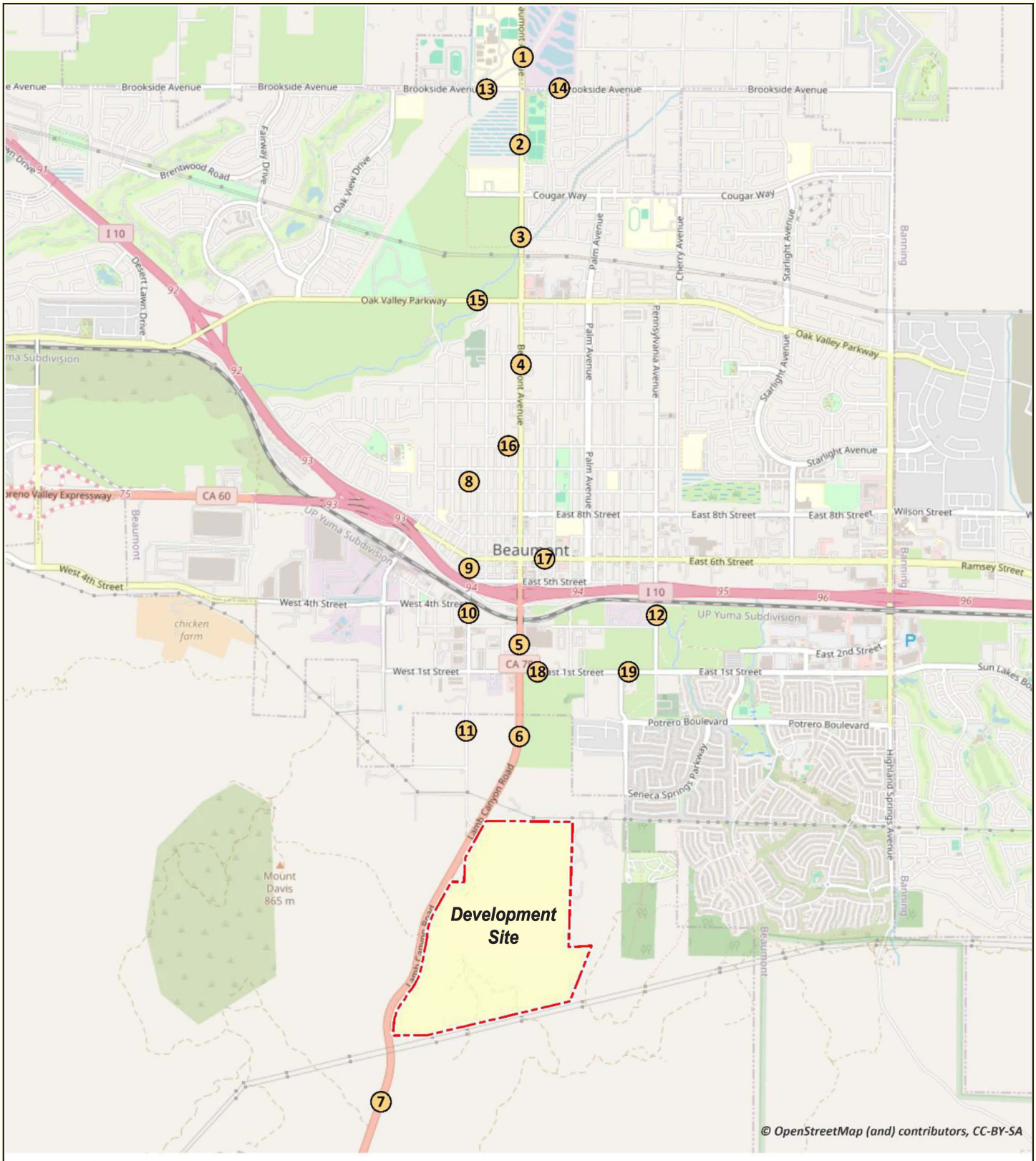
To calculate the expected roadway noise from operational vehicular traffic, a computer program that replicates the FHWA Traffic Noise Prediction Model- FHWA-RD-77-108 was utilized. Table 5.16-9, *Classification of Nearby Roadways*, displays the roadway parameters that were used to assess the proposed project's off-site transportation noise impacts. Refer to Exhibit 5.16-4, *Roadway Segments*, for the location of each study area roadway segments.

Table 5.16-9
Classification of Nearby Roadways

ID	Roadway	Segment	Classification[1]	Distance from Centerline to Receiving Land Use (Feet)	Vehicle Speed (mph)
1	Beaumont Ave.	n/o Brookside Ave.	Arterial	55'	50
2	Beaumont Ave.	s/o Brookside Ave.	Arterial	55'	50
3	Beaumont Ave.	n/o Oak Valley Pkwy.	Arterial	55'	50
4	Beaumont Ave.	s/o Oak Valley Pkwy.	Arterial	55'	50
5	Beaumont Ave.	n/o 1st St.	Expressway	110'	55
6	Beaumont Ave.	s/o 1st St.	Expressway	110'	55
7	Beaumont Ave.	n/o Gilman Springs Rd.	Expressway	110'	55
8	California Ave.	s/o 11th St.	Secondary	44'	45
9	California Ave.	n/o 4th St.	Secondary	44'	45
10	California Ave.	s/o 4th St.	Secondary	44'	45
11	California Ave.	s/o 1st St.	Secondary	44'	45
12	Pennsylvania Ave.	n/o 1st St.	Major	59'	50
13	Brookside Ave.	w/o Beaumont Ave.	Secondary	44'	45
14	Brookside Ave.	e/o Beaumont Ave.	Secondary	44'	45
15	Oak Valley Pkwy.	w/o Beaumont Ave.	Arterial	55'	50
16	11th St.	w/o Beaumont Ave.	Collector	37'	40
17	6th St.	e/o Beaumont Ave.	Collector	37'	40
18	1st St.	w/o Pennsylvania Ave.	Major	59'	50
19	1st St.	e/o Pennsylvania Ave.	Major	59'	50

Notes:
1. Based on the City of Beaumont General Plan Circulation Element (December 2020).

Source: Refer to Appendix 11.13.



Source: Urban Crossroads, December 2024

Michael Baker INTERNATIONAL

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BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Roadway Segments

Exhibit 5.16-4

To describe the project's off-site traffic impacts, the receiving land use adjacent to each roadway segment is identified as a sensitive or non-sensitive land use. Sensitive land uses are limited to existing residential uses based on a review of aerial imagery. It is expected that only the existing receivers would experience a change in the ambient noise levels over time. The existing average daily trips (ADT) along these roadways are presented in Table 5.16-10, *Average Daily Traffic Volumes (Option A)*, and Table 5.16-11, *Average Daily Traffic Volumes (Option B).* The following traffic conditions are presented in Table 5.16-10 and Table 5.16-11:

1. Existing (2024) Conditions;
2. Existing With Project Conditions;
3. Background (2028) Without Project;
4. Background (2028 – Phase 1) With Project;
5. Background (2029) Without Project;
6. Background (2029 – Phase 1 + Phase 2) With Project;
7. Background (2030) Without Project;
8. Background (2030 – Phase 1 through Phase 3) With Project Conditions;
9. Background (2032) Without Project;
10. Background (2032 – Phase 1 through Phase 4 or Project Buildout) With Project;
11. Cumulative No Project Conditions (2045); and
12. Cumulative With Project Conditions (2045 – Project Buildout.

The ADT volumes vary for each roadway segment based on the existing traffic volumes and the combination of project traffic distributions. This analysis relies on a comparative evaluation of the off-site traffic noise impacts at the boundary of the right-of-way of the receiving adjacent land use, without and with project ADT traffic volumes. Option Ais anticipated to generate a net total of 16,380 two-way trips per day (actual vehicles) that includes 14,478 two-way passenger vehicle trips and 1,902 truck trips. Option B is anticipated to generate a net total of 16,792 two-way trips per day (actual vehicles) that includes 14,738 two-way passenger vehicle trips and 2,054 truck trips. In addition, the off-site traffic noise analysis maintains a peak hour to average daily traffic (peak-to-daily) relationship of approximately 6.44 percent. To quantify the off-site noise levels, the project-related truck trips were added to the heavy truck category in the FHWA noise prediction model. The addition of the project related truck trips increases the percentage of heavy trucks in the vehicle mix. This approach recognizes that the FHWA noise prediction model is significantly influenced by the number of heavy trucks in the vehicle mix. Table 5.16-12, *Vehicle Splits*, provides the time of day (daytime, evening, and nighttime) vehicle splits after incorporating the project-generated truck trips. The daily project truck trip-ends were assigned to individual off-site study area roadway segments based on the project truck trip distribution percentages.

Table 5.16-10
Average Daily Traffic Volumes (Option A)

ID	Roadway	Segment	Average Daily Traffic Volumes											
			Existing		Background (2028)		Background (2029)		Background (2030)		Background (2032)		Cumulative (2045)	
			Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project
1	Beaumont Ave.	n/o Brookside Ave.	12,099	12,244	14,496	14,514	14,546	14,603	14,571	14,669	14,622	14,767	14,953	15,098
2	Beaumont Ave.	s/o Brookside Ave.	12,524	12,958	15,556	15,610	15,605	15,775	15,630	15,925	15,680	16,114	16,007	16,441
3	Beaumont Ave.	n/o Oak Valley Pkwy.	16,717	17,296	21,895	21,967	22,036	22,263	22,106	22,499	22,248	22,827	23,193	23,772
4	Beaumont Ave.	s/o Oak Valley Pkwy.	14,011	14,735	19,966	20,056	20,062	20,345	20,110	20,601	20,207	20,931	20,847	21,571
5	Beaumont Ave.	n/o 1st St.	32,585	41,730	45,833	46,968	44,662	48,243	44,087	50,294	42,961	52,106	36,307	45,453
6	Beaumont Ave.	s/o 1st St.	40,943	50,813	56,223	57,448	54,988	58,852	54,380	61,078	53,186	63,055	46,035	55,904
7	Beaumont Ave.	n/o Gilman Springs Rd.	49,316	53,076	66,086	66,552	67,381	68,853	68,038	70,590	69,371	73,131	78,695	82,455
8	California Ave.	s/o 11th St.	694	1,852	1,024	1,168	1,212	1,665	1,318	2,104	1,559	2,717	4,655	5,813
9	California Ave.	n/o 4th St.	13,147	14,885	22,807	23,022	23,342	24,022	23,615	24,794	24,169	25,907	28,104	29,841
10	California Ave.	s/o 4th St.	11,249	13,131	14,326	14,559	15,314	16,050	15,833	17,110	16,925	18,807	26,109	27,991
11	California Ave.	s/o 1st St.	7,154	9,905	7,744	8,085	8,503	9,579	8,909	10,776	9,782	12,533	17,959	20,710
12	Pennsylvania Ave.	n/o 1st St.	15,272	15,707	18,639	18,693	20,969	21,139	22,241	22,536	25,021	25,455	53,801	54,235
13	Brookside Ave.	w/o Beaumont Ave.	5,751	5,896	8,425	8,443	9,060	9,117	9,394	9,492	10,102	10,247	16,195	16,340
14	Brookside Ave.	e/o Beaumont Ave.	7,551	7,696	9,774	9,792	9,855	9,912	9,896	9,994	9,978	10,123	10,527	10,672
15	Oak Valley Pkwy.	w/o Beaumont Ave.	17,978	18,123	27,060	27,078	27,325	27,382	27,459	27,557	27,728	27,873	29,542	29,687
16	11th St.	w/o Beaumont Ave.	1,318	2,331	1,426	1,552	1,715	2,111	1,880	2,568	2,260	3,273	7,487	8,500
17	6th St.	e/o Beaumont Ave.	15,570	15,859	17,385	17,421	17,524	17,637	17,594	17,790	17,735	18,025	18,678	18,968
18	1st St.	w/o Pennsylvania Ave.	14,082	14,806	17,167	17,257	17,233	17,516	17,266	17,757	17,332	18,056	17,768	18,492
19	1st St.	e/o Pennsylvania Ave.	17,482	18,206	19,048	19,138	19,950	20,233	20,418	20,909	21,385	22,109	28,892	29,616

Source: Refer to Appendix 11.13.

Table 5.16-11
Average Daily Traffic Volumes (Option B)

ID	Roadway	Segment	Average Daily Traffic Volumes											
			Existing		Background (2028)		Background (2029)		Background (2030)		Background (2032)		Cumulative (2045)	
			Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project
1	Beaumont Ave.	n/o Brookside Ave.	12,099	12,246	14,496	14,514	14,546	14,604	14,571	14,685	14,622	14,769	14,953	15,100
2	Beaumont Ave.	s/o Brookside Ave.	12,524	12,966	15,556	15,611	15,605	15,778	15,630	15,972	15,680	16,122	16,007	16,449
3	Beaumont Ave.	n/o Oak Valley Pkwy.	16,717	17,307	21,895	21,968	22,036	22,267	22,106	22,562	22,248	22,838	23,193	23,783
4	Beaumont Ave.	s/o Oak Valley Pkwy.	14,011	14,748	19,966	20,057	20,062	20,350	20,110	20,680	20,207	20,944	20,847	21,584
5	Beaumont Ave.	n/o 1st St.	32,585	41,994	45,833	47,002	44,662	48,343	44,087	51,197	42,961	52,370	36,307	45,717
6	Beaumont Ave.	s/o 1st St.	40,943	51,090	56,223	57,483	54,988	58,958	54,380	62,060	53,186	63,332	46,035	56,182
7	Beaumont Ave.	n/o Gilman Springs Rd.	49,316	53,161	66,086	66,563	67,381	68,885	68,038	70,982	69,371	73,216	78,695	82,540
8	California Ave.	s/o 11th St.	694	1,873	1,024	1,170	1,212	1,673	1,318	2,230	1,559	2,738	4,655	5,834
9	California Ave.	n/o 4th St.	13,147	14,916	22,807	23,026	23,342	24,034	23,615	24,982	24,169	25,938	28,104	29,873
10	California Ave.	s/o 4th St.	11,249	13,165	14,326	14,563	15,314	16,064	15,833	17,314	16,925	18,841	26,109	28,025
11	California Ave.	s/o 1st St.	7,154	9,955	7,744	8,091	8,503	9,599	8,909	11,074	9,782	12,582	17,959	20,759
12	Pennsylvania Ave.	n/o 1st St.	15,272	15,714	18,639	18,694	20,969	21,142	22,241	22,583	25,021	25,463	53,801	54,243
13	Brookside Ave.	w/o Beaumont Ave.	5,751	5,898	8,425	8,443	9,060	9,118	9,394	9,508	10,102	10,249	16,195	16,342
14	Brookside Ave.	e/o Beaumont Ave.	7,551	7,699	9,774	9,792	9,855	9,913	9,896	10,010	9,978	10,125	10,527	10,674
15	Oak Valley Pkwy.	w/o Beaumont Ave.	17,978	18,125	27,060	27,078	27,325	27,383	27,459	27,573	27,728	27,875	29,542	29,689
16	11th St.	w/o Beaumont Ave.	1,318	2,349	1,426	1,554	1,715	2,119	1,880	2,678	2,260	3,292	7,487	8,519
17	6th St.	e/o Beaumont Ave.	15,570	15,865	17,385	17,422	17,524	17,639	17,594	17,822	17,735	18,030	18,678	18,973
18	1st St.	w/o Pennsylvania Ave.	14,082	14,819	17,167	17,258	17,233	17,521	17,266	17,836	17,332	18,069	17,768	18,505
19	1st St.	e/o Pennsylvania Ave.	17,482	18,219	19,048	19,139	19,950	20,238	20,418	20,988	21,385	22,122	28,892	29,629

Source: Refer to Appendix 11.13.

Table 5.16-12
Vehicle Splits

Time of Day	Vehicle Mix			Time of Day Split
	Autos	Medium Trucks	Heavy Trucks	
Daytime	74.03%	0.80%	0.12%	74.95%
Evening	11.92%	0.02%	0.01%	11.95%
Nighttime	12.83%	0.17%	0.11%	13.11%
Daily	98.78%	0.99%	0.23%	100.00%

Source: Refer to Appendix 11.13.

Noise contours were used to assess the project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying project traffic. The noise contours represent the distance to noise levels of constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the project study area.

Table 5.16-13, *Off-Site Traffic Noise Levels (Option A)*, presents a summary of the Option A exterior dBA CNEL traffic noise levels for each traffic condition; refer to Appendix 11.13 for Option A dBA CNEL traffic noise level contour worksheets. Table 5.16-14, *Off-Site Traffic Noise Levels (Option B)*, presents a summary of Option B exterior dBA CNEL traffic noise levels for each traffic condition; refer to Appendix 11.13 for Option A dBA CNEL traffic noise level contour worksheets.

Table 5.16-13
Off-Site Traffic Noise Levels (Option A)

ID	Roadway	Segment	CNEL at Receiving Land Use (dBA)											
			Existing		Background (2028)		Background (2029)		Background (2030)		Background (2032)		Cumulative (2045)	
			Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project
1	Beaumont Ave.	n/o Brookside Ave.	69.0	69.0	69.7	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.9	69.9
2	Beaumont Ave.	s/o Brookside Ave.	69.1	69.2	70.1	70.1	70.1	70.1	70.1	70.1	70.1	70.2	70.2	70.3
3	Beaumont Ave.	n/o Oak Valley Pkwy.	70.4	70.5	71.5	71.5	71.6	71.6	71.6	71.6	71.6	71.7	71.8	71.9
4	Beaumont Ave.	s/o Oak Valley Pkwy.	69.6	69.8	71.1	71.2	71.2	71.2	71.2	71.2	71.2	71.3	71.3	71.4
5	Beaumont Ave.	n/o 1st St.	70.5	75.9	72.0	72.8	71.8	74.2	71.8	75.3	71.7	76.2	70.9	76.0
6	Beaumont Ave.	s/o 1st St.	71.5	76.2	72.8	73.6	72.8	74.7	72.7	75.7	72.6	76.6	72.0	76.4
7	Beaumont Ave.	n/o Gilman Springs Rd.	72.3	73.5	73.5	73.7	73.6	74.0	73.7	74.3	73.8	74.7	74.3	75.1
8	California Ave.	s/o 11th St.	56.3	59.9	58.0	58.5	58.8	59.9	59.1	60.8	59.9	61.8	64.6	65.4
9	California Ave.	n/o 4th St.	69.1	69.5	71.5	71.5	71.6	71.7	71.7	71.8	71.8	72.0	72.4	72.6
10	California Ave.	s/o 4th St.	68.4	69.0	69.5	69.5	69.8	69.9	69.9	70.2	70.2	70.6	72.1	72.3
11	California Ave.	s/o 1st St.	66.5	67.6	66.8	67.0	67.2	67.6	67.4	68.1	67.8	68.7	70.5	71.0
12	Pennsylvania Ave.	n/o 1st St.	69.4	69.5	70.2	70.2	70.7	70.8	71.0	71.0	71.5	71.6	74.8	74.9
13	Brookside Ave.	w/o Beaumont Ave.	65.5	65.6	67.2	67.2	67.5	67.5	67.7	67.7	68.0	68.0	70.0	70.1
14	Brookside Ave.	e/o Beaumont Ave.	66.7	66.8	67.8	67.8	67.9	67.9	67.9	67.9	67.9	68.0	68.2	68.2
15	Oak Valley Pkwy.	w/o Beaumont Ave.	70.7	70.7	72.5	72.5	72.5	72.5	72.5	72.5	72.6	72.6	72.8	72.9
16	11th St.	w/o Beaumont Ave.	58.4	60.4	58.8	59.0	59.6	60.3	60.0	61.0	60.8	62.0	66.0	66.4
17	6th St.	e/o Beaumont Ave.	69.2	69.2	69.6	69.6	69.7	69.7	69.7	69.7	69.7	69.8	69.9	70.0
18	1st St.	w/o Pennsylvania Ave.	69.0	69.2	69.9	69.9	69.9	69.9	69.9	70.0	69.9	70.0	70.0	70.2
19	1st St.	e/o Pennsylvania Ave.	69.9	70.1	70.3	70.3	70.5	70.6	70.6	70.7	70.8	70.9	72.1	72.2

Source: Refer to Appendix 11.13.

