



PLANNING COMMISSION REGULAR MEETING

550 E. Sixth Street, Beaumont, CA
Tuesday, June 28, 2022 - 6:00 PM

Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packets are available for public inspection in the City Clerk's office at 550 E. 6th Street during normal business hours.

AGENDA

MEETING PARTICIPATION NOTICE

This meeting will be conducted utilizing teleconference communications and will be recorded for live streaming as well as open to public attendance subject to social distancing and applicable health orders. All City of Beaumont public meetings will be available via live streaming and made available on the City's official YouTube webpage. Please use the following link during the meeting for live stream access.

beaumontca.gov/livestream

Public comments will be accepted using the following options.

1. Written comments will be accepted via email and will be read aloud during the corresponding item of the meeting. Public comments shall not exceed three (3) minutes unless otherwise authorized by City Council. Comments can be submitted anytime prior to the meeting as well as during the meeting up until the end of the corresponding item. Please submit your comments to: CTaylor@beaumontca.gov
2. Phone-in comments will be accepted by joining a conference line prior to the corresponding item of the meeting. Public comments shall not exceed three (3) minutes unless otherwise authorized by City Council. Please use the following phone number to join the call **(951) 922 - 4845**.
3. In person comments subject to the adherence of the applicable health orders and social distancing requirements.

In compliance with the American Disabilities Act, if you require special assistance to participate in this meeting, please contact the City Clerk's office using the above email or call **(951) 572 - 3196**. Notification 48 hours prior to a meeting will ensure the best reasonable accommodation arrangements.

REGULAR SESSION

6:00 PM

CALL TO ORDER

Chairman Nathan Smith, Vice Chair Anthony Colindres, Commissioner Jessica Black, Commissioner Sedrick Bedolla, Commissioner Patrick Stephens

Pledge of Allegiance

Adjustments to Agenda

Conflict of Interest Disclosure

PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA):

Any one person may address the Committee on any matter not on this agenda. If you wish to speak, please fill out a "Public Comment Form" provided at the back table and give it to the Committee Chair or Secretary. There is a three (3) minute limit on public comments. There will be no sharing or passing of time to another person. State Law prohibits the Committee from discussing or taking actions brought up by your comments.

ACTION ITEMS / PUBLIC HEARINGS / REQUESTS

Approval of all Ordinances and Resolutions to be read by title only.

1. Approval of Minutes

Recommended Action:

Approve Minutes dated April 26, 2022.

2. Beaumont Summit Station – Specific Plan (SP2021-0005), Tentative Parcel Map 38223 (PM2021-0009), General Plan Amendment (PLAN2021-0656), Plot Plan (PP2021-0388), Plot Plan (PP2021-0390), Plot Plan (PP2021-0391), and Environmental Impact Report (Env2021-0017)

Recommended Action:

Hold a public hearing; and,

Forward a recommendation to the City Council to:

Certify the Environmental Impact Report (PLAN2021-0017); Adopt a Statement of Overriding Considerations; Adopt General Plan Amendment (PLAN2021-0656); Adopt Specific Plan (SP2021-0005); Approve Tentative Parcel Map 38223 (PM2021-0009); and Approve Plot Plans PP2021-0388, PP2021-0390 and PP2021-0391, **or**

Make Modifications and Certify the Environmental Impact Report (PLAN2021-0017); Make Modifications and Adopt a Statement of Overriding Considerations; Make Modifications and Adopt General Plan Amendment (PLAN2021-0656); Make Modifications and Adopt Specific Plan (SP2021-0005); Make Modifications and Approve Tentative Parcel Map 38223 (PM2021-0009); and Make Modifications and Approve Plot Plans PP2021-0388, PP2021-0390 and PP2021-0391, **or**

Not Certify the Environmental Impact Report (PLAN2021-0017); Not Adopt a Statement of Overriding Considerations; Not Adopt General Plan Amendment (PLAN2021-0656); Not Adopt Specific Plan (SP2021-0005); Not Approve Tentative Parcel Map 38223 (PM2021-0009); and Not Approve Plot Plans PP2021-0388, PP2021-0390 and PP2021-0391.

COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

ADJOURNMENT

The next regular meeting of the Beaumont Planning Commission is scheduled for Tuesday, July 12, 2022, at 6:00 p.m. or thereafter as noted on the posted Agenda at City Hall
Beaumont City Hall – Online www.BeaumontCa.gov

PLANNING COMMISSION REGULAR MEETING

550 E. Sixth Street, Beaumont, CA

Tuesday, April 26, 2022 - 6:00 PM

MINUTES

REGULAR SESSION

6:00 PM

CALL TO ORDER at 6:00 p.m.

Present: Chairman Nathan Smith, Commissioner Sedrick Bedolla, Commissioner Patrick Stephens

Absent: Commissioner Jessica Black, Vice Chair Anthony Colindres,

Pledge of Allegiance

Adjustments to Agenda

Conflict of Interest Disclosure

PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA):

J. McLaughlin - *Historical Society President, inquiry of the demolition permit of the Eyer House.*

S. Balingit - *Representative of the Historical Society spoke to the importance of historical preservation.*

L. McLaughlin - *Shared that the historical exhibit will on display at the Cherry Festival.*

G. Rusk - *Representative of the Historical Society spoke of a historic building that was demoed in Banning and shared the upset that it caused in that city.*

ACTION ITEMS / PUBLIC HEARINGS / REQUESTS

Approval of all Ordinances and Resolutions to be read by title only.

1. Approval of Minutes

Motion by Commissioner Stephens

Second by Commissioner Bedolla

To approve Minutes dated March 8, 2022.

Approved by a 3-0 vote

Absent: Colindres, Black

2. Conditional Use Permit (CUP2022-0064) for Consideration of a Request to Allow Microblading Services in Conjunction with an Existing Beauty Service Business Located at 851 E. Sixth Street, Suite B-1 in the Sixth Street Mixed-Use Zone. APN: 418-112-016

Public Hearing opened at 6:20 p.m.

A. Bradley – *Owner of the business spoke to any concerns that the commission had.*

Public Hearing closed at 6:22 p.m.

**Motion by Commissioner Bedolla
Second by Chairman Stephens**

To approve Conditional Use Permit CUP2022-0064, subject to the attached Conditions of Approval, and Direct staff to prepare a Notice of Exemption for the applicant to file with the Riverside County Clerk Recorder.

**Approved by a 3-0 vote
Absent: Colindres, Black**

3. PLAN2022-0756 for Consideration of a Sign Program for the Beaumont Crossroads II Logistics Park Project, Located at 36900 and 36855 W. Fourth Street (APNS: 424-010-011, -012 and -016) in the Specific Plan (Hidden Canyon) Zone

**Motion by Commissioner Stephens
Second by Commissioner Bedolla**

To approve PLAN2022-0756 for the Beaumont Crossroads II Logistics Park Sign Program as presented.

**Approved by a 3-0 vote
Absent: Colindres, Black**

COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

Draft EIR for the Summit Station project is open for public review and a open meeting will be conducted on June 28th.

ADJOURNMENT at 6:34 p.m.



Staff Report

TO: Planning Commissioners

FROM: Carole Kendrick, Planning Manager

DATE: June 28, 2022

SUBJECT: **Beaumont Summit Station – Specific Plan (SP2021-0005), Tentative Parcel Map 38223 (PM2021-0009), General Plan Amendment (PLAN2021-0656), Plot Plan (PP2021-0388), Plot Plan (PP2021-0390), Plot Plan (PP2021-0391), and Environmental Impact Report (Env2021-0017)**

APPLICANT: Exeter Cherry Valley Land, LLC

Background and Analysis:

In August 2021, Exeter Cherry Valley Land, LLC filed applications for a General Plan Amendment (GPA), Specific Plan (SP), Tentative Parcel Map (TPM), Plot Plans (PP) and Environmental Assessment to change approximately 200 acres of residentially zoned property to commercial, industrial and open space. The property is located on the southside of Cherry Valley Boulevard, east of Interstate 10. This location is a gateway into the City and is one of the largest vacant land holdings in the City under a single-ownership.