Table 5.16-14
Off-Site Traffic Noise Levels (Option B)

ID	Roadway	Segment	CNEL at Receiving Land Use (dBA)											
			Existing		Background (2028)		Background (2029)		Background (2030)		Background (2032)		Cumulative (2045)	
			Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project
1	Beaumont Ave.	n/o Brookside Ave.	69.0	69.0	69.7	69.8	69.8	69.8	69.8	69.8	69.8	69.8	69.9	69.9
2	Beaumont Ave.	s/o Brookside Ave.	69.1	69.2	70.1	70.1	70.1	70.1	70.1	70.1	70.1	70.2	70.2	70.3
3	Beaumont Ave.	n/o Oak Valley Pkwy.	70.4	70.5	71.5	71.5	71.6	71.6	71.6	71.6	71.6	71.7	71.8	71.9
4	Beaumont Ave.	s/o Oak Valley Pkwy.	69.6	69.8	71.1	71.2	71.2	71.2	71.2	71.3	71.2	71.3	71.3	71.4
5	Beaumont Ave.	n/o 1st St.	70.5	76.1	72.0	72.9	71.8	74.3	71.8	75.5	71.7	76.4	70.9	76.2
6	Beaumont Ave.	s/o 1st St.	71.5	76.4	72.8	73.6	72.8	74.8	72.7	75.9	72.6	76.8	72.0	76.6
7	Beaumont Ave.	n/o Gilman Springs Rd.	72.3	73.6	73.5	73.7	73.6	74.0	73.7	74.4	73.8	74.7	74.3	75.2
8	California Ave.	s/o 11th St.	56.3	60.0	58.0	58.5	58.8	59.9	59.1	61.0	59.9	61.8	64.6	65.4
9	California Ave.	n/o 4th St.	69.1	69.5	71.5	71.5	71.6	71.7	71.7	71.8	71.8	72.0	72.4	72.6
10	California Ave.	s/o 4th St.	68.4	69.0	69.5	69.5	69.8	69.9	69.9	70.2	70.2	70.6	72.1	72.3
11	California Ave.	s/o 1st St.	66.5	67.6	66.8	67.0	67.2	67.6	67.4	68.2	67.8	68.7	70.5	71.0
12	Pennsylvania Ave.	n/o 1st St.	69.4	69.5	70.2	70.2	70.7	70.8	71.0	71.0	71.5	71.6	74.8	74.9
13	Brookside Ave.	w/o Beaumont Ave.	65.5	65.6	67.2	67.2	67.5	67.5	67.7	67.7	68.0	68.0	70.0	70.1
14	Brookside Ave.	e/o Beaumont Ave.	66.7	66.8	67.8	67.8	67.9	67.9	67.9	67.9	67.9	68.0	68.2	68.2
15	Oak Valley Pkwy.	w/o Beaumont Ave.	70.7	70.7	72.5	72.5	72.5	72.5	72.5	72.5	72.6	72.6	72.8	72.9
16	11th St.	w/o Beaumont Ave.	58.4	60.4	58.8	59.1	59.6	60.3	60.0	61.2	60.8	62.0	66.0	66.4
17	6th St.	e/o Beaumont Ave.	69.2	69.2	69.6	69.6	69.7	69.7	69.7	69.7	69.7	69.8	69.9	70.0
18	1st St.	w/o Pennsylvania Ave.	69.0	69.2	69.9	69.9	69.9	69.9	69.9	70.0	69.9	70.1	70.0	70.2
19	1st St.	e/o Pennsylvania Ave.	69.9	70.1	70.3	70.3	70.5	70.6	70.6	70.7	70.8	70.9	72.1	72.2

Source: Refer to Appendix 11.13.

An analysis of existing traffic noise levels plus traffic noise generated by project buildout conditions has been included in this analysis. This condition is provided solely for informational purposes and would not occur, since the project would not be fully developed and occupied under existing conditions. However, since the Existing with Project conditions generally represent the conservative worst-case traffic noise increases, this traffic scenario is commonly used to describe project-related impacts. Table 5.16-15, *Existing with Project Traffic Noise Level Increases*, shows the incremental noise level increase under existing conditions with the implementation of the proposed project. As shown in Table 5.16-15, Option A would increase the off-site traffic noise levels by 0.0 to 5.4 dBA and 0.0 to 5.6 dBA for Option B. Based on the significance criteria as shown in Table 5.16-4, five of the study area roadways segments are shown to experience potentially significant off-site traffic noise increases.

Table 5.16-15
Existing with Project Traffic Noise Level Increase

ID	Road	Segment	Receiving Land Use	Incremental Noise Level Increase (dBA)		Incremental Noise Level Increase Threshold	
				Option A	Option B	Limit	Project Impact?
1	Beaumont Ave.	n/o Brookside Ave.	Sensitive	0.0	0.0	1	No
2	Beaumont Ave.	s/o Brookside Ave.	Sensitive	0.1	0.1	1	No
3	Beaumont Ave.	n/o Oak Valley Pkwy.	Sensitive	0.1	0.1	1	No
4	Beaumont Ave.	s/o Oak Valley Pkwy.	Non-Sensitive	0.2	0.2	1	No
5	Beaumont Ave.	n/o 1st St.	Non-Sensitive	5.4	5.6	1	**Yes**
6	Beaumont Ave.	s/o 1st St.	Sensitive	4.7	4.9	1	**Yes**
7	Beaumont Ave.	n/o Gilman Springs Rd.	Sensitive	1.2	1.3	1	**Yes**
8	California Ave.	s/o 11th St.	Sensitive	3.6	3.7	3	**Yes**
9	California Ave.	n/o 4th St.	Sensitive	0.4	0.4	1	No
10	California Ave.	s/o 4th St.	Sensitive	0.6	0.6	1	No
11	California Ave.	s/o 1st St.	Non-Sensitive	1.1	1.1	1	**Yes**
12	Pennsylvania Ave.	n/o 1st St.	Non-Sensitive	0.1	0.1	1	No
13	Brookside Ave.	w/o Beaumont Ave.	Non-Sensitive	0.1	0.1	1	No
14	Brookside Ave.	e/o Beaumont Ave.	Non-Sensitive	0.1	0.1	1	No
15	Oak Valley Pkwy.	w/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
16	11th St.	w/o Beaumont Ave.	Non-Sensitive	2.0	2.0	3	No
17	6th St.	e/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
18	1st St.	w/o Pennsylvania Ave.	Non-Sensitive	0.2	0.2	1	No
19	1st St.	e/o Pennsylvania Ave.	Non-Sensitive	0.2	0.2	1	No

Source: Refer to Appendix 11.13.

Table 5.16-16, *Background (2028) with Project Traffic Noise Level Increases*, presents the Background (2028) noise levels and its incremental noise level increase with the implementation of the proposed project. As shown in Table 5.16-16, Option A would increase the off-site traffic noise levels by 0.0 to 0.8 dBA and 0.0 to 0.09 dBA for Option B. Based on the significance criteria as shown in Table 5.16-4, none

of the study area roadways segments are shown to experience potentially significant off-site traffic noise increases.

Table 5.16-16
Background (2028) with Project Traffic Noise Level Increase

ID	Road	Segment	Receiving Land Use	Incremental Noise Level Increase (dBA)		Incremental Noise Level Increase (dBA)	
				Option A	Option A	Limit	Project Impact?
1	Beaumont Ave.	n/o Brookside Ave.	Sensitive	0.1	0.1	1	No
2	Beaumont Ave.	s/o Brookside Ave.	Sensitive	0.0	0.0	1	No
3	Beaumont Ave.	n/o Oak Valley Pkwy.	Sensitive	0.0	0.0	1	No
4	Beaumont Ave.	s/o Oak Valley Pkwy.	Non-Sensitive	0.1	0.1	1	No
5	Beaumont Ave.	n/o 1st St.	Non-Sensitive	0.8	0.9	1	No
6	Beaumont Ave.	s/o 1st St.	Sensitive	0.8	0.8	1	No
7	Beaumont Ave.	n/o Gilman Springs Rd.	Sensitive	0.2	0.2	1	No
8	California Ave.	s/o 11th St.	Sensitive	0.5	0.5	3	No
9	California Ave.	n/o 4th St.	Sensitive	0.0	0.0	1	No
10	California Ave.	s/o 4th St.	Sensitive	0.0	0.0	1	No
11	California Ave.	s/o 1st St.	Non-Sensitive	0.2	0.2	1	No
12	Pennsylvania Ave.	n/o 1st St.	Non-Sensitive	0.0	0.0	1	No
13	Brookside Ave.	w/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
14	Brookside Ave.	e/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
15	Oak Valley Pkwy.	w/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
16	11th St.	w/o Beaumont Ave.	Non-Sensitive	0.2	0.3	3	No
17	6th St.	e/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
18	1st St.	w/o Pennsylvania Ave.	Non-Sensitive	0.0	0.0	1	No
19	1st St.	e/o Pennsylvania Ave.	Non-Sensitive	0.0	0.0	1	No

Source: Refer to Appendix 11.13.

Table 5.16-17, *Background (2029) with Project Traffic Noise Level Increases*, presents the Background (2029) noise levels and its incremental noise level increase with the implementation of the proposed project. As shown in Table 5.16-17, Option A would increase the off-site traffic noise levels by 0.0 to 2.4 dBA and 0.0 to 2.5 dBA for Option B. Based on the significance criteria as shown in Table 5.16-4, two of

the study area roadways segments are shown to experience potentially significant off-site traffic noise increases.

Table 5.16-17
Background (2029) with Project Traffic Noise Level Increase

ID	Road	Segment	Receiving Land Use	Incremental Noise Level Increase (dBA)		Incremental Noise Level Increase (dBA)	
				Option A	Option A	Limit	Project Impact?
1	Beaumont Ave.	n/o Brookside Ave.	Sensitive	0.0	0.0	1	No
2	Beaumont Ave.	s/o Brookside Ave.	Sensitive	0.0	0.0	1	No
3	Beaumont Ave.	n/o Oak Valley Pkwy.	Sensitive	0.0	0.0	1	No
4	Beaumont Ave.	s/o Oak Valley Pkwy.	Non-Sensitive	0.0	0.0	1	No
5	Beaumont Ave.	n/o 1st St.	Non-Sensitive	2.4	2.5	1	**Yes**
6	Beaumont Ave.	s/o 1st St.	Sensitive	1.9	2.0	1	**Yes**
7	Beaumont Ave.	n/o Gilman Springs Rd.	Sensitive	0.4	0.4	1	No
8	California Ave.	s/o 11th St.	Sensitive	1.1	1.1	3	No
9	California Ave.	n/o 4th St.	Sensitive	0.1	0.1	1	No
10	California Ave.	s/o 4th St.	Sensitive	0.1	0.1	1	No
11	California Ave.	s/o 1st St.	Non-Sensitive	0.4	0.4	1	No
12	Pennsylvania Ave.	n/o 1st St.	Non-Sensitive	0.1	0.1	1	No
13	Brookside Ave.	w/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
14	Brookside Ave.	e/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
15	Oak Valley Pkwy.	w/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
16	11th St.	w/o Beaumont Ave.	Non-Sensitive	0.7	0.7	3	No
17	6th St.	e/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
18	1st St.	w/o Pennsylvania Ave.	Non-Sensitive	0.0	0.0	1	No
19	1st St.	e/o Pennsylvania Ave.	Non-Sensitive	0.1	0.1	1	No

Source: Refer to Appendix 11.13.

Table 5.16-18, *Background (2030) with Project Traffic Noise Level Increases*, presents the Background (2030) noise levels and its incremental noise level increase with the implementation of the proposed project. As shown in Table 5.16-18, Option A would increase the off-site traffic noise levels by 0.0 to 3.5 dBA and 0.0 to 3.7 dBA for Option B. Based on the significance criteria as shown in Table 5.16-4, two of

the study area roadways segments are shown to experience potentially significant off-site traffic noise increases.

Table 5.16-18
Background (2030) with Project Traffic Noise Level Increase

ID	Road	Segment	Receiving Land Use	Incremental Noise Level Increase (dBA)		Incremental Noise Level Increase (dBA)	
				Option A	Option A	Limit	Project Impact?
1	Beaumont Ave.	n/o Brookside Ave.	Sensitive	0.0	0.0	1	No
2	Beaumont Ave.	s/o Brookside Ave.	Sensitive	0.0	0.0	1	No
3	Beaumont Ave.	n/o Oak Valley Pkwy.	Sensitive	0.0	0.0	1	No
4	Beaumont Ave.	s/o Oak Valley Pkwy.	Non-Sensitive	0.0	0.1	1	No
5	Beaumont Ave.	n/o 1st St.	Non-Sensitive	3.5	3.7	1	**Yes**
6	Beaumont Ave.	s/o 1st St.	Sensitive	3.0	3.2	1	**Yes**
7	Beaumont Ave.	n/o Gilman Springs Rd.	Sensitive	0.6	0.7	1	No
8	California Ave.	s/o 11th St.	Sensitive	1.7	1.9	3	No
9	California Ave.	n/o 4th St.	Sensitive	0.1	0.1	1	No
10	California Ave.	s/o 4th St.	Sensitive	0.3	0.3	1	No
11	California Ave.	s/o 1st St.	Non-Sensitive	0.7	0.8	1	No
12	Pennsylvania Ave.	n/o 1st St.	Non-Sensitive	0.0	0.0	1	No
13	Brookside Ave.	w/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
14	Brookside Ave.	e/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
15	Oak Valley Pkwy.	w/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
16	11th St.	w/o Beaumont Ave.	Non-Sensitive	1.0	1.2	2	No
17	6th St.	e/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
18	1st St.	w/o Pennsylvania Ave.	Non-Sensitive	0.1	0.1	1	No
19	1st St.	e/o Pennsylvania Ave.	Non-Sensitive	0.1	0.1	1	No

Source: Refer to Appendix 11.13.

Table 5.16-19, *Background (2032) with Project Traffic Noise Level Increases*, presents the Background (2032) noise levels and its incremental noise level increase with the implementation of the proposed project. As shown in Table 5.16-19, Option A would increase the off-site traffic noise levels by 0.0 to 4.5 dBA and 0.0 to 4.7 dBA for Option B. Based on the significance criteria as shown in Table 5.16-4, two of

the study area roadways segments are shown to experience potentially significant off-site traffic noise increases.

Table 5.16-19
Background (2032) with Project Traffic Noise Level Increase

ID	Road	Segment	Receiving Land Use	Incremental Noise Level Increase (dBA)		Incremental Noise Level Increase (dBA)	
				Option A	Option A	Limit	Project Impact?
1	Beaumont Ave.	n/o Brookside Ave.	Sensitive	0.0	0.0	1	No
2	Beaumont Ave.	s/o Brookside Ave.	Sensitive	0.1	0.1	1	No
3	Beaumont Ave.	n/o Oak Valley Pkwy.	Sensitive	0.1	0.1	1	No
4	Beaumont Ave.	s/o Oak Valley Pkwy.	Non-Sensitive	0.1	0.1	1	No
5	Beaumont Ave.	n/o 1st St.	Non-Sensitive	4.5	4.7	1	**Yes**
6	Beaumont Ave.	s/o 1st St.	Sensitive	4.0	4.2	1	**Yes**
7	Beaumont Ave.	n/o Gilman Springs Rd.	Sensitive	0.9	0.9	1	No
8	California Ave.	s/o 11th St.	Sensitive	1.9	1.9	3	No
9	California Ave.	n/o 4th St.	Sensitive	0.2	0.2	1	No
10	California Ave.	s/o 4th St.	Sensitive	0.4	0.4	1	No
11	California Ave.	s/o 1st St.	Non-Sensitive	0.9	0.9	1	No
12	Pennsylvania Ave.	n/o 1st St.	Non-Sensitive	0.1	0.1	1	No
13	Brookside Ave.	w/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
14	Brookside Ave.	e/o Beaumont Ave.	Non-Sensitive	0.1	0.1	1	No
15	Oak Valley Pkwy.	w/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
16	11th St.	w/o Beaumont Ave.	Non-Sensitive	1.2	1.2	2	No
17	6th St.	e/o Beaumont Ave.	Non-Sensitive	0.1	0.1	1	No
18	1st St.	w/o Pennsylvania Ave.	Non-Sensitive	0.1	0.2	1	No
19	1st St.	e/o Pennsylvania Ave.	Non-Sensitive	0.1	0.1	1	No

Source: Refer to Appendix 11.13.

This finding is consistent with the Beaumont General Plan EIR that determined buildout of the Beaumont General Plan could result in new vehicular traffic that could exceed the FHWA thresholds and substantially increase the ambient noise levels in the City and its Sphere of Influence. The Beaumont General Plan recognizes that increases in noise levels would occur in industrial areas due to truck traffic. The Beaumont General Plan goals and policies, therefore, are focused on protecting noise sensitive receivers from road noise, while encouraging timely and efficient goods movement that

does not significantly contribute to noise in the City. The project is located adjacent to the Truck Priority Network identified in Beaumont General Plan Figure 4.9, *Truck Priority Network*. Truck priority routes within the City include Beaumont Avenue (SR-79), 1st Street, and Pennsylvania Avenue, among others.

In addition, the Beaumont General Plan Noise Element includes a number of policies and implementation programs to reduce traffic-related noise impacts, including Polices 10.1.2 (enforce noise standards), 10.1.3 (protect noise sensitive uses), 10.1.4 (require noise mitigation in the design of new development), 10.1.5 (require to new development to implement measures to normally compatible range), 10.1.8 (promote effective enforcement of federal, State, and City noise standards), 10.2.1 (work with Caltrans and FHA), 10.2.2 (enforce speed limits to reduce noise and enforce truck and bus routes), 10.2.3 (prohibit truck routes through neighborhoods with sensitive receptors), 10.2.4 (reduce roadway noise), 10.2.5 (implement traffic calming measures), 10.2.6 (encourage noise-reducing paving materials), and 10.2.7 (reduce noise generated from City-owned vehicles). Applicable implementation actions include: N2 (requirement for acoustical studies) and N5 (traffic noise assessments). Compliance with the Beaumont General Plan policies and implementation actions would reduce impacts to the furthest extent feasible. Nevertheless, impacts relating to transportation noise would be significant.

To mitigate noise from off-site traffic, the Noise Analysis considered the implementation of noise barriers and rubberized asphalt. Specifically, the proposed project considered the implementation of rubberized asphalt on roadways that would result in potentially significant off-site traffic noise (Roadways 5, 6, and 8); refer to Table 5.16-12 through Table 5.16-19. Implementation of rubberized asphalt can provide noise attenuation of approximately 4 dBA from roadway noise. However, it should be noted that the proposed project's off-site traffic would be primarily comprised of heavy trucks. Noise from heavy trucks would not be reduced from rubberized asphalt as the noise sources from heavy trucks (truck engine and exhaust stack) would be located approximately 11.5 feet above the ground. As such, implementation of rubberized asphalt would only reduce tire/pavement noise associated with automobiles and would not adequately reduce project-generated off-site noise levels below significance thresholds. Thus, implementation of rubberized asphalt is not a feasible mitigation measure.

The Noise Analysis also considered the implementation of off-site noise barriers to reduce traffic noise. Noise barriers would provide a 5 dBA noise reduction by blocking the line of site from the noise source and the receiver. However, as previously discussed, heavy trucks noise sources (truck engine and exhaust stacks) are located approximately 11.5 feet above the ground. As such, the implementation of noise barriers tall enough (11.5 feet) and long enough to reduce impacts along roadways would be infeasible. Additionally, the project applicant cannot construct off-site walls or other features at property owned by other individuals and businesses. As such, construction of noise barriers is infeasible and would not be viable as a proposed mitigation measure.

As such, off-site traffic noise impacts would be significant and unavoidable in this regard.

STATIONARY SOURCES AND OPERATIONAL NOISE

Stationary sources and operational noise associated with the proposed project include cold storage loading dock activities, tractor trailer storage activities, parking lot vehicle movements, roof-top air

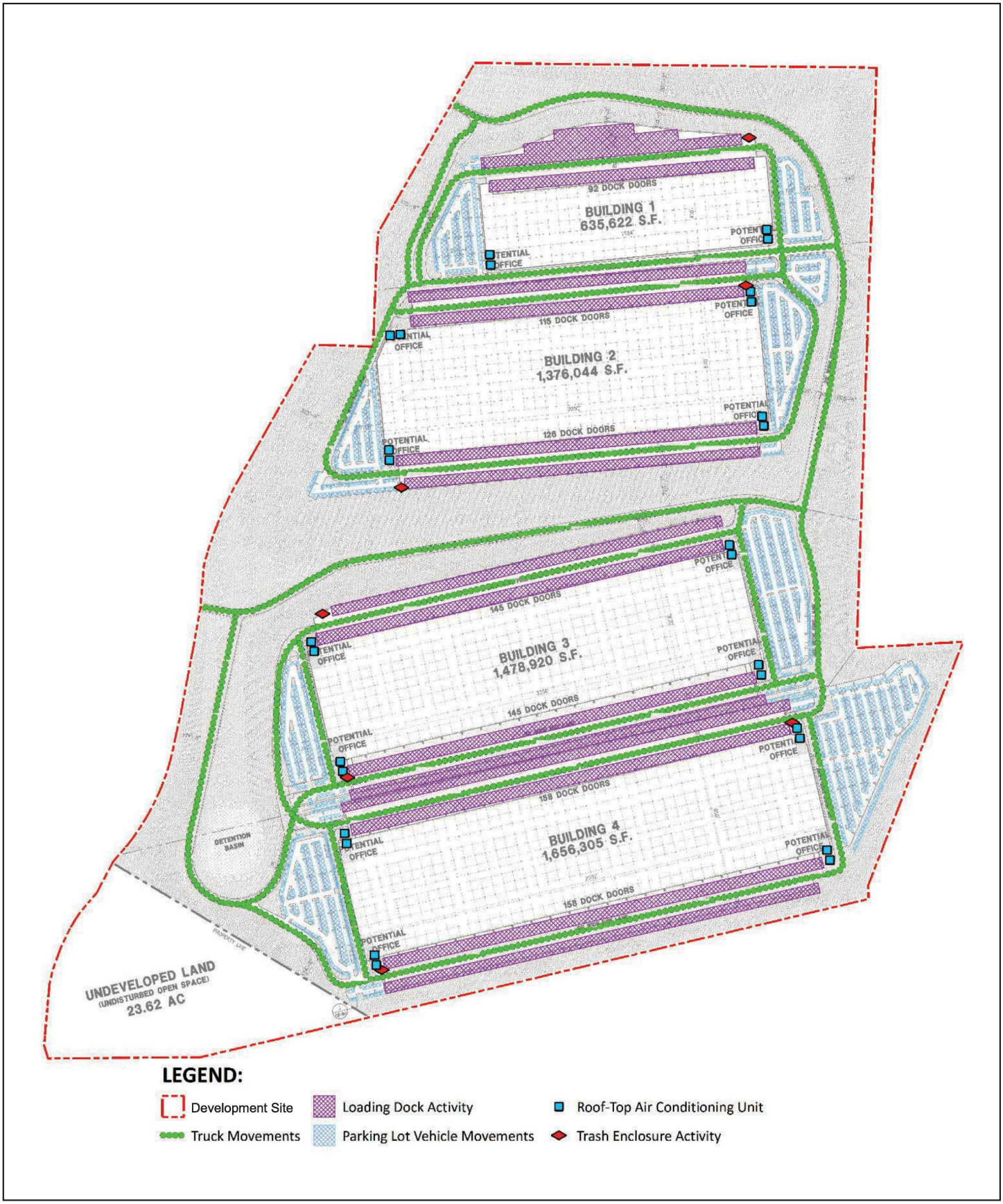
conditioning units, trash enclosure activities, and truck movement. To analyze the proposed project's noise levels from stationary sources and other operational noises, reference noise level measurements were collected from similar types of activities. Table 5.16-20, *Operational and Stationary Source Reference Noise Levels*, details the noise level reference at 50 feet for cold storage loading dock activities, tractor trailer storage activities, parking lot vehicle movements, roof-top air conditioning units, trash enclosure activities, and truck movement.

Table 5.16-20
Operational and Stationary Source Reference Noise Levels

Reference Noise Source	Noise Source Height (feet)	Minute/Hour[1]		Reference Noise Level (dBA L_{eq}) at 50 feet	Sound Power Level (dBA)[2]
		Day	Night		
Cold Storage Loading Dock Activity	8	60	60	65.7	111.5
Tractor Trailer Storage Activity	8	60	60	62.8	103.4
Parking Lot Vehicle Movements	5	60	60	52.6	81.1
Roof-Top Air Conditioning Units	5	39	28	57.2	88.9
Trash Enclosure Activity	5	60	30	57.3	89.0
Truck Movements	8	60	60	59.8	93.2

Source: Refer to Appendix 11.13.

Utilizing the reference noise levels detailed in Table 5.16-20, the noise levels from the proposed project were modeled at seven identified receptors; refer to Exhibit 5.16-2. Noise sources modeled include cold storage loading dock activities, tractor trailer storage activities, parking lot vehicle movements, roof-top air conditioning units, trash enclosure activities, and truck movement. The locations of stationary and operational noise sources modeled in CadnaA were based on the site plan; refer to Exhibit 5.16-5, *Stationary and Operational Noise Source Locations*. Table 5.16-21, *Project Stationary Operational Noise Levels*, displays the project's combined noise levels from all sources during the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.). As shown in Table 5.16-21, daytime operational noise levels at nearby receptors would range from 37.1 to 51.0 dBA L_{eq} and nighttime operational noise levels would range from 36.9 to 51.0 dBA L_{eq}. The variation between daytime and nighttime noise levels are largely due to the duration of noise activities.



Source: Urban Crossroads, December 2024

Michael Baker INTERNATIONAL

NOT TO SCALE

03/2026 • JN 198405

BEAUMONT HEIGHTS BUSINESS CENTRE PROJECT
ENVIRONMENTAL IMPACT REPORT

Stationary and Operational Noise Source Location

Exhibit 5.16-5

Table 5.16-21
Project Stationary Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA L_{eq})[1]						
	R1	R2	R3	R4	R5	R6	R7
Daytime							
Loading Dock Activity	49.8	36.3	41.2	36.1	39.5	42.2	36.2
Parking Lot Vehicle Movements	44.0	25.9	30.5	25.6	31.5	35.8	26.2
Roof-Top Air Conditioning Units	19.6	6.7	23.5	10.3	13.0	14.4	10.3
Trash Enclosure Activity	30.3	24.8	36.6	27.7	28.0	29.0	25.5
Truck Movements	19.5	12.6	16.5	7.6	11.6	14.8	12.8
Total (All Sources)	**51.0**	**37.1**	**43.2**	**37.1**	**40.8**	**43.7**	**37.1**
Nighttime							
Loading Dock Activity	49.8	36.3	41.2	36.1	39.5	42.2	36.2
Parking Lot Vehicle Movements	44.0	25.9	30.5	25.6	31.5	35.8	26.2
Roof-Top Air Conditioning Units	19.6	6.7	23.5	10.3	13.0	14.4	10.3
Trash Enclosure Activity	27.9	22.4	34.2	25.3	25.6	26.6	23.1
Truck Movements	15.5	8.6	12.5	3.6	7.7	10.9	8.8
Total (All Sources)	**51.0**	**36.9**	**42.7**	**36.9**	**40.7**	**43.7**	**36.9**

Notes:
1. Refer to Exhibit 5.16-2 for the location of receptors.

Source: Refer to Appendix 11.13.

To demonstrate compliance with local noise regulations, the stationary operational noise levels are evaluated against exterior noise level thresholds based on the City's exterior noise level standards at the nearest noise-sensitive receiver locations. As shown in Table 5.16-22, *Operational Noise Level Compliance*, operational noise levels associated with the proposed project would not exceed applicable exterior noise standards. It should be noted that the City's exterior noise standards were adjusted to reflect ambient noise conditions nearest to the receiver locations; refer to Table 5.16-2 and Exhibit 5.16-2.

Table 5.16-22
Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA L_{eq})		Noise Level Standards (dBA L_{eq})		Noise Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	51.0	51.0	67.5	65.7	No	No
R2	37.1	36.9	31.5	58.1	No	No
R3	43.2	42.7	56.7	52.1	No	No
R4	37.1	36.9	56.7	52.1	No	No
R5	40.8	40.7	49.6	50.3	No	No
R6	43.7	43.7	67.5	65.7	No	No
R7	37.1	36.9	50.8	41.3	No	No

Notes:
1. Refer to Exhibit 5.16-2 for the location of receptors.
2. Exterior noise level standards were adjusted to reflect the existing ambient noise levels at each receiver location (see Table 5.16-2) per Municipal Code Section 9.02.050[e].

Source: Refer to Appendix 11.13.

In addition to compliance with the adjusted City exterior noise standards, the noise level increase in ambient noise levels due to the proposed project was also analyzed. As shown in Table 5.16-23, *Project Operational Noise Level Increase*, noise sources associated with the daytime and nighttime operation of the proposed project would not result in a 5 dBA L_{eq} increase in the ambient noise levels.

Table 5.16-23
Project Operational Noise Level Increase

Receiver Location	Total Project Operational Noise Level	Measurement Location[2]	Reference Ambient Noise Levels[2]	Combined Project and Ambient Noise Level	Project Increase over Ambient	Increase Criteria[3]	Criteria Exceeded?
Daytime							
R1	51.0	L6	67.5	67.6	0.1	5 dBA	No
R2	37.1	L2	61.7	61.7	0.0	5 dBA	No
R3	43.2	L3	56.7	56.9	0.2	5 dBA	No
R4	37.1	L3	56.7	56.7	0.0	5 dBA	No
R5	40.8	L5	49.6	50.1	0.5	5 dBA	No
R6	43.7	L6	67.5	67.5	0.0	5 dBA	No
R7	37.1	L4	50.8	51.0	0.2	5 dBA	No
Nighttime							
R1	51.0	L6	65.7	65.8	0.1	5 dBA	No
R2	36.9	L2	58.1	58.1	0.0	5 dBA	No
R3	42.7	L3	52.1	52.6	0.5	5 dBA	No
R4	36.9	L3	52.1	52.2	0.1	5 dBA	No
R5	40.7	L5	50.3	50.8	0.5	5 dBA	No
R6	43.7	L6	65.7	65.7	0.0	5 dBA	No
R7	36.9	L4	41.3	42.7	1.4	5 dBA	No

Notes:
1. Refer to Exhibit 5.16-2 for the location of receptors.
2. Refer to Table 5.16-2.
3. Refer to Table 5.16-4.

Source: Refer to Appendix 11.13.

As such, stationary noise sources associated with the proposed project would not exceed the City's applicable exterior noise standards. Impacts would be less than significant in this regard.

Mitigation Measures: No feasible mitigation measures are available.

Level of Significance: Significant and Unavoidable Impact.

VIBRATION IMPACTS

NOI-3 PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS AND STRUCTURES.

Impact Analysis:

CONSTRUCTION

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used, distance to affected sensitive receivers, and soil type. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. It is expected that ground-borne vibration from project construction activities would cause only intermittent, localized intrusion. Table 5.16-24, *Vibration Source Levels for Construction Equipment*, displays the ground vibration levels associated with various types of construction equipment at 25 feet.

Table 5.16-24
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB at 25 feet
Small bulldozer	58
Jackhammer	79
Loaded trucks	86
Loaded trucks	87
Notes: Calculated using the following formula: $L_{VdB}(D) = L_{VdB}(25\ feet_{ref}) - 30\log(D/25)$, where $25\ feet_{ref}$ = the reference VdB at 25 feet and D = distance from the equipment to the receiver	
Source: Refer to Appendix 11.13.	

Table 5.16-25, *Construction Equipment Vibration Levels*, displays the expected construction equipment vibration levels at the nearest receiver locations. Sensitive receptors range from 79 feet to 2,727 feet from future construction activities (project site boundary). As shown in Table 5.16-25 sensitive receptors would experience construction vibration levels ranging from 25.9 to 71.7 VdB. As such, vibration levels at the nearby sensitive receptors would not exceed the maximum vibration threshold of 78 VdB for daytime residential uses as established by the Federal Transit Administration *Transit Noise and Vibration Impact Assessment Manual*. It should be noted that vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating near the project site boundary. As such, impacts associated with construction vibration would be less than significant in this regard.

Table 5.16-25
Construction Equipment Vibration Levels

Receiver Location[1]	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB)[2]					Threshold VdB[3]	Thresholds Exceeded?
		Small Bulldozer	Jack-Hammer	Loaded Tricks	Large Bulldozer	Highest Vibration Levels		
R1	81	72.7	63.7	70.7	71.7	71.7	78	No
R2	1,391	5.6	26.6	33.6	34.6	34.6	78	No
R3	1,332	6.2	27.2	34.2	35.2	35.2	78	No
R4	79	43.0	64.0	71.0	72.0	72.0	78	No
R5	1,384	5.7	26.7	33.7	34.7	34.7	78	No
R6	597	16.7	37.7	44.7	45.7	45.7	78	No
R7	2,727	0.0	17.9	24.9	25.9	25.9	78	No

Notes:
3. Refer to Exhibit 5.16-2 for the location of receivers.
4. Vibration levels were calculated using the reference vibration levels at 25 feet (refer to Table 5.16-24) and distance to receivers.
5. Thresholds per the Federal Transit Administration *Transit Noise and Vibration Impact Assessment Manual.*

Source: Refer to Appendix 11.13.

OPERATIONS

The proposed industrial buildings would not include uses that generate groundborne vibration that could be felt by the nearest sensitive receptors. However, heavy duty trucks associated with project operations would occasionally travel through the surrounding roadways. According to the FTA, it is unusual for vibration from sources, such as buses and trucks, to be perceptible, even in locations close to major roads.[2] As such, it can be reasonably inferred that project operations would not create perceptible vibration impacts to the nearest sensitive receptors. Overall, vibration impacts related to human annoyance and building damage during project operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.16.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of nearby projects; refer to Table 4-1, *Cumulative Project List*.

[2] Federal Transit Administration, *Noise and Vibration Impact Assessment Manual, Section 5.2, Sources of Transit Ground-borne Vibration and Noise*, September 2018.

SHORT-TERM CONSTRUCTION NOISE IMPACTS

- **CONSTRUCTION-RELATED ACTIVITIES WITHIN THE PROJECT AREA COULD RESULT IN SIGNIFICANT TEMPORARY NOISE IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.**

Impact Analysis: Construction activities associated with the proposed project and cumulative projects may overlap, resulting in construction noise in the project vicinity. However, construction noise impacts primarily affect the areas immediately adjacent to the construction site. The closest project to the proposed project would be the Pacific Scene Project (Map No. 49), adjoining the site to the northeast; refer to Table 4-1 and Exhibit 4-1, *Cumulative Projects Map*. Due to the proximity, short-term construction noise impacts related to the Pacific Scene Project would be audible at the sensitive receptors that are potentially affected by the proposed project. However, construction activities at the Pacific Scene Project, and all related projects within the City, would be required to comply with the City's permitted hours of construction, and mitigate their respective construction noise impacts, as required. As the project's construction noise impacts would be less than significant, the project's cumulative impacts in this regard would not be cumulatively considerable. A less-than-significant impact would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

LONG-TERM OPERATIONAL NOISE IMPACTS

- **THE PROPOSED PROJECT COULD RESULT IN A SIGNIFICANT INCREASE IN TRAFFIC AND LONG-TERM STATIONARY AMBIENT NOISE LEVELS.**

Impact Analysis:

MOBILE NOISE

Table 5.16-26, *Cumulative (2045) with Project Traffic Noise Level Increases*, presents the Cumulative (2045) noise levels with and without the proposed project. Cumulative (2045) with Option A would increase noise levels ranging from 0.0 to 5.1 dBA CNEL and 0.0 to 5.3 dBA CNEL for Option B. Based on the significance criteria, two of the land uses adjacent to the study area roadway segments would experience an increase in noise levels that exceeds applicable thresholds.

Table 5.16-27, *Traffic Incremental Noise Level Increase Summary (Option A)*, and Table 5.16-28, *Traffic Incremental Noise Level Increase Summary (Option B),* presents the summary of the cumulative and Option A/Option B noise level increase for each of the study area roadway segments. The cumulative traffic noise analysis describes the future changes in noise levels in comparison to existing baseline noise levels. As shown in Table 5.16-27, the overall increase in off-site traffic noise levels from the Existing (baseline) to Cumulative 2045 with Option A conditions ranges from 0.8 to 9.1 dBA CNEL. The cumulative off-site traffic noise level increases are expected to range from 0.0 to 5.1 dBA CNEL and would exceed the cumulative off-site traffic noise level increase thresholds on two of the study area roadway segments. As shown in Table 5.16-28, the overall increase in off-site traffic noise levels from

the Existing (baseline) to Cumulative 2045 with Option B conditions ranges from 0.8 to 9.1 dBA CNEL. The cumulative off-site traffic noise level increases are expected to range from 0.0 to 5.3 dBA CNEL and would exceed the cumulative off-site traffic noise level increase thresholds on two of the study area roadway segments.

The project's contribution to the future noise level is considered cumulatively considerable. As previously discussed, there are no feasible mitigation measures to reduce overall noise levels from off-site traffic noise associated with the proposed project (heavy trucks). As such, the project's cumulative noise impacts would be significant and unavoidable in this regard.

Table 5.16-26
Cumulative (2045) with Project Traffic Noise Level Increase

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)		Incremental Noise Level Increase Threshold	
				No Project	Project Addition	Limit	Project Impact?
1	Beaumont Ave.	n/o Brookside Ave.	Sensitive	0.0	0.0	1	No
2	Beaumont Ave.	s/o Brookside Ave.	Sensitive	0.1	0.1	1	No
3	Beaumont Ave.	n/o Oak Valley Pkwy.	Sensitive	0.1	0.1	1	No
4	Beaumont Ave.	s/o Oak Valley Pkwy.	Non-Sensitive	0.1	0.1	1	No
5	Beaumont Ave.	n/o 1st St.	Non-Sensitive	5.1	5.3	1	**Yes**
6	Beaumont Ave.	s/o 1st St.	Sensitive	4.4	4.6	1	**Yes**
7	Beaumont Ave.	n/o Gilman Springs Rd.	Sensitive	0.8	0.9	1	No
8	California Ave.	s/o 11th St.	Sensitive	0.8	0.8	2	No
9	California Ave.	n/o 4th St.	Sensitive	0.2	0.2	1	No
10	California Ave.	s/o 4th St.	Sensitive	0.2	0.2	1	No
11	California Ave.	s/o 1st St.	Non-Sensitive	0.5	0.5	1	No
12	Pennsylvania Ave.	n/o 1st St.	Non-Sensitive	0.1	0.1	1	No
13	Brookside Ave.	w/o Beaumont Ave.	Non-Sensitive	0.1	0.1	1	No
14	Brookside Ave.	e/o Beaumont Ave.	Non-Sensitive	0.0	0.0	1	No
15	Oak Valley Pkwy.	w/o Beaumont Ave.	Non-Sensitive	0.1	0.1	1	No
16	11th St.	w/o Beaumont Ave.	Non-Sensitive	0.4	0.4	1	No
17	6th St.	e/o Beaumont Ave.	Non-Sensitive	0.1	0.1	1	No
18	1st St.	w/o Pennsylvania Ave.	Non-Sensitive	0.2	0.2	1	No
19	1st St.	e/o Pennsylvania Ave.	Non-Sensitive	0.1	0.1	1	No

Source: Refer to Appendix 11.13.

Table 5.16-27
Incremental Noise Level Increase Summary (Option A)

ID	Roadway	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA CNEL)					Incremental Noise	
				Existing No Project (a)	Future Without Project (b)	Future With Project (c)	Cumulative Increase (c-a)	Cumulative Contribution (c-b)	Limit	Exceeded?
1	Beaumont Ave.	n/o Brookside Ave.	Sensitive	69.0	69.9	69.9	0.9	0.0	1	No
2	Beaumont Ave.	s/o Brookside Ave.	Sensitive	69.1	70.2	70.3	1.2	0.1	1	No
3	Beaumont Ave.	n/o Oak Valley Pkwy.	Sensitive	70.4	71.8	71.9	1.5	0.1	1	No
4	Beaumont Ave.	s/o Oak Valley Pkwy.	Non-Sensitive	69.6	71.3	71.4	1.8	0.1	1	No
5	Beaumont Ave.	n/o 1st St.	Non-Sensitive	70.5	70.9	76.0	5.5	5.1	1	**Yes**
6	Beaumont Ave.	s/o 1st St.	Sensitive	71.5	72.0	76.4	4.9	4.4	1	**Yes**
7	Beaumont Ave.	n/o Gilman Springs Rd.	Sensitive	72.3	74.3	75.1	2.8	0.8	1	No
8	California Ave.	s/o 11th St.	Sensitive	56.3	64.6	65.4	9.1	0.8	3	No
9	California Ave.	n/o 4th St.	Sensitive	69.1	72.4	72.6	3.5	0.2	1	No
10	California Ave.	s/o 4th St.	Sensitive	68.4	72.1	72.3	3.9	0.2	1	No
11	California Ave.	s/o 1st St.	Non-Sensitive	66.5	70.5	71.0	4.5	0.5	1	No
12	Pennsylvania Ave.	n/o 1st St.	Non-Sensitive	69.4	74.8	74.9	5.5	0.1	1	No
13	Brookside Ave.	w/o Beaumont Ave.	Non-Sensitive	65.5	70.0	70.1	4.6	0.1	1	No
14	Brookside Ave.	e/o Beaumont Ave.	Non-Sensitive	66.7	68.2	68.2	1.5	0.0	1	No
15	Oak Valley Pkwy.	w/o Beaumont Ave.	Non-Sensitive	70.7	72.8	72.9	2.2	0.1	1	No
16	11th St.	w/o Beaumont Ave.	Non-Sensitive	58.4	66.0	66.4	8.0	0.4	3	No
17	6th St.	e/o Beaumont Ave.	Non-Sensitive	69.2	69.9	70.0	0.8	0.1	1	No
18	1st St.	w/o Pennsylvania Ave.	Non-Sensitive	69.0	70.0	70.2	1.2	0.2	1	No
19	1st St.	e/o Pennsylvania Ave.	Non-Sensitive	69.9	72.1	72.2	2.3	0.1	1	No

Source: Refer to Appendix 11.13.

Table 5.16-28
Incremental Noise Level Increase Summary (Option B)

ID	Roadway	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA CNEL)					Incremental Noise	
				Existing No Project (a)	Future Without Project (b)	Future With Project (c)	Cumulative Increase (c-a)	Cumulative Contribution (c-b)	Limit	Exceeded?
1	Beaumont Ave.	n/o Brookside Ave.	Sensitive	69.0	69.9	69.9	0.9	0.0	1	No
2	Beaumont Ave.	s/o Brookside Ave.	Sensitive	69.1	70.2	70.3	1.2	0.1	1	No
3	Beaumont Ave.	n/o Oak Valley Pkwy.	Sensitive	70.4	71.8	71.9	1.5	0.1	1	No
4	Beaumont Ave.	s/o Oak Valley Pkwy.	Non-Sensitive	69.6	71.3	71.4	1.8	0.1	1	No
5	Beaumont Ave.	n/o 1st St.	Non-Sensitive	70.5	70.9	76.2	5.7	5.3	1	**Yes**
6	Beaumont Ave.	s/o 1st St.	Sensitive	71.5	72.0	76.6	5.1	4.6	1	**Yes**
7	Beaumont Ave.	n/o Gilman Springs Rd.	Sensitive	72.3	74.3	75.2	2.9	0.9	1	No
8	California Ave.	s/o 11th St.	Sensitive	56.3	64.6	65.4	9.1	0.8	3	No
9	California Ave.	n/o 4th St.	Sensitive	69.1	72.4	72.6	3.5	0.2	1	No
10	California Ave.	s/o 4th St.	Sensitive	68.4	72.1	72.3	3.9	0.2	1	No
11	California Ave.	s/o 1st St.	Non-Sensitive	66.5	70.5	71.0	4.5	0.5	1	No
12	Pennsylvania Ave.	n/o 1st St.	Non-Sensitive	69.4	74.8	74.9	5.5	0.1	1	No
13	Brookside Ave.	w/o Beaumont Ave.	Non-Sensitive	65.5	70.0	70.1	4.6	0.1	1	No
14	Brookside Ave.	e/o Beaumont Ave.	Non-Sensitive	66.7	68.2	68.2	1.5	0.0	1	No
15	Oak Valley Pkwy.	w/o Beaumont Ave.	Non-Sensitive	70.7	72.8	72.9	2.2	0.1	1	No
16	11th St.	w/o Beaumont Ave.	Non-Sensitive	58.4	66.0	66.4	8.0	0.4	3	No
17	6th St.	e/o Beaumont Ave.	Non-Sensitive	69.2	69.9	70.0	0.8	0.1	1	No
18	1st St.	w/o Pennsylvania Ave.	Non-Sensitive	69.0	70.0	70.2	1.2	0.2	1	No
19	1st St.	e/o Pennsylvania Ave.	Non-Sensitive	69.9	72.1	72.2	2.3	0.1	1	No

Source: Refer to Appendix 11.13.

STATIONARY NOISE

Although cumulative projects have been identified within the project vicinity, noise generated by stationary sources on a given site cannot be quantified due to the speculative nature of each development. Each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. The closest project to the proposed project is the Pacific Scene Project (Map No. 49 on Exhibit 4-1), adjoining the site to the northeast. However, as noted above, the proposed project would not result in significant stationary noise impacts that would significantly affect surrounding sensitive receptors. Thus, the proposed project would not result in cumulatively considerable stationary noise impacts. Impacts in this regard would be less than significant.

Mitigation Measures: No feasible mitigation measures are available.

Level of Significance: Significant and Unavoidable Impact.

VIBRATION IMPACTS

- **PROJECT IMPLEMENTATION COULD RESULT IN SIGNIFICANT VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS AND STRUCTURES.**

Impact Analysis: As stated above, construction activities associated with the proposed project and cumulative projects may overlap. However, cumulative development projects would be required to conduct project-specific analysis to determine potential impacts and implement any required mitigation measures that may be deemed necessary on a project-by-project basis. Despite the potential for overlap, groundborne vibration generated at the project site during construction would not exceed the FTA's 78 VdB threshold. The nearest cumulative project is the Pacific Scene Project, located adjoining the project site to the northeast. Given the distance, construction of Pacific Scene Project may result in vibration overlap. However, the Pacific Scene Project would be required to analyze their own vibration impact and mitigate such impacts if required. As such, no cumulative short- or long-term vibration impacts would occur. Additionally, due to the nature of the proposed project (industrial warehouse) and Pacific Scene Project (residential), operations would not result in long-term vibrations. As such, the project's contribution to cumulative vibration impacts would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less-Than-Significant Impact.

5.16.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed project would result in significant and unavoidable impacts to project-generated off-site traffic noise.

6.0 OTHER CEQA CONSIDERATIONS

6.1 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

Pursuant to *CEQA Guidelines* Section 15126.2(c), the following identifies the significant environmental effects of the proposed project. As detailed in this Draft EIR, project implementation would result in the following significant and unavoidable impacts despite implementation of existing regulations and mitigation measures:

- Air Quality
  - Regional operational emissions
  - Air Quality Management Plan (AQMP) consistency
  - Cumulative air quality impacts
- Greenhouse Gas (GHG) Emissions
  - GHG emissions
  - GHG plan consistency
  - Cumulative GHG emissions
- Noise
  - Off-site mobile traffic noise (Beaumont Ave and First Street)
  - Cumulative off-site mobile traffic noise
- Vehicle Miles Traveled (VMT)
  - Project-level VMT impacts

Overall, the proposed project would result in significant environmental effects due to the construction and operations of an industrial development on a currently vacant, undeveloped site. Project development and subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of development include increased VMT and increased noise from project-related mobile (traffic) sources. Incremental degradation of local and regional air quality and global GHG emissions would also occur due to operational emissions associated with the anticipated industrial uses.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

According to *CEQA Guidelines* Sections 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be 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."*

Construction of the proposed industrial development would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during the construction phase and would continue throughout its operational lifetime. The proposed development would require a commitment of resources including building materials; fuel and operational materials/resources; and transportation of goods and people to and from the project site. 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 include, but are not limited to, 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 in the use of construction vehicles and equipment.

The proposed project would consume resources similar to those currently consumed within the City (e.g., energy resources such as electricity and natural gas as well as petroleum-based fuels required for vehicle trips, fossil fuels, and water). Fossil fuels would represent the primary energy source associated with both construction and ongoing operation, and the existing, finite supplies of these natural resources would be incrementally reduced. Future operations of the proposed industrial development would occur in accordance with California Code of Regulations Title 24 Part 6, *Building Energy Efficiency Standards*, which sets forth conservation practices that would limit energy consumption. Nonetheless, the project's energy requirements represent a long-term commitment of essentially non-renewable resources.

Future construction activities associated with implementation of the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accidental conditions; refer to Section 5.8, *Hazards and Hazardous Materials*. However, demolition, grading, and excavation activities would be subject to established regulatory standards to ensure that hazardous materials releases are minimized. Compliance with the established regulatory framework and implementation of Mitigation Measures HAZ-1 and HAZ-2 would protect against significant and irreversible environmental changes resulting from the accidental release of hazardous materials.

In conclusion, development of the proposed project would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of individual developments. It is noted that the continued use of such resources would be on a relatively small scale in a regional context. Although irreversible environmental changes would result from project implementation, such changes would not be considered significant.

6.3 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires that an EIR analyze a project's growth inducing impacts. Specifically, *CEQA Guidelines* Section 15126.2(e) requires that an EIR:

> *"Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth [a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas]. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."*

In general, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

- Removes an impediment to growth (e.g., establishes an essential public service and provision of new access to an area);
- Fosters economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fosters population growth (e.g., construction of additional housing or employment-generating land uses), either directly or indirectly; or
- Establishes a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing under CEQA. Generally, growth inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

It is noted that while CEQA does require an EIR to "discuss the ways" a project could be growth inducing and "discuss the characteristics of some projects that may encourage…activities that could significantly affect the environment," CEQA does not require an EIR to predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. Answering such questions would require speculation, which CEQA discourages; see *CEQA Guidelines* Section 15145, *Speculation*.

In accordance with the *CEQA Guidelines* and based on the above-listed criteria, the project's potential growth inducing impacts are analyzed below.

IMPACT ANALYSIS

Removal of an Impediment to Growth

The project proposes to annex the majority of the project site (the Development Site and Construction Staging/Earthwork Balance Area, totaling 567.74 acres) from unincorporated Riverside County into the City of Beaumont jurisdiction and construct up to 5,182,891 square feet of industrial use. Given that the project site is currently undeveloped and vacant, the project site is not currently served by essential public services and utilities. The project would increase demands for public services (i.e., fire and police protection, schools, parks and recreational facilities, and libraries) and utility and service systems (i.e., stormwater treatment, water, sanitary sewer, and solid waste). Specifically, infrastructure connections and improvements, including storm drain, water, sanitary sewer, electrical, gas, and telecommunications, are proposed to accommodate the project and would connect to the existing network of utilities and service systems in the area. While the project does not propose new infrastructure improvements that could accommodate future development in addition to the project itself, the project would indirectly remove an impediment to growth by extending the existing network of utilities and service systems to the project area, which could encourage future development in the area.

Nevertheless, it is acknowledged that the project would not remove an impediment to growth through the provision of new access to an area. The site would be accessed via State Route 79, similar to existing conditions and no new off-site roads are proposed that could expand access in the project vicinity.

Economic Growth

As indicated in the Section 5.8, *Population and Housing*, the proposed industrial development would employ up to approximately 6,114 employees. The projected employment growth is anticipated to foster economic expansion by increasing the City's revenue base, the City's business license tax, utility user taxes, property taxes, and sales taxes.

As analyzed in Section 5.8, the proposed project would improve the City's jobs/housing ratio and provide substantial employment opportunities in the City, potentially allowing Beaumont residents to work within the community (rather than commuting to neighboring cities). Further, the increase in employment within the City could indirectly increase demand for economic goods and services that may encourage the creation of new businesses and/or the expansion of existing businesses that address these needs. Overall, economic growth could occur within the project area due to project implementation. Economic growth would generally be considered a beneficial impact to the region.

Population Growth

A project can induce population growth in an area either directly (i.e., by proposing new homes or businesses) or indirectly (i.e., through the extension of roads or other infrastructure). As analyzed in Section 5.8, the project would not result in substantial unplanned direct or indirect population growth. As such, the proposed employment generating land use (i.e., industrial) would not directly or indirectly foster population growth and is not considered growth-inducing in this regard.

Precedent-Setting Action

The proposed project would require the following City discretionary approvals: certification of the EIR, General Plan Amendment, Pre-Zone, Subdivision, and Development Agreement(s). Additionally, the project would require annexation approvals by the Riverside County Local Agency Formation Commission (LAFCO) and Beaumont Cherry Valley Water District; regulatory permits from the California Department of Fish and Wildlife and Regional Water Quality Control Board, and permits from affected utility purveyors, among others; refer to Section 3.5, *Discretionary Approvals*.

These proposed discretionary actions are typical and would not set a precedent that would make it more likely for other projects in the City or unincorporated Riverside County to gain approval for similar applications. For example, a future nonresidential development project in other parts of the City requesting to redesignate or rezone a site would still be required to undergo the same environmental review under CEQA as the proposed project and mitigate potentially significant environmental impacts on a project-level, if applicable. In short, the proposed discretionary approvals outlined above would only entitle land development within the project site. Project approval would not impact the discretionary approval process of other development projects in Beaumont. Implementation of the proposed project would not establish a procedure that would make future annexations, General Plan Amendments, or Pre-Zones easier, and it would be speculative to determine any such effect. As such, the proposed project would not involve a precedent-setting action that could significantly affect the environment.

SUMMARY

In summary, project implementation is considered growth inducing with respect to removing an impediment to growth and fostering economic growth. The project is not considered growth inducing with respect to inducing population growth or developing a precedent-setting action. While the project may have some growth-inducing potential, it is not considered to result in significant unanticipated growth or growth-inducing impacts beyond those already planned.

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7.0 ALTERNATIVES TO THE PROPOSED PROJECT

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.l(a) establishes the need to address alternatives in an Environmental Impact Report (EIR) by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in the *CEQA Guidelines* as follows:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.*[1]

The *CEQA Guidelines* emphasize that the selection of project alternatives be based primarily on the ability to reduce significant effects relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[2] The *CEQA Guidelines* further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.[3]

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. *CEQA Guidelines* Section 15126.6(f)(1) states that:

> *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 ...*

Beyond these factors, *CEQA Guidelines* require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.[4] In addition, *CEQA Guidelines* Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed

1 *CEQA Guidelines Section 15126.6(a).*
2 *CEQA Guidelines Section 15126.6(b).*
3 *CEQA Guidelines Section 15126.6(f).*
4 *CEQA Guidelines Section 15126.6(e)(2).*

project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

Potential environmental impacts associated with the following alternatives are compared to the project's impacts:

- Alternative 1 – No Project/No Development Alternative;
- Alternative 2 – Reduced Intensity Alternative; and
- Alternative 3 – Industrial/Urban Village Alternative.

These alternatives were selected based on their potential to implement certain components of the project, to accomplish some or most of the basic objectives of the project and avoid or substantially lessen one or more of the proposed project's significant effects. For example, the No Project/No Development Alternative is considered to enable the decision-makers to compare the impacts of approving the project with the impacts of not approving the project. Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issue area, as examined in Section 5.1, *Land Use and Planning*, through Section 5.16, *Noise*, of this Draft EIR. In this manner, each alternative can be compared to the project on an issue-by-issue basis. A table is included at the end of this section that provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the project. This section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Among the factors used to eliminate alternatives from detailed consideration include failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. Section 7.7, *"Environmentally Superior" Alternative*, identifies the "environmentally superior" alternative, as required by the *CEQA Guidelines*.

7.1 SUMMARY OF PROJECT OBJECTIVES

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. Below is a summary of the project objectives, as provided in Section 3.4, *Goals and Objectives*.

1. Consistent with the General Plan, provide employment-generating uses to enhance economic growth and development in the City while diversifying the City's job base.

2. Encourage fiscal performance within the City that provides fiscal and economic resiliency to the City.

3. Implement infrastructure improvements within the City's SOI to encourage future development.

4. Locate new employment-generating development in undeveloped areas of the City's SOI near major transportation corridors to ensure connectivity with existing uses, services, and infrastructure.

5. Ensure complementary aesthetics of new development with the natural environment through proper site design, building height, building materials, colors, and landscaping.

6. Ensure new development considers compatibility with sensitive users and incorporates project features that reduce potential environmental impacts to adjacent uses.

7. Implement new light industrial uses, providing local and regional construction employment opportunities.

7.2 SUMMARY OF SIGNIFICANT IMPACTS

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As detailed in Section 5.1 through Section 5.16 of this Draft EIR, project implementation would result in the following significant and unavoidable impacts despite implementation of existing regulations and mitigation measures:

- Air Quality
  - Regional operational emissions
  - Air Quality Management Plan (AQMP) consistency
  - Cumulative air quality impacts
- Greenhouse Gas (GHG) Emissions
  - GHG emissions
  - GHG plan consistency
  - Cumulative GHG emissions
- Noise
  - Off-site mobile traffic noise (Beaumont Avenue and 1st Street)
  - Cumulative off-site mobile traffic noise
- Vehicle Miles Traveled (VMT)
  - Project-level VMT impacts

7.3 ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with *CEQA Guidelines* Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to *CEQA Guidelines*, among the factors that may be used to eliminate alternatives from

detailed consideration are the alternative's failures to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts.

7.3.1 ALTERNATIVE SITE ALTERNATIVE

CEQA requires a discussion of alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is evaluating whether any of the significant effects of the project would be avoided or substantially lessened by developing the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (*CEQA Guidelines* Section 15126[5][B][1]). In general, the proposed industrial development would have similar significant and unavoidable impacts related to construction and operational air quality and greenhouse gas (GHG) emissions, off-site mobile noise, and VMT regardless of where it is constructed within the City. Similarly, potential impacts related to energy, population and housing, public services, recreation, and utilities and service systems would also generally be similar regardless of where it is developed within Beaumont. Without a site-specific analysis, impacts on aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology/water quality, land use and planning, and wildfire cannot be adequately evaluated. Additionally, the project applicant does not currently own a comparable alternative site within the City to develop the project. Due to the lack of a viable and comparable site within the City that would allow for the development of the project in a manner that would avoid or substantially lessen the project's significant and unavoidable impacts while achieving the majority of the project objectives, an alternative site alternative has been eliminated from further consideration.

7.3.2 COUNTY EXISTING GENERAL PLAN ALTERNATIVE

The County Existing General Plan Alternative was developed to contemplate an alternative that develops the project site based on existing County land use designations. This alternative assumes no annexation occurs and the site remains within unincorporated Riverside County. Additionally, no General Plan Amendment or Pre-Zone would be required. The site is currently designated Rural Community – Estate Density Residential (RC-EDR) and Rural Mountainous (RM). The RC-EDR land use designation provides for the development of detached single-family residential dwelling units and ancillary structures on large parcels with a density ranging from one dwelling unit per two acres to one dwelling unit per five acres. The RM land use designation allows single-family residential uses and limited animal-keeping and agricultural uses with a maximum residential density of one dwelling unit per 10 acres. While this alternative would generally reduce environmental impacts in comparison to the proposed project given the substantial decrease in development intensity, this alternative would not meet most of the project objectives given that only rural, low-density residential development would be permitted. Specifically, no employment-generating uses would be developed that could improve the City's fiscal and economic resiliency (Objectives No. 1 and 2). Additionally, no expanded infrastructure would be installed to encourage future development in the City's Sphere of Influence (SOI) (Objective No. 3) nor would new employment-generating uses be developed in the City's SOI near major transportation corridors (Objective No. 4). Thus, this alternative was considered but rejected from additional analysis.

7.3.3 CITY EXISTING GENERAL PLAN ALTERNATIVE

The City Existing General Plan Alternative contemplates an alternative that develops the project site based on the site's existing City land use designations. Therefore, this alternative assumes the proposed annexation, General Plan Amendment, and Pre-Zone would still occur. Additionally, based on the Beaumont General Plan, the northern portion of the project site is within the SR-79 East Planning Subarea. The vision for the SR-79 East Planning Subarea within the Beaumont General Plan is to take advantage of transportation access provided by SR-79 by planning for more intensive development along SR-79. Specifically, the subarea is envisioned for the City's second Urban Village and additional high density residential uses. The site's current City land use designations include Urban Village (UV), High Density Residential (HDR), Rural Residential 40 (RR40), and Open Space (OS). The UV designation allows for a variety of specialized land uses, including a regional serving commercial, higher density residential development, educational uses and abundant open space and recreation amenities (12-24 dwelling units per acre; maximum 1.0 floor area ratio [FAR]). The HDR designation accommodated multi-family developments with neighborhood commercial in specified locations (12-30 dwelling units per acre; maximum 0.35 FAR). The RR40 designation accommodates single-family detached homes on 40-acre lots in rural mountainous settings (minimum 40-acre lots). Last, the OS designation allows for passive and active parks, trails, golf courses, community centers, supportive maintenance sheds, etc.

While the City Existing General Plan Alternative could reduce environmental impacts in comparison to the proposed project, this alternative would not meet most of the project objectives to the extent of the proposed project. Specifically, while the UV designated areas would allow employment generating uses (i.e., regional serving commercial use), the remainder of the site designated HDR, RR40, and OS would not allow for any major employment generating uses. Thus, this alternative would not meet the project objectives related to enhancing the City's economic growth, fiscal performance, and economic resiliency to the extent of the proposed project (Objectives No. 1 and 2). Additionally, expanded infrastructure could be installed to encourage future development in the City's Sphere of Influence (SOI) (Objective No. 3) and could encourage new employment-generating uses be developed in the City's SOI near major transportation corridors (Objective No. 4); however, not to the extent of the proposed project. Thus, this alternative was considered but rejected from additional analysis.

7.4 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

In accordance with the *CEQA Guidelines*, "the no project analysis shall discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[5] The *CEQA Guidelines* continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."[6] The No Project/No Development Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation was published on May 8, 2024. The No Project scenario is described

5 *CEQA Guidelines Section 15126.6(e)(2).*
6 *CEQA Guidelines Section 15126.6(e)(3)(B).*

and analyzed to enable the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

DESCRIPTION

Under the No Project/No Development Alternative, the proposed annexation and industrial development would not be implemented. Additionally, no off-site transportation and utility improvements would be installed. Similar to existing conditions, the site would remain vacant and undeveloped and remain within the City's SOI and County's jurisdiction.

The following discussion evaluates the potential environmental impacts associated with the No Project/No Development Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

The proposed project would result in less-than-significant impacts with regards to land use and planning and would be consistent with applicable land use planning policies, including the Beaumont General Plan, Municipal Code, and the Southern California Association of Governments' (SCAG) *Connect SoCal: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS). The No Project/No Development Alternative assumes no annexation occurs and the site remains within unincorporated Riverside County. Additionally, no City discretionary approvals required of the project (i.e., General Plan Amendment and Pre-Zone) would be required. Future development on-site would be subject to the permitted uses and development standards under the existing County land use designations of RC-EDR and RM, and W-2 zone. Overall, this alternative would be consistent with applicable land use planning policies and would not require changes to existing land use designations and zoning. No impacts would occur and this alternative would be environmentally superior to the proposed project.

Aesthetics/Light and Glare

The No Project/No Development Alternative would not result in any new development compared to the proposed project. Therefore, the site would remain primarily undeveloped, and no aesthetic impacts related to new construction or operational activities would occur under this alternative. Additionally, future development on the site would be subject to the permitted uses and development standards consistent with the existing County land use designations of RC-EDR and RM, and the County's W-2 zone, and as such could be more visually compatible with surrounding uses than the proposed project. Therefore, no impacts would occur and the No Project/No Development Alternative would be environmentally superior compared to the proposed project.

Biological Resources

The proposed project would result in less-than-significant impacts related to biological resources following implementation of mitigation measures. No development would occur under the No Project/No Development Alternative, and therefore, no impacts would occur to biological resources

in the project area. Therefore, this alternative would be environmentally superior compared to the proposed project.

Tribal and Cultural Resources

The proposed project would result in less-than-significant impacts related to tribal and cultural resources following implementation of mitigation measures. No development would occur under the No Project/No Development Alternative, and as such, there would be no potential to uncover or adversely impact any known or unknown tribal or cultural resources in the project area. No impacts would occur and this alternative would be environmentally superior compared to the proposed project.

Geology and Soils

The No Project/No Development Alternative would not result in any new development. Thus, this alternative would not introduce structures or people to existing geologic and seismic hazards on-site. Additionally, the No Project/No Development Alternative would not result in any construction activities that could impact previously undiscovered paleontological resources. As such, no impacts would occur and this alternative would be environmentally superior to the proposed project.

Hydrology and Water Quality

The No Project/No Development Alternative would not result in any new development. Thus, no new construction or operational activities would impact existing hydrologic and water quality conditions in the project area. No impacts would occur and this alternative would be environmentally superior.

Hazards and Hazardous Materials

No new development would occur under the No Project/No Development Alternative compared to the proposed project. Thus, the potential to expose workers and the public to hazards and hazardous materials during construction activities would not occur. In addition, given that no development would occur, the No Project/No Development Alternative would not result in the increase in handling of hazardous materials, potential for accidental conditions, or an increase in the transport of hazardous materials. As such, no impacts would occur and this alternative would be environmentally superior to the proposed project.

Population and Housing

The proposed project would provide employment-generating industrial uses, which would improve the City's jobs/housing balance; it is anticipated that the project would result in approximately 6,114 additional employees in the City and would not result in substantial unplanned direct or indirect population growth. As discussed, no new development would occur under the No Project/No Development Alternative. Thus, while no new employment-generating uses would be introduced into the project area, no impacts would occur and this alternative would be neither environmentally superior nor inferior to the proposed project.

Public Services and Recreation

No new development would occur under this alternative compared to the proposed project. Thus, this alternative would not increase demands for public services or recreation compared to existing conditions. As such, no impacts would occur and the No Project/No Development Alternative would be environmentally superior to the proposed project.

Utilities and Service Systems

No new development would occur under this alternative compared to the proposed project. Thus, this alternative would not increase water demands, wastewater generation, stormwater conveyance demands, solid waste generation, and dry utility demands compared to existing conditions. As such, no impacts would occur and the No Project/No Development Alternative would be environmentally superior to the proposed project.

Wildfire

The project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ). No development would occur under this alternative, and thus no construction or operational activities would exacerbate existing wildfire risks or impair an adopted emergency response or evacuation plan. No impact would occur in this regard. However, the proposed fire reduction design features, including fire-resistant buildings, fuel modification zones, hardscape and landscaping improvements, and detention basins, would not be implemented. These project features would reduce wildfire risk on-site and in the project area compared to exiting conditions (i.e., heavy chaparral and grasses). Given that none of these fire reduction measures would be implemented, the No Project/No Development Alternative would be environmentally inferior to the proposed project.

Transportation

No new development would occur under the No Project/No Development Alternative compared to the proposed project. Thus, no transportation impacts related to a potential conflict with a program plan, ordinance or policy addressing the circulation system, VMT, hazard due to a geometric design feature or incompatible use, or inadequate emergency access would occur. The proposed project would result in significant and unavoidable impacts related to VMT, and the No Project/No Development Alternative would eliminate this significant and unavoidable impact. Thus, no impact would occur and this alternative would be environmentally superior to the proposed project.

Air Quality

Under the No Project/No Development Alternative, no new development would occur and the project site would maintain its existing County land use designations of RC-EDR and RM, and W-2 zoning. Thus, no short-term construction or long-term operational air quality emissions would be generated. The proposed project would result in significant and unavoidable impacts related to regional operational emissions, Air Quality Management Plan (AQMP) consistency, and cumulative air quality impacts due to project trip generation, while the No Project/No Development Alternative would eliminate these significant and unavoidable impacts. No impact would occur and this alternative would be environmentally superior to the proposed project.

Greenhouse Gas Emissions

Given that no new development would occur on-site and the project site would maintain its existing County land use designations of RC-EDR and RM, and W-2 zoning, no construction or operational GHG emissions would be generated. The proposed project would result in significant and unavoidable impacts related to GHG emissions and GHG plan consistency, while the No Project/No Development Alternative would eliminate these significant and unavoidable impacts. As such, no impact would occur and this alternative would be environmentally superior to the proposed project.

Energy

No new development would occur under the No Project/No Development Alternative compared to the proposed project. Thus, no new impacts would occur from project-generated energy usage related to electricity and natural gas consumption. The No Project/No Development Alternative would be environmentally superior to the proposed project.

Noise

As discussed, the No Project/No Development Alternative would result in no new development within the project area. Thus, no new construction or operational noise or vibration impacts would occur. The proposed project would result in significant and unavoidable impacts related to off-site mobile traffic noise, while the No Project/No Development Alternative would eliminate this significant and unavoidable impact. As such, no impact would occur and the No Project/No Development Alternative would be environmentally superior to the proposed project.

RELATIONSHIP TO THE PROJECT OBJECTIVES

As detailed in Table 7-1, *No Project/No Development Alternative and Project Objectives*, the No Project/No Development Alternative would not achieve any of the project's basic objectives.

Table 7-1
No Project/No Development Alternative and Project Objectives

Project Objective	Discussion
1. Consistent with the General Plan, provide employment-generating uses to enhance economic growth and development in the City while diversifying the City's job base.	As no new development would occur under this alternative, none of the project objectives would be achieved. No employment-generating uses would be constructed, and as a result the City's job base, economic resiliency, and fiscal performance would not be supported or improved upon. The project site would not be annexed into the City, and therefore connectivity between the City's SOI/undeveloped areas and existing infrastructure and uses would not occur. Future development would not be encouraged due to this alternative, and the opportunity to introduce new, compatible, and complementary uses would not occur.
2. Encourage fiscal performance within the City that provides fiscal and economic resiliency to the City.	
3. Implement infrastructure improvements within the City's SOI to encourage future development.	

Project Objective	Discussion
4. Locate new employment-generating development in undeveloped areas of the City's SOI near major transportation corridors to ensure connectivity with existing uses, services, and infrastructure.	
5. Ensure complementary aesthetics of new development with the natural environment through proper site design, building height, building materials, colors, and landscaping.	
6. Ensure new development considers compatibility with sensitive users and incorporates project features that reduce potential environmental impacts to adjacent uses.	
7. Implement new light industrial uses, providing local and regional construction employment opportunities.	

7.5 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would reduce building intensity on the Development Site by 30 percent for a maximum buildout of 3,628,024 square feet of industrial warehouse space (i.e., 30 percent reduction from the proposed project's maximum buildout of 5,182,891 square feet). The proposed buildings would be proportionately reduced, including warehouse/office space square footages and dock doors. Provided vehicular and trailer parking spaces would also be proportionally reduced while maintaining consistency with the City's minimum parking standards. Nevertheless, mass grading of the entire Development Site would still occur. All on- and off-site circulation and utility improvements proposed by the project would remain the same. The proposed annexation would also similarly occur. This alternative was selected for further analysis to determine whether reducing building intensity would result in a substantial reduction or elimination of the project's significant and unavoidable air quality, GHG, noise, and/or VMT impacts. Similar to the proposed project, the Reduced Density Alternative would require the following City discretionary approvals: General Plan Amendment, Pre-Zone, Subdivision, and Development Agreement(s).

The following discussion evaluates the potential environmental impacts associated with the Reduced Intensity Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

Similar to the proposed project, the Reduced Intensity Alternative would require the same discretionary approvals, including a General Plan Amendment, Pre-Zone, Subdivision, and Development Agreement(s). While the overall intensity of the proposed development would be reduced under this alternative, the proposed industrial uses are the same, and therefore land use impacts would be similar to the proposed project. As such, impacts would be less than significant and

this alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Aesthetics/Light and Glare

The Reduced Intensity Alternative would reduce overall intensity of the proposed development. Specifically, this alternative would provide 30 percent less building square footage, with building massing proportionately reduced. The aesthetic character of the industrial development under this alternative would remain similar, as architectural and building features and light and glare impacts would be similar to the proposed project. Maximum building heights under this alternative are anticipated to be the same as the proposed project (50 feet) to accommodate operational requirements of end users. Additionally, this alternative would be required to comply with the same applicable Municipal Code requirements governing scenic quality and light and glare, as well as the development standards of the Manufacturing (M) zone. Overall, impacts would be less than significant and, as the development and associated building massing would be reduced, the Reduced Intensity Alternative would be environmentally superior to the proposed project.

Biological Resources

The Reduced Intensity Alternative would require mass grading of the entire Development Site and thus, involve the same ground-disturbing activities as the proposed project. Therefore, this alternative would have similar impacts on species covered by the *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP), including impacts to Crotch's bumble bee, burrowing owls, nesting birds, and roosting bats. Such activities, including site grading and vegetation clearing, would also impact waters under the jurisdiction of the California Department of Fish and Wildlife (CDFW) and Regional Water Quality Control Board (RWQCB). However, implementation of all project mitigation measures would also reduce the alternative's impacts to less than significant levels. During operation, this alternative would permit industrial uses similar to the proposed project, and as such has the same potential to impact the MSHCP and jurisdictional waters as the proposed project. However, implementation of project mitigation measures, including payment of MSHCP development fees, would reduce such impacts to less than significant levels. Therefore, this alternative would be neither environmentally superior nor inferior.

Tribal and Cultural Resources

The Reduced Intensity Alternative would involve the same ground-disturbing activities as the proposed project and would therefore have the same potential to impact tribal and cultural resources. As three of the identified 16 cultural resources identified on-site are considered eligible for the California Register of Historical Resources and are considered potential historical resources for the purposes of CEQA, this alternative would require the same mitigation measures as the proposed project in order to reduce impacts to less than significant levels, and therefore this alternative would be neither environmentally superior nor inferior.

Geology and Soils

Compared to the proposed project, development of the Reduced Intensity Alternative has the same potential to encounter potentially significant hazards on-site related to liquefaction, lateral spreading,

subsidence, and collapsable soils, and would require similar mitigation to reduce such impacts. As the same industrial uses would be permitted, operational impacts of this alternative would not differ from the proposed project. While reduced intensity may result in a smaller building footprint, mass grading of the entire Development Site would still be required and thus, there would be similar potential to impact previously undiscovered paleontological resources within the project area. Implementation of mitigation measures would ensure that impacts related to paleontological resources would be reduced to less than significant levels, similar to the proposed project. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hydrology and Water Quality

Similar to the proposed project, this alternative would introduce new industrial structures on previously undeveloped land, thereby increasing impervious surfaces on-site compared to existing conditions, as well as potentially altering site drainage. The Reduced Intensity Alternative would require mass grading of the entire Development Site and thus, involve the same ground-disturbing activities as the proposed project. Development under the Reduced Intensity Alternative would be required to mitigate specific hydrologic impacts pursuant to all applicable federal, State, and local stormwater regulations and requirements, including the National Pollutant Discharge Elimination System (NPDES) and Municipal Separate Storm System (MS4) permits requirements (i.e., preparing and implementing a project-specific Storm Water Pollution Prevention Plan [SWPPP], Water Quality Management Plan [WQMP], and associated best management practices [BMPs] and/or low impact development [LID] features). Upon compliance, the Reduced Intensity Alternative would not result in violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality, similar to the proposed project. Impacts would be less than significant and the Reduced Intensity Alternative would be neither environmentally superior nor inferior.

Hazards and Hazardous Materials

Construction of the Reduced Intensity Alternative would have the same potential to expose workers to hazards involving asbestos containing materials (ACMs) and/or lead based paints (LBPs) as the proposed project; compliance with existing regulations related to ACMs and LBPs would reduce potential impacts in this regard to a less than significant level. Similar industrial uses would be permitted under the proposed project and this alternative. Therefore, impacts related to hazards and hazardous materials would be similar under both scenarios and result in less-than-significant impacts following implementation of mitigation related to construction traffic management. This alternative would be neither environmentally superior nor inferior.

Population and Housing

The proposed project would introduce up to 5,182,891 square feet of industrial use, which would result in up to 6,114 additional employees in the City. In comparison, the Reduced Intensity Alternative would introduce up to 3,628,024 square feet of industrial use, which is approximately 30 percent less than the proposed project buildout and would therefore create proportionally fewer jobs (approximately 4,279 jobs). As project growth was determined to be within General Plan EIR buildout assumptions for the 2040 buildout year at the City level, and within SCAG's 2050 growth forecasts for the County, it is therefore not considered unplanned growth; similarly, the growth anticipated by the Reduced Intensity Alternative would be within those projections as well. While both the proposed

project and the alternative would improve the City's existing jobs/housing balance of 1.23 (23,700 jobs/19,199 dwelling units) to 1.55 (29,814 jobs/19,199 dwelling units) and 1.46 (27,979 jobs/19,199 dwelling units), respectively, this alternative would not provide as many jobs as the proposed project; however, both would still result in less-than-significant impacts related to population growth. As such, the Reduced Intensity Alternative would be neither environmentally superior nor inferior.

Public Services and Recreation

Similar industrial uses would be permitted under the Reduced Intensity Alternative compared to the proposed project. However, with a reduced development intensity and less employees on-site, potential impacts related to public services and recreation would be slightly reduced. This alternative would also be required to pay its fair share of development fee payments; these fees fund the enhancement of facilities such as, but not limited to, fire and police protection facilities, parks, public facilities, and schools. As such, impacts would be less than significant and this alternative would be environmentally superior.

Utilities and Service Systems

Given the reduction in development intensity, this alternative would generate proportionally less wastewater, water demand, solid waste, and electricity and gas demands. Thus, impacts would be less than significant and this alternative would be environmentally superior to the proposed project.

Wildfire

The project site is located within a VHFHSZ. The same industrial uses would be permitted under the alternative as the proposed project. In addition, the Reduced Intensity Alternative would require mass grading of the entire Development Site and thus, involve the same ground-disturbing activities as the proposed project. Similar fire reduction project design features, including fire-resistant buildings, fuel modification zones, hardscape and landscaping improvements, and detention basins, would be implemented under this alternative. Therefore, impacts related to wildfire would be similar under both scenarios and result in less-than-significant impacts following implementation of mitigation related to construction traffic management. This alternative would be neither environmentally superior nor inferior.

Transportation

According to the *Beaumont Heights Business Center Vehicle Miles Traveled (VMT) CEQA Alternatives Assessment* (VMT Alternatives Memo), prepared by Urban Crossroads, dated December 18, 2025, and included as part of Appendix 11.15, *Alternatives Analysis Memos*, the Reduced Intensity Alternative would result in a net reduction in trip generation of approximately 4,914 trips per day, including 571 fewer truck trips in comparison to the proposed project. Similar to the proposed project, the Reduced Intensity Alternative is a speculative industrial development, and as such, the same two tenant use options (Tenant Use Option A and Tenant Use Option B) were considered. Option A is based on a trip length of 94.48 miles and Option B is based on a trip length of 95.70 miles. As discussed in the VMT Alternatives Memo, estimated VMT for Option A under the Reduced Intensity Alternative would be approximately 378,180 VMT, and estimated VMT under Option B would be approximately 394,564. As such, the Reduced Intensity Alternative would result in higher average weekday VMT

than the proposed project (approximately 295,552 VMT for Option A and approximately 312,311 VMT for Option B). Impacts would similarly be significant and unavoidable. Thus, this alternative would be environmentally inferior.

Air Quality

According to the *Beaumont Heights Business Center AQ, GHG, & HRA CEQA Alternatives Assessment* (AQ/GHG/HRA Alternatives Memo), prepared by Urban Crossroads, dated December 18, 2025, and included as part of Appendix 11.15, the Reduced Intensity Alternative would result in a net reduction in trip generation of approximately 4,914 trips per day, including 571 fewer truck trips in comparison to the proposed project. As such, the Reduced Intensity Alternative would result in lower Diesel Particulate Matter (DPM) emissions and therefore lower cancer and non-cancer health risks for nearby residents, workers, and schoolchildren than the proposed project.

As mentioned, the project includes two tenant use options (Tenant Use Option A and Tenant Use Option B) that have been evaluated to determine a range of impacts that could occur based on different truck trip lengths. Option A is based on a trip length of 94.48 miles and Option B is based on a trip length of 95.70 miles, and both would affect the Mobile Source Category for operational air quality emissions. Based on the AQ/GHG/HRA Alternatives Memo, for both Options A and B, the Reduced Intensity Alternative would exceed the numerical thresholds of significance for emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_X), carbon monoxide (CO), particulate matter (PM_{10}), and $PM_{2.5}$ during both the summer and winter season, similar to the proposed project; refer to Table 7-2, *Reduced Intensity Alternative – Total Regional Operational Emissions (Option A)*, and Table 7-3, *Reduced Intensity Alternative – Total Regional Operational Emissions (Option B)*.

Table 7-2
Reduced Intensity Alternative – Total Regional Operational Emissions (Option A)

Source	Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	41.91	270.39	667.35	4.39	290.50	78.83
Area Source	114.20	1.33	157.79	0.01	0.28	0.21
Stationary Source	1.97	5.50	5.02	0.01	0.29	0.29
On-Site Equipment	1.64	5.25	230.23	0.00	0.41	0.38
Total Maximum Daily Emission	**159.72**	**282.48**	**1,060.39**	**4.41**	**291.49**	**79.71**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Winter						
Mobile Source	40.48	283.78	545.78	4.27	290.51	78.83
Area Source	88.27	0.00	0.00	0.00	0.00	0.00
Stationary Source	1.97	5.50	5.02	0.01	0.29	0.29
On-Site Equipment	1.64	5.25	230.23	0.00	0.41	0.38
Total Maximum Daily Emission	**132.36**	**294.54**	**781.03**	**4.28**	**291.21**	**79.50**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Refer to Appendix 11.15.

Table 7-3
Reduced Intensity Alternative – Total Regional Operational Emissions (Option B)

Source	Emissions (pounds per day)					
	VOC	NOX	CO	SOX	PM10	PM2.5
Summer						
Mobile Source	43.52	287.05	688.45	4.57	304.47	82.80
Area Source	114.20	1.33	157.79	0.01	0.28	0.21
Stationary Source	19.56	84.18	49.88	0.09	2.88	2.88
On-Site Equipment	1.64	5.25	230.23	0.00	0.41	0.38
TRU Source	46.35	38.68	5.92	0.00	0.43	0.40
Total Maximum Daily Emission	**225.27**	**416.49**	**1,132.27**	**4.67**	**308.47**	**86.67**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Winter						
Mobile Source	42.07	301.19	564.56	4.44	304.47	82.81
Area Source	88.27	0.00	0.00	0.00	0.00	0.00
Stationary Source	19.56	84.18	49.88	0.09	2.88	2.88
On-Site Equipment	1.64	5.25	230.23	0.00	0.41	0.38
TRU Source	46.35	38.68	5.92	0.00	0.43	0.40
Total Maximum Daily Emission	**197.89**	**429.30**	**850.59**	**4.54**	**308.19**	**86.46**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Refer to Appendix 11.15.

Overall, although this alternative would be environmentally superior due to lower DPM emissions and associated health risks, the significant and unavoidable impacts identified under the proposed project would remain.

Greenhouse Gas Emissions

As described above in the Transportation and Air Quality analyses, the Reduced Intensity Alternative would result in fewer daily trips, including truck trips, and was modeled using Options A and B for different truck trip lengths. For Option A, the proposed project was determined to result in approximately 102,164.45 metric tons carbon dioxide equivalent ($MTCO_2e$) per year, which would exceed the significance threshold of 3,000 $MTCO_2e$ per year. As discussed in the AQ/GHG/HRA Alternatives Memo, for Option A, the Reduced Intensity Alternative would also exceed the significance threshold of 3,000 $MTCO_2e$ per year but would only result in approximately 71,750.72 $MTCO_2e$ per year; refer to Table 7-4, *Reduced Intensity Alternative – GHG Emissions (Option A)*.

Table 7-4
Reduced Intensity Alternative – GHG Emissions (Option A)

Source	Emissions (metric tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	507.73	0.01	0.02	0.26	515.77
Mobile Source	64,973.44	1.22	6.89	51.55	67,109.71
Area Source	73.58	0.00	0.00	0.00	73.84
Energy Source	2,219.93	0.28	0.03	0.00	2,237.10
Water Source	49.08	0.44	0.01	0.00	63.49
Waste Source	304.30	30.41	0.00	0.00	1,064.63
Stationary Source	22.85	0.00	0.00	0.00	22.92
On-Site Equipment	0.00	0.00	0.00	0.00	663.25
Total CO_2e (All Sources)	**71,750.72**				

Source: Refer to Appendix 11.15.

For Option B, the proposed project was determined to result in approximately 111,854.08 $MTCO_2e$ per year, which would exceed the significance threshold of 3,000 $MTCO_2e$ per year. For Option B, the Reduced Intensity Alternative would also exceed the significance threshold of 3,000 $MTCO_2e$ per year but would only result in approximately 78,594.90 $MTCO_2e$ per year; refer to Table 7-5, *Reduced Intensity Alternative – GHG Emissions (Option B)*.

Table 7-5
Reduced Intensity Alternative – GHG Emissions (Option B)

Source	Emissions (metric tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	507.73	0.01	0.02	0.26	515.77
Mobile Source	68,465.32	1.27	7.22	57.21	70,704.83
Area Source	73.58	0.00	0.00	0.00	73.84
Energy Source	3,649.73	0.46	0.06	0.00	3,677.95
Water Source	49.08	0.44	0.01	0.00	63.49
Waste Source	304.30	30.41	0.00	0.00	1,064.63
Stationary Source	226.96	0.01	0.00	0.00	227.71
On-Site Equipment	0.00	0.00	0.00	0.00	663.25
TRU Source	0.00	0.00	0.00	0.00	1,485.29
Total CO_2e (All Sources)	**78,594.90**				

Source: Refer to Appendix 11.15.

As such, this alternative would be environmentally superior; however, the significant and unavoidable impact identified under the proposed project would remain.

Energy

Given the reduction in development intensity, this alternative would consume proportionally less energy from natural gas and electricity sources. Thus, impacts would be less than significant and this alternative would be environmentally superior to the proposed project.

Noise

Given the reduction in building intensity, this alternative would involve a shorter construction period and thus would result in less construction noise than the proposed project. As discussed in the Transportation analysis, the Reduced Intensity Alternative would result in a net reduction in vehicle trip generation, including truck trips. As such, this alternative would result in less operational noise compared to the proposed project. Impacts would be less than significant and the Reduced Intensity Alternative would be environmentally superior.

RELATIONSHIP TO THE PROJECT OBJECTIVES

The Reduced Density Alternative would achieve the project's basic objectives but not to the extent of the proposed project; refer to Table 7-6, *Reduced Intensity Alternative and Project Objectives*.

Table 7-6
Reduced Intensity Alternative and Project Objectives

Project Objective	Discussion
1. Consistent with the General Plan, provide employment-generating uses to enhance economic growth and development in the City while diversifying the City's job base.	The Reduced Intensity Alternative would provide up to 3,990,000 square feet of industrial uses; this is the same permitted use as the proposed project and is considered an employment-generating use. However, buildout of this alternative represents a 30 percent reduction in building intensity and would therefore provide proportionately less jobs than the proposed project. As such, the alternative achieves this objective, but not to the extent of the proposed project.
2. Encourage fiscal performance within the City that provides fiscal and economic resiliency to the City.	Similar to Objective 1, while the alternative would provide employment-generating uses that would improve the City's fiscal performance and economic resilience, this would not occur to the extent of the proposed project given the 30 percent reduction in development potential.
3. Implement infrastructure improvements within the City's SOI to encourage future development.	This alternative would annex the project site into the City of Beaumont and develop new industrial warehouse uses on the currently undeveloped site. This alternative would also implement utility and roadway improvements along SR-79, California Avenue, and to the east through the Harmony Haven Children and Youth Center, which would encourage future development. Overall, this alternative achieves this objective.
4. Locate new employment-generating development in undeveloped areas of the City's SOI near major transportation corridors to ensure connectivity with existing uses, services, and infrastructure.	As outlined under Objectives 1 and 2, this alternative would provide employment-generating uses but would not create as many jobs or provide the same industrial capacity as the proposed project. However, as outlined under Objective 3, this alternative would develop within the City's SOI near major transportation corridors (i.e., SR-79) and implement roadway and utility improvements similar to the proposed project. Overall, the alternative would achieve this objective but to a lesser extent than the proposed project.
5. Ensure complementary aesthetics of new development with the natural environment through proper site design, building height, building materials, colors, and landscaping.	The Reduced Intensity Alternative would construct an industrial development similar to the proposed project, but at a reduced intensity. This alternative would provide similar building height, architectural features, and landscaping as the proposed project in a manner that meets the applicable M zone development standards. Overall, this alternative would achieve this objective.

Project Objective	Discussion
6. Ensure new development considers compatibility with sensitive users and incorporates project features that reduce potential environmental impacts to adjacent uses.	The same industrial warehouse uses would be permitted under the Reduced Intensity Alternative; therefore, as analyzed above, environmental impacts to adjacent sensitive uses would be similar as the proposed project. Overall, this alternative would achieve this objective.
7. Implement new light industrial uses, providing local and regional construction employment opportunities.	This alternative would permit the same industrial use as the proposed project, which would generate construction jobs. However, buildout of this alternative represents a 30 percent reduction in building intensity and would therefore require proportionally less construction labor than the proposed project. Overall, the alternative would achieve this objective but to a lesser extent than the proposed project.

7.6 INDUSTRIAL/URBAN VILLAGE ALTERNATIVE

The Industrial/Urban Village Alternative would provide a mix of land uses that include: a) the proposed project's industrial use (which would require a General Plan Amendment); and b) development consistent with the City's Urban Village (UV) land use designation, which is consistent with the existing Beaumont General Plan designation for the site. Within the Development Site, this alternative would accommodate 50 percent of the proposed project's maximum industrial buildout (2,591,445 square feet), 25 percent regional serving commercial use (maximum 1.0 FAR), and 25 percent high density residential use (12-24 dwelling units per acre). The 2,591,445 square feet of industrial space includes a proportional reduction in associated office space and loading dock doors. Both the regional serving commercial and high density residential uses are allowable uses under the UV land use designation. Parking for the I and UV land use designations would be provided to meet the City's minimum parking standards. Table 7-7, *Industrial/Urban Village Alternative Maximum Buildout Assumptions*, details the maximum buildout assumptions under the Industrial/Urban Village Alternative in comparison to the proposed project.

Table 7-7
Industrial/Urban Village Alternative Maximum Buildout Assumptions

Land Use	Proposed Project		Industrial/Urban Village Alternative		
	Acres	Maximum Buildout	Acres	Maximum Density[1]	Maximum Buildout
Industrial (I)	385.6	5,182,891 SF	192.8	--	2,591,445 SF[2]
Urban Village (UV)					
Regional Serving Commercial	--	--	96.4	1.0 FAR	4,199,184 SF[3]
High Density Residential	--	--	96.4	12-24 du/ac	2,314 units[3]
TOTAL	**385.6**	**5,182,891 SF**	**385.6**	**--**	

Notes: SF = square feet; FAR = floor area ratio; du/ac = dwelling units per acre
[1] Maximum densities for the Urban Village land use designation are based on Beaumont General Plan Table 3.3, *Land Use Designations*.
[2] Assumes 50 percent of the proposed project's maximum industrial buildout (i.e., 50 percent of 5,182,891 square feet).
[3] Utilizes maximum density for maximum buildout calculation.

Mass grading of the entire Development Site would occur, and anticipated site improvements would be similar to the proposed project to accommodate buildout under this alternative. The proposed annexation would also occur. Similar to the proposed project, the Industrial/Urban Village Alternative

would require the following City discretionary approvals: General Plan Amendment, Pre-Zone, Subdivision, and Development Agreement(s).

The following discussion evaluates the potential environmental impacts associated with the Industrial/Urban Village Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

As stated, the proposed project would result in less-than-significant impacts with regards to land use and planning and would be consistent with applicable land use planning policies, including the Beaumont General Plan, Municipal Code, and the 2024-2050 RTP/SCS. Similar to the proposed project, the Industrial/Urban Village Alternative would develop industrial uses and therefore would require the same discretionary approvals, including General Plan Amendment, Pre-Zone, Subdivision, and Development Agreement(s). However, this alternative would also provide residential and commercial uses consistent with the site's existing UV land use designation. As such, additional Beaumont General Plan and 2024-2050 RTP/SCS policies would be applicable, specifically related to housing, mixed-use, transit-oriented development, and multi-modal transportation. Overall, since a portion of the site under this alternative would be consistent with the City's existing UV General Plan designation, it would provide land use policy consistency beyond what the proposed project would provide. Impacts would be less than significant and this alternative would be environmentally superior.

Aesthetics/Light and Glare

The proposed project was determined to result in less-than-significant impacts related to aesthetics based on the project's 5,182,891 square feet of industrial uses. The Industrial/Urban Village Alternative would construct over 6.79 million square feet combined of industrial and regional serving commercial uses, as well as 2,314 dwelling units. The mix of land uses proposed under this alternative could result in a change in aesthetics of the overall buildout compared to the proposed project that is neither environmentally superior nor inferior. This alternative would result in greater development intensity than the project. Nevertheless, similar to the proposed project, development under the alternative would be required to comply with applicable Municipal Code requirements governing scenic quality and light and glare, as well as the development standards for Industrial and UV land use designations. Overall, impacts would be less than significant and the Industrial/Urban Village Alternative would be neither environmentally superior nor inferior to the proposed project.

Biological Resources

During construction, the Industrial/Urban Village Alternative would similarly require mass grading of the entire Development Site and be required to implement mitigation measures to reduce biological resources impacts to less than significant levels, similar to the proposed project. The introduction of commercial and residential uses on-site would not result in a greater impact to biological resources on-site compared to the project's industrial use. Overall, implementation of project mitigation measures, including payment of MSHCP development fees, would reduce impacts to less than significant levels. Therefore, this alternative would be neither environmentally superior nor inferior.

Tribal and Cultural Resources

Similar to the proposed project, the Industrial/Urban Village Alternative would require mass grading of the entire Development Site and thus, has the potential to adversely impact known and unknown cultural and tribal cultural resources on-site. Implementation of mitigation measures would ensure that impacts related to cultural and tribal cultural resources are reduced to less than significant levels, similar to the proposed project. Therefore, this alternative would be neither environmentally superior nor inferior.

Geology and Soils

The Industrial/Urban Village Alternative would require mass grading of the entire Development Site and thus, involve the same ground-disturbing activities as the proposed project. The Industrial/Urban Village Alternative would require similar grading activities as the proposed project, and as such would have the same potential for discovery of unknown paleontological resources located within the project area. Implementation of project mitigation measures would ensure that impacts related to paleontological resources are reduced to less than significant levels, similar to the proposed project. The potential to encounter potentially significant hazards on-site related to liquefaction, lateral spreading, subsidence, and collapsible soils, is the same for this alternative as the proposed project and would require similar mitigation to reduce such impacts. While this alternative would introduce habitable structures on-site, thereby increasing the risk of human exposure to geologic hazards, such hazards would be minimized upon compliance with the applicable California Building Code (CBC) standards at the time of development. Thus, impacts would be reduced to less than significant levels and this alternative would be neither environmentally superior nor inferior to the proposed project.

Hydrology and Water Quality

The Industrial/Urban Village Alternative would require mass grading of the entire Development Site and thus, involve the same ground-disturbing activities as the proposed project. Similar to the proposed project, this alternative would develop on currently vacant land, thereby increasing impervious surfaces compared to existing conditions, as well as potentially altering site drainage. The Industrial/Urban Village Alternative would construct over 6.79 million square feet combined of industrial and regional serving commercial uses, as well as 2,314 dwelling units, compared to the 5,182,891 square feet of industrial development proposed by the project. However, development under the Industrial/Urban Village Alternative would be required to mitigate specific hydrologic impacts pursuant to all applicable federal, State, and local stormwater regulations and requirements, including the NPDES and MS4 permits requirements (i.e., preparing and implementing a project-specific SWPPP, WQMP, and associated BMPs and/or LID features) similar to the proposed project. Upon compliance, the Industrial/Urban Village Alternative would not result in violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality, similar to the proposed project. Thus, impacts would be less than significant and the Industrial/Urban Village Alternative would be neither environmentally superior nor inferior.

Hazards and Hazardous Materials

The Industrial/Urban Village Alternative would require mass grading of the entire Development Site and thus, involve the same ground-disturbing activities as the proposed project. Construction of the

Industrial/Urban Village Alternative would have the same potential to expose workers to hazards involving ACMs and/or LBPs associated with on-site miscellaneous debris from illegal dumping as the proposed project; compliance with existing regulations related to ACMs and LBPs would reduce potential impacts in this regard to a less than significant level. Similar industrial uses would be permitted under the proposed project and this alternative, but the Industrial/Urban Village Alternative would also accommodate development of commercial and residential uses. However, hazardous materials typically associated with commercial and residential uses are minimal and would be required to comply with applicable laws and regulations related to the protection of the public's health and safety from the use and storage of hazardous materials. Therefore, impacts related to hazards and hazardous materials would be similar under both scenarios and result in less-than-significant impacts following mitigation related to construction traffic management. This alternative would be neither environmentally superior nor inferior.

Population and Housing

The proposed project would introduce up to 5,182,891 square feet of industrial use, which would result in up to 6,114 additional employees in the City. In comparison, the Industrial/Urban Village Alternative would construct over 6.79 million square feet combined of industrial and regional serving commercial uses, as well as 2,314 dwelling units – this represents an increase in housing stock compared to the proposed project, and likely an increase in job and population growth compared to the proposed project. Specifically, based on the City's current average household size of 3.05, the 2,314 additional dwelling units would result in up to 7,058 additional residents within Beaumont. The addition of approximately 1.6 million additional square feet of nonresidential development would also result in more job growth compared to the proposed project. Similar to the proposed project, this growth would fall within General Plan EIR buildout assumptions (2040) for the City and SCAG growth forecasts (2050) for the County, and thus, would not be considered substantial unplanned growth. However, while new housing could be beneficial, the City is already projected to have a low jobs/housing ratio, indicating a decline in employment with the City and shortfall in local jobs; the Industrial/Urban Village Alternative's introduction of additional housing, if disproportionate to new jobs, could further decrease this ratio. Nonetheless, by developing housing adjacent to employment-generating industrial and commercial uses, this alternative would potentially allow residents to work where they live, which is an overall benefit. As such, impacts would be less than significant and the Industrial/Urban Village Alternative would be neither environmentally superior nor inferior to the proposed project.

Public Services and Recreation

The Industrial/Urban Village Alternative would directly result in population growth with the introduction of new housing. Thus, this alternative would directly generate an increase in demand for public services and parks and recreational facilities. Similar to the project, the Industrial/Urban Village Alternative would be required to pay its fair share of development fees. These fees fund the enhancement of facilities such as, but not limited to, fire and police protection facilities, parks, public facilities, and schools; these fees would also mitigate potentially significant impacts to public services and recreation, similar to the proposed project. Overall, impacts would be less than significant; however, given the increased development intensity, this alternative would be environmentally inferior.

Utilities and Service Systems

Given the increase in development intensity and introduction of new commercial and residential uses, this alternative would demand proportionally more water, electricity, and natural gas services, and generate more wastewater and solid waste. Specifically, commercial and residential uses are more water-, wastewater-, and solid waste-intensive uses compared to industrial. Further, the residential uses would increase demand for natural gas. While impacts would be less than significant, this alternative would be environmentally inferior to the proposed project.

Wildfire

The Industrial/Urban Village Alternative would require mass grading of the entire Development Site and thus, involve the same ground-disturbing activities as the proposed project. While this alternative would result in greater development intensity than the proposed project, this factor would not necessarily pose a greater risk related to exacerbating existing wildfire hazards. The Industrial/Urban Village Alternative would be required to implement similar fire risk reducing features, including fire-resistant buildings, fuel modification zones, hardscape and landscaping improvements, and detention basins,. Similar to the proposed project, implementation of mitigation related to construction traffic management would reduce impacts to less than significant levels. As such, this alternative would be neither environmentally superior nor inferior.

Transportation

As discussed in the VMT Alternatives Memo, the Industrial/Urban Village Alternative would result in a net increase in trip generation of approximately 78,657 trips per day, but 951 fewer truck trips in comparison to the proposed project. Similar to the proposed project, the Industrial/Urban Village Alternative is a speculative development, and as such the same two tenant use options (Tenant Use Option A and Tenant Use Option B) were considered. Option A is based on a trip length of 94.48 miles and Option B is based on a trip length of 95.70 miles. Estimated VMT for Option A under the Industrial/Urban Village Alternative would be approximately 1,791,762 VMT, and estimated VMT under Option B would be approximately 1,802,880 VMT; refer to Appendix 11.15. As such, the Industrial/Urban Village Alternative would result in higher average weekday VMT than the proposed project (approximately 295,552 VMT for Option A and approximately 312,311 VMT for Option B). Thus, impacts would remain significant and unavoidable, and this alternative would be environmentally inferior.

Air Quality

As discussed in the AQ/GHG/HRA Alternatives Memo, the Industrial/Urban Village Alternative would result in a net increase in trip generation of approximately 78,657 trips per day, but 951 fewer truck trips in comparison to the proposed project. As such, the Industrial/Urban Village Alternative would result in lower DPM emissions and therefore lower cancer and non-cancer health risks for nearby residents, workers, and schoolchildren than the proposed project.

As mentioned previously, the proposed project included two options (Options A and B) that have been evaluated to determine a range of impacts that could occur based on different truck trip lengths. Option A is based on a trip length of 94.48 miles and Option B is based on a trip length of 95.70

miles, and both would affect the Mobile Source Category for operational air quality emissions. Based on the AQ/GHG/HRA Alternatives Memo, for both Options A and B, the Industrial/Urban Village Alternative would exceed the numerical thresholds of significance for emissions of VOCs, NO_X, CO, PM_{10}, and $PM_{2.5}$ during both the summer and winter season, similar to the proposed project; refer to Table 7-8, *Industrial/Urban Village Alternative – Total Regional Operational Emissions (Option A)*, and Table 7-9, *Industrial/Urban Village Alternative – Total Regional Operational Emissions (Option B)*.

Table 7-8
Industrial/Urban Village Alternative – Total Regional Operational Emissions (Option A)

Source	Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	748.35	1,005.74	9,344.90	29.96	2,858.71	739.77
Area Source	275.21	3.70	427.20	0.02	0.58	0.44
Energy Source	0.81	14.21	8.82	0.09	1.12	1.12
Stationary Source	1.97	5.50	5.02	0.01	0.29	0.29
On-Site Equipment	1.17	3.75	164.45	0.00	0.29	0.27
Total Maximum Daily Emission	**1,027.51**	**1,032.91**	**9,950.38**	**30.08**	**2,860.99**	**741.89**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Winter						
Mobile Source	713.57	1,074.60	7,642.29	28.20	2,858.72	739.77
Area Source	215.33	0.00	0.00	0.00	0.00	0.00
Energy Source	0.81	14.21	8.82	0.09	1.12	1.12
Stationary Source	1.97	5.50	5.02	0.01	0.29	0.29
On-Site Equipment	1.17	3.75	164.45	0.00	0.29	0.27
Total Maximum Daily Emission	**932.85**	**1,098.07**	**7,820.58**	**28.30**	**2,860.42**	**741.45**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Refer to Appendix 11.15.

Table 7-9
Industrial/Urban Village Alternative – Total Regional Operational Emissions (Option B)

Source	Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	749.47	1,017.59	9,358.65	30.08	2,868.28	742.51
Area Source	275.21	3.70	427.20	0.02	0.58	0.44
Energy Source	0.81	14.21	8.82	0.09	1.12	1.12
Stationary Source	19.56	84.18	49.88	0.09	2.88	2.88
On-Site Equipment	1.17	3.75	164.45	0.00	0.29	0.27
TRU Source	33.11	27.63	4.23	0.00	0.31	0.29
Total Maximum Daily Emission	**1,079.33**	**1,151.07**	**10,013.22**	**30.28**	**2,873.46**	**747.50**

Source	Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Winter						
Mobile Source	714.66	1,086.99	7,654.69	28.32	2,868.28	742.51
Area Source	215.33	0.00	0.00	0.00	0.00	0.00
Energy Source	0.81	14.21	8.82	0.09	1.12	1.12
Stationary Source	19.56	84.18	49.88	0.09	2.88	2.88
On-Site Equipment	1.17	3.75	164.46	0.00	0.31	0.29
Total Maximum Daily Emission	**984.64**	**1,216,76**	**7,882.06**	**28.50**	**2,872.88**	**747.06**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Source: Refer to Appendix 11.15.						

Overall, this alternative would environmentally superior due to reduced DPM emissions and associated lower health risks; however, the significant and unavoidable impact identified under the proposed project would remain.

Greenhouse Gas Emissions

As described above in the Transportation and Air Quality analyses, the Industrial/Urban Village Alternative would result in more daily trips, but fewer truck trips, and was modeled using Options A and B for different truck trip lengths. For Option A, the proposed project was determined to result in approximately 102,164.45 $MTCO_2e$ per year, which would exceed the significance threshold of 3,000 $MTCO_2e$ per year. As discussed in the AQ/GHG/HRA Alternatives Memo, for Option A, the Industrial/Urban Village Alternative would also exceed the significance threshold of 3,000 $MTCO_2e$ per year and would result in approximately 280,130.90 $MTCO_2e$ per year; refer to Table 7-10, *Industrial/Urban Village Alternative – GHG Emissions (Option A)*.

Table 7-10
Industrial/Urban Village Alternative – GHG Emissions (Option A)

Source	Emissions (metric tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	507.73	0.01	0.02	0.26	515.77
Mobile Source	259,697.18	7.77	14.11	219.04	264,314.00
Area Source	177.52	0.01	0.00	0.00	178.16
Energy Source	10,954.43	1.28	0.13	0.00	11,024.76
Water Source	489.85	13.54	0.33	0.00	925.50
Waste Source	763.45	76.30	0.00	0.00	2,671.04
Refrigeration	0.00	0.00	0.00	5.00	5.00
Stationary Source	22.85	0.00	0.00	0.00	22.92
On-Site Equipment	0.00	0.00	0.00	0.00	473.75
Total CO_2e (All Sources)	**280,130.90**				
Source: Refer to Appendix 11.15.					

For Option B, the proposed project was determined to result in approximately 111,854.08 $MTCO_2e$ per year, which would exceed the significance threshold of 3,000 $MTCO_2e$ per year. For Option B, the Industrial/Urban Village Alternative would also exceed the significance threshold of 3,000 $MTCO_2e$ per year and would result in approximately 284,975.03 $MTCO_2e$ per year; refer to Table 7-11, *Industrial/Urban Village Alternative – GHG Emissions (Option B)*.

Table 7-11
Industrial/Urban Village Alternative – GHG Emissions (Option B)

Source	Emissions (metric tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	507.73	0.01	0.02	0.26	515.77
Mobile Source	262,088.96	7.80	14.34	223.01	266,778.87
Area Source	177.52	0.01	0.00	0.00	178.16
Energy Source	11,975.71	1.40	0.14	0.00	12,053.94
Water Source	489.85	13.54	0.33	0.00	925.50
Waste Source	763.45	76.30	0.00	0.00	2,671.04
Refrigeration	0.00	0.00	0.00	89.37	89.37
Stationary Source	226.96	0.01	0.00	0.00	227.71
On-Site Equipment	0.00	0.00	0.00	0.00	473.75
TRU Source	0.00	0.00	0.00	0.00	1,060.92
Total CO_2e (All Sources)	**248,975.03**				

Source: Refer to Appendix 11.15.

As such, impacts would remain significant and unavoidable, and this alternative would be environmentally inferior.

Energy

Given the increase in development intensity and introduction of new residential and commercial uses, this alternative would consume proportionally more energy in the form of natural gas and electricity. While impacts would be less than significant, this alternative would be environmentally inferior to the proposed project.

Noise

Given the increase in building intensity, this alternative would require a longer construction phase and thus would result in more construction noise than the proposed project. As discussed in the Transportation analysis, the Industrial/Urban Village would also result in more daily vehicle trips. Therefore, this alternative would result in greater operational noise compared to the proposed project. Therefore, impacts would remain significant and unavoidable and the Industrial/Urban Village Alternative would be environmentally inferior.

RELATIONSHIP TO THE PROJECT OBJECTIVES

The Industrial/Urban Village Alternative would achieve the project's basic objectives but not to the extent of the proposed project; refer to Table 7-12, *Industrial/Urban Village Alternative and Project Objectives*.

Table 7-12
Industrial/Urban Village Alternative and Project Objectives

Project Objective	Discussion
1. Consistent with the General Plan, provide employment-generating uses to enhance economic growth and development in the City while diversifying the City's job base.	This alternative would annex the project site into the City and develop over 7.05 million square feet of industrial and commercial uses on currently undeveloped land; these uses generate both employment and revenue. The alternative would also implement utility and roadway improvements along SR-79, which would encourage future development. Overall, this alternative achieves these objectives.
2. Encourage fiscal performance within the City that provides fiscal and economic resiliency to the City.	
3. Implement infrastructure improvements within the City's SOI to encourage future development.	
4. Locate new employment-generating development in undeveloped areas of the City's SOI near major transportation corridors to ensure connectivity with existing uses, services, and infrastructure.	
5. Ensure complementary aesthetics of new development with the natural environment through proper site design, building height, building materials, colors, and landscaping.	The Industrial/Urban Village Alternative would develop industrial warehouse uses similar to the proposed project, as well as commercial and residential uses consistent with the site's Beaumont General Plan UV land use designation. The alternative would provide site design and landscaping consistent with Industrial and UV land use designations. Overall, this alternative would achieve this objective.
6. Ensure new development considers compatibility with sensitive users and incorporates project features that reduce potential environmental impacts to adjacent uses.	The Industrial/Urban Village Alternative would permit the same industrial uses as the proposed project, but at half the intensity; however, the overall development intensity of the alternative, including commercial and residential uses, would be larger than the proposed project. So, while impacts related to adjacent industrial and sensitive land uses may be reduced, general impacts related to sensitive land uses could be more severe. Overall, the alternative would achieve this objective but to a lesser extent than the proposed project.
7. Implement new light industrial uses, providing local and regional construction employment opportunities.	This alternative would construct over 7.05 million square feet of industrial and commercial uses on currently undeveloped land, which would create construction employment opportunities comparable to the proposed project. Overall, this alternative would achieve this objective.

7.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 7-13, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project).

Table 7-13
Comparison of Alternatives

Sections	No Project/No Development Alternative	Reduced Intensity Alternative	Industrial/Urban Village Alternative
Land Use and Planning	↘	=	↘
Aesthetics/Light and Glare	↘	↘	=
Biological Resources	↘	=	=
Tribal and Cultural Resources	↘	=	=
Geology and Soils	↘	=	=
Hydrology and Water Quality	↘	=	=
Hazards and Hazardous Materials	↘	=	=
Population and Housing	=	=	=
Public Services and Recreation	↘	↘	↗
Utilities and Service Systems	↘	↘	↗
Wildfire	↗	=	=
Transportation	↘*	↗	↗
Air Quality	↘*	↘	↘
Greenhouse Gas Emissions	↘*	↘	↗
Energy	↘	↘	↗
Noise	↘*	↘	↗

* Indicates elimination of a significant and unavoidable impact.
↗ Indicates an impact that is greater than the proposed project (environmentally inferior).
↘ Indicates an impact that is less than the proposed project (environmentally superior).
= Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).

Review of Table 7-13 indicates the No Project/No Development Alternative is the environmentally superior alternative, as it would avoid or lessen most of the project's environmental impacts. According to *CEQA Guidelines* Section 15126.6(e), "if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, the Reduced Intensity Alternative is considered environmentally superior to the proposed project. The Reduced Intensity Alternative would be environmentally superior to the proposed project with regards to aesthetics, public services and recreation, utilities and services systems, air quality, greenhouse gas emissions, energy, and noise; would be environmentally inferior with regards to transportation; and result in similar environmental impacts to the remaining topical areas; refer to Table 7-13.

The Reduced Intensity Alternative would reduce building intensity on the Development Site by 30 percent for a maximum buildout of 3,628,024 square feet of industrial warehouse space (i.e., 30 percent reduction from the proposed project's maximum buildout of 5,182,891 square feet). This alternative would provide an employment-generating use, annex land into the City, and provide utility and roadway improvements, which would collectively improve connectivity and provide an economic benefit. However, the reduced development footprint would proportionately reduce the number of jobs provided by the alternative, which would lessen the alternative's ability to improve the City's job base and economy compared to the proposed project (Objective Nos. 1, 2, 4, and 7).

This alternative would meet the remaining project objectives. Specifically, this alternative would implement infrastructure improvements within the City's SOI to encourage future development (Objective No. 3) and provide a complementary design that is compatible with adjacent uses (Objective Nos. 5 and 6).

Overall, the Reduced Intensity Alternative would achieve the project's basic objectives but not to the extent of the proposed project.

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

During preparation of this EIR, the City of Beaumont conducted an analysis of the proposed project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in *CEQA Guidelines* Appendix G. Through the course of this evaluation, certain impacts were identified as "less than significant" or "no impact" due to the inability of a project of this scope to yield such impacts or the absence of project characteristics producing effects of this type. These effects are not required to be included in the EIR's primary environmental analysis sections (Section 5.1 through 5.16). In accordance with *CEQA Guidelines* Section 15128, the following discussion includes a brief description of potential impacts found to be less than significant or result in no impact. The lettered analyses under each topical area directly correspond to their order in *CEQA Guidelines* Appendix G.

AGRICULTURE AND FORESTRY RESOURCES. ***In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:***

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

No Impact. Portions within the Development Site and utility improvement areas are designated Farmland of Local Importance.[1] However, none of the project site is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, the County General Plan, Pass Area Plan, and Beaumont General Plan do not designate the project site as Agriculture.

The project site is entirely vacant and undeveloped. No agricultural production occurs on-site, and the site is not used as a food or crop production source for the area or region; therefore, project implementation would not remove any agricultural operations as this activity does not occur on-site. Additionally, the Beaumont General Plan does not require the preservation of designated farmland, and no portion of the project site is planned for agricultural use under the Beaumont General Plan Land Use Map. Further, the proposed annexation of the Development Site and Construction Staging/Earthwork Balance Area into the City under an Industrial land use designation and the

[1] California Department of Conservation Farmland Mapping and Monitoring Program, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed September 26, 2024.

proposed pre-zoning of the project site to Manufacturing (M) would still conditionally permit certain agricultural uses. Therefore, project implementation would not convert mapped farmland to a non-agricultural use. No impacts would occur in this regard.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The City does not designate any lands specifically and exclusively for agricultural use. Additionally, according to the California Department of Conservation, the project site is not under a Williamson Act contract.[2] Thus, project implementation would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur in this regard.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The City does not have existing zoning designations for forest land, timberland, or timberland production. Thus, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur in this regard.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to response to Agriculture and Forestry Resources (c), above.

BIOLOGICAL RESOURCES. *Would the project:*

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

No Impact. The City does not have any local policies or ordinances protecting biological resources. However, tree removal regulations within the County are detailed in Riverside County Ordinance No. 499 (related to tree removal along County highway right-of-ways), Ordinance No. 559 (related to tree removal on any parcel or property greater than 0.5-acre in size, located in an area above 5,000 feet in elevation and within the unincorporated area of the County), and the Riverside County Oak Tree Management Guidelines (related to oak woodlands treatment and preservation).

No trees are proposed to be removed within the County of Riverside right-of-way. As detailed in the Biological Resources Report, the project site is located 2,700 feet above mean sea level (i.e., below 5,000 feet in elevation) and no regulated oak species occur on-site; refer to Appendix 11.2, *Biological Resources Reports*. The removal of primarily eucalyptus and ornamental trees would not conflict with any County protected tree ordinance or oak tree management guidelines. Further, as analyzed in Section 5.1, *Land Use and Planning*, the project would be consistent with applicable General Plan Conservation and Open Space Element policies; refer to Table 5.1-1, *Beaumont General Plan Project Consistency Analysis*. No impacts would occur in this regard.

[2] California Department of Conservation, *The Williamson Act Status Report 2020-21*, 2022.

CULTURAL RESOURCES. *Would the project:*

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less-Than-Significant Impact. Ground disturbing activities associated with the proposed development could encounter human remains, including those interred outside of formal cemeteries. However, if human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the aforementioned regulations, impacts related to the disturbance of human remains would be less than significant.

GEOLOGY AND SOILS. *Would the project:*

a)(i) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. Based on the Geotechnical Investigation, the project site is not located in an Alquist-Priolo Earthquake Fault Zone and thus, the potential for ground rupture at the site due to faulting is considered unlikely; refer to Appendix 11.4, *Geotechnical Investigation/Paleontological Resources Assessment*. The two segments of the Beaumont Plains Fault Zone that pass through the site are not considered to be Holocene active and thus, are not subject to Alquist-Priolo Earthquake Fault Zoning Act development restrictions. No impact would occur in this regard.

a)(iv) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. Landslides, slope failures, and mudflows of earth materials generally occur where slopes are steep and/or the earth materials are too weak to support themselves. Based on the Geotechnical Investigation, landslides have not been mapped or encountered within the project site during recent and past investigations of the site. As such, project implementation would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impact would occur in this regard.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project would not involve the use of septic tanks or alternative wastewater disposal systems. Thus, no impacts would occur in this regard.

HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

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

Less-Than-Significant Impact. Limited amounts of some hazardous materials could be used in the short-term demolition and construction of the project, including demolition of building materials, standard construction materials (e.g., paints and solvents), and vehicle fuel, and other hazardous materials. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances. Upon compliance with the existing State and local procedures that are intended to minimize potential health risks associated with their use, impacts associated with the handling, storage, and transport of these hazardous materials during construction would be less than significant.

Project operations as an industrial development may also require the storage of hazardous materials. As such, the proposed project would be subject to compliance with existing regulations, standards, and guidelines established by the U.S. Environmental Protection Agency (EPA), State, County of Riverside, and the City of Beaumont related to the storage, use, transport, and disposal of hazardous substances/waste. Specifically, the project is subject to compliance with existing hazardous materials regulations, which are codified in California Code of Regulations Title 8, *Industrial Relations*, Title 22 Division 4.5, *Environmental Health Standards for the Management of Hazardous Waste*, and Title 49, and their enabling legislations set forth in Health and Safety Code Chapter 6.95, *Hazardous Materials Release Response Plans and Inventory*. Any business that handles more than threshold quantities of a Regulated Substance (RS) must develop a Risk Management Plan (RMP) in accordance with the California Accidental Release Prevention Program (CalARP). The RMP is implemented to prevent or mitigate releases of regulated substances that could have off-site consequences. The RMP must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses are required to submit their plans to the Certified Unified Program Agency (CUPA), which would make the plans available to emergency response personnel. Upon compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous substances/materials, operational impacts would be less than significant in this regard.

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

No Impact. The closest school to the project site is the Mojave River Academy at 77 Beaumont Avenue, approximately 0.7-mile to the north. As such, no impacts would occur in this regard.

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?

No Impact. According to the *Phase I Environmental Site Assessment Beaumont Heights Business Centre*, prepared by Michael Baker International, and dated June 13, 2024, the project site is not currently located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; refer to Appendix 11.6, *Phase I ESA*. No impacts would occur in this regard.

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, result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Banning Municipal Airport, located at 200 South Hathaway Street in the City of Banning, is located approximately 6.75 miles to the east of the project site. According to the *Riverside County Airport Land Use Compatibility Plan*, the project site is not located within the noise compatibility contours or airspace plan of the Banning Municipal Airport.[3] As such, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impacts would occur in this regard.

HYDROLOGY AND WATER QUALITY. *Would the project:*

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

No Impact. Flooding can occur during and immediately after periods of heavy rain fall, or from tsunamis, seiches, or dam failure. According to the Federal Emergency Management Agency (FEMA), portions of the project site within City limits are located in flood Zone X: Other Flood Areas, which are areas of 0.2 percent chance annual flood; areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; or areas protected by levees from one percent annual chance flood.[4] However, these areas are limited to proposed utility and transportation improvements and outside of the proposed Development Site. The Beaumont General Plan EIR Figure 5.9-3, *Flood Hazard Zones*, depicts the City's SOI, including the project site, as being outside of a flood hazard zone.

Tsunamis are large waves caused by the sudden displacement of water that results from an underwater earthquake, landslide, or volcanic eruption. Tsunamis generally affect low-lying areas along the coastline. The project site is located over 50 miles inland, and not located within a designated Tsunami Hazard Area. Thus, tsunamis are not a potential hazard.

Seiches are oscillating standing waves generated by two waves traveling in opposite directions in an enclosed body of water. They can be caused by wind or earthquake-related ground shaking. The project site is not in close proximity to any large bodies of water. Thus, seiches are not a potential hazard. Dam failure is the structural collapse of a dam that releases the water stored in the reservoir behind the dam. A dam failure is usually the result of the age of the structure, inadequate spillway

[3] County of Riverside Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan, October 14, 2004*.

[4] Federal Emergency Management Agency, *Flood Insurance Rate Map for Riverside County, California, and Incorporated Areas, Map #06065C0811G*, effective August 28, 2008.

capacity used in construction, or structural damage caused by an earthquake or flood. Perris Dam is located approximately 9 miles west of the project site, and Lakeview Dam is located approximately 9 miles southwest of the project site; the dams are designated Extremely High and High for inundation, respectively.[5] However, given the distance and intervening topography between these dams and the project site, dam failure is not a potential hazard. Overall, no impacts would occur in this regard.

LAND USE AND PLANNING. *Would the project:*

a) Physically divide an established community?

Less-Than-Significant Impact. The key factor with respect to this threshold is the potential to create physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The proposed project would not physically divide an established community as the site consists of vacant and undeveloped land with the exception of improved segments of SR-79, California Avenue, and a proposed utility corridor through the Harmony Haven Children and Youth Center property. In order to accommodate operations of the proposed industrial development, the project would require installation of water, wastewater, and electrical facilities within California Avenue to provide new connections from the project site to existing facilities within East 1st Street, north of the site, as well as require installation of water and recycled water pipelines through approximately 4.27 acres of the Harmony Haven Children and Youth Center property to connect to existing Beaumont Cherry Valley Water District (BCVWD) infrastructure within Manzanita Park Road to the east of the project site. While installation of these utilities could temporarily impact traffic flow in the area, these facilities would be located underground, and the ground surface would be restored to its existing condition at project completion and would not result in any physical division of the existing area. Impacts in this regard would be less than significant.

MINERAL RESOURCES. *Would the project:*

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. According to the General Plan EIR, there have been no significant amounts of mineral deposits found in the City. Additionally, there are no delineated sites of locations of mineral resources with the City and its SOI. As depicted on General Plan EIR Figure 5.11-1, *Mineral Resource Zones*, the northern portion of the project site (i.e., majority of the development site) is located in Mineral Resource Zone (MRZ) 3 where the significance of mineral deposits is undetermined; the southern portion of the project site is located in an unstudied area (i.e., no MRZ designation). Thus, no impacts would occur in this regard.

[5] California Department of Water Resources, *Dam Breach Inundation Map Web Publisher*, February 24, 2020, https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2, accessed December 5, 2024.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to response to Mineral Resources(a). No locally-important mineral resource recovery sites are located within the project site. Thus, project implementation would not result in the loss of availability of a locally-important mineral resource recovery site and no impact would occur.

NOISE. *Would the project:*

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?

No Impact. The Banning Municipal Airport, located at 200 South Hathaway Street in the City of Banning, is located approximately 6.75 miles to the east of the project site. According to the *Riverside County Airport Land Use Compatibility Plan*, the project site is not located within the noise compatibility contours or airspace plan of the Banning Municipal Airport.[6] As such, the proposed project would not expose people working at the project site to excessive airport noise. No impacts would occur in this regard.

POPULATION AND HOUSING. *Would the project:*

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. There are no existing residences within the project site. Thus, the proposed industrial development would not displace any existing housing that would necessitate the construction of replacement housing elsewhere. No impacts would occur in this regard.

[6] County of Riverside Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan, October 14, 2004.*

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9.0 ORGANIZATIONS AND PERSONS CONSULTED

LEAD AGENCY

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

Elizabeth Gibbs, City Manager
Melody Arechiga, Senior Planner
Jillian Fountain, Assistant Planner

PROJECT APPLICANT

Orbis Real Estate Partners
280 Newport Center Drive, Suite 240
Newport Beach, California 92660

Grant Ross, Managing Partner
Asia Reeves, Development Associate

ENVIRONMENTAL IMPACT REPORT PREPARERS

Michael Baker International
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707

Alan Ashimine, Environmental Project Manager
Frances Yau, AICP, Senior Environmental Analyst
Winnie Woo, Environmental Analyst
Allie Beauregard, Environmental Analyst
Eddie Torres, Technical Studies Manager
Darshan Shivaiah, Air Quality/GHG/Energy/Noise Specialist
Marc Beherec, Archaeology Practice Lead
Peter Kloess, PhD, Principal Paleontologist
Travis Whitney, Regulatory Services Technical Manager
Kristen Bogue, Photosimulations/Hazards Specialist
Jeanette Cappiello, Graphic Artist

TECHNICAL CONSULTANTS

Cadre Environmental
701 Palomar Airport Road, Suite 300
Carlsbad, California 92011

Ruben Ramirez, Research Biologist

Digital Preview
11250 North River Bend Trail
Prescott, Arizona 86305

Richard Johnston, Owner

Southern California Geotechnical, Inc.
22885 Savi Ranch Parkway, Suite E
Yorba Linda, California 92887

Robert G. Trazo, GE, Principal Engineer
Daniel W. Nielsen, GE, Senior Engineer
Daryl Kas, CEG, Senior Geologist

Pacific Advanced Civil Engineering, Inc.
17520 Newhope Street, Suite 200
Fountain Valley, CA 92708

Rebecca Kinney, PE, CFM Senior Project Manager
Rianne Okamoto, EIT

Urban Crossroads
20341 SW Birch Street
Newport Beach, California 92660

Aric Evatt, President
Haseeb Qureshi, Principal
Charlene So, PE, Principal
Bill Lawson, PE, INCE, Principal
Michael Tirohn, Environmental Scientist
Alex So, Senior Associate
Robert Vu, PE, Senior Traffic Engineer
Ali Dadabhoy, Air Quality Analyst

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