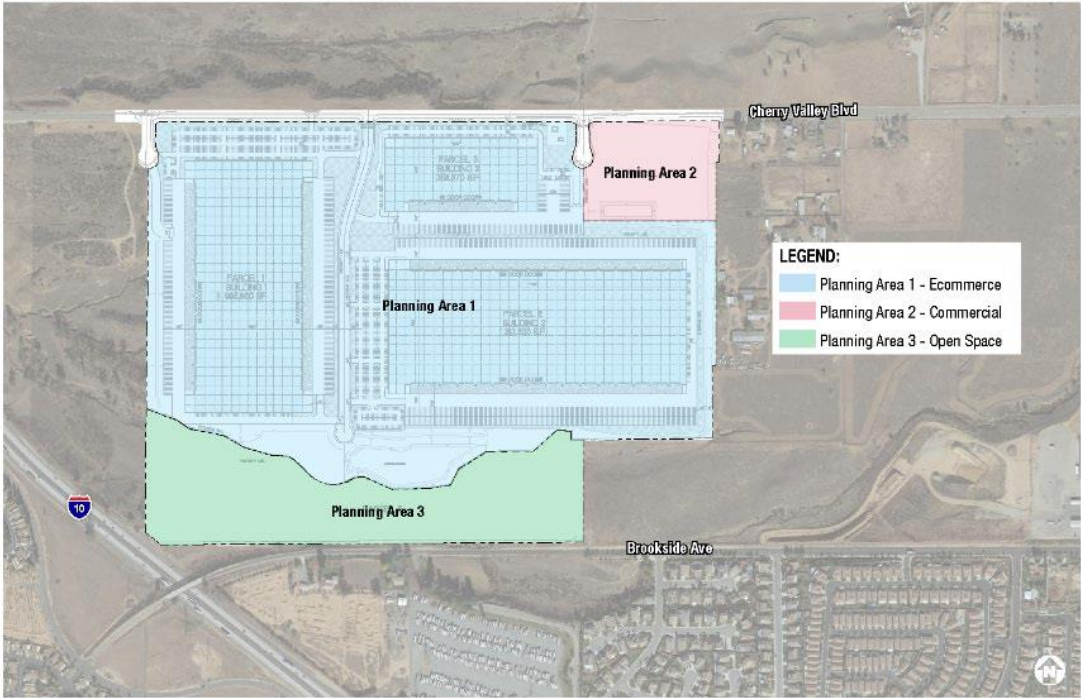
The property is currently known as the Sunny Cal Specific Plan. The property was formerly used as a poultry ranch and currently sits unused. The site is surrounded by County unincorporated areas to the west, north and east and the City of Beaumont to the south. The specific plan and environmental impact report (EIR) were originally approved in 2007 with the tract map and EIR addendum for 560 low-density, single-family residential units on minimum 7,000 square foot lots approved in 2014. The annexation for this property through the Local Area Formation Commission (LAFCO) was completed in 2018. The proposed Summit Station Specific Plan, if approved by the City Council, will replace the Sunny-Cal Specific Plan and all related entitlements.



In addition to the Summit Station Specific Plan, a Draft Environmental Impact Report (DEIR) has been prepared to examine the potential environmental effects of the proposed projects and its alternatives. The proposed Draft Specific Plan, GPA, TPM, Plot Plans and DEIR have now been completed and the formal public review and hearing process has commenced. The DEIR was circulated for a 45-day public review and comment period on April 21, 2022. The conclusion of the review period occurred on June 6, 2022. To date, the City has received approximately 200 comment letters on the DEIR and project. The environmental consultant will prepare responses to any comments made during the public review of the DEIR.

PROPOSED SPECIFIC PLAN

The proposed Specific Plan contains a development plan to accommodate a proposed project of 2.5 million square feet of industrial, 50 thousand square feet of office space, 150 thousand square feet of commercial uses and 30 acres of open space. The Specific Plan also allows for alternative uses. The project also includes design guidelines, development regulations, and all related infrastructure to serve the development, including circulation networks, on-site drainage facilities, landscaping, and utilities. The primary land uses associated with the project are divided into three (3) planning areas within the Specific Plan as shown below.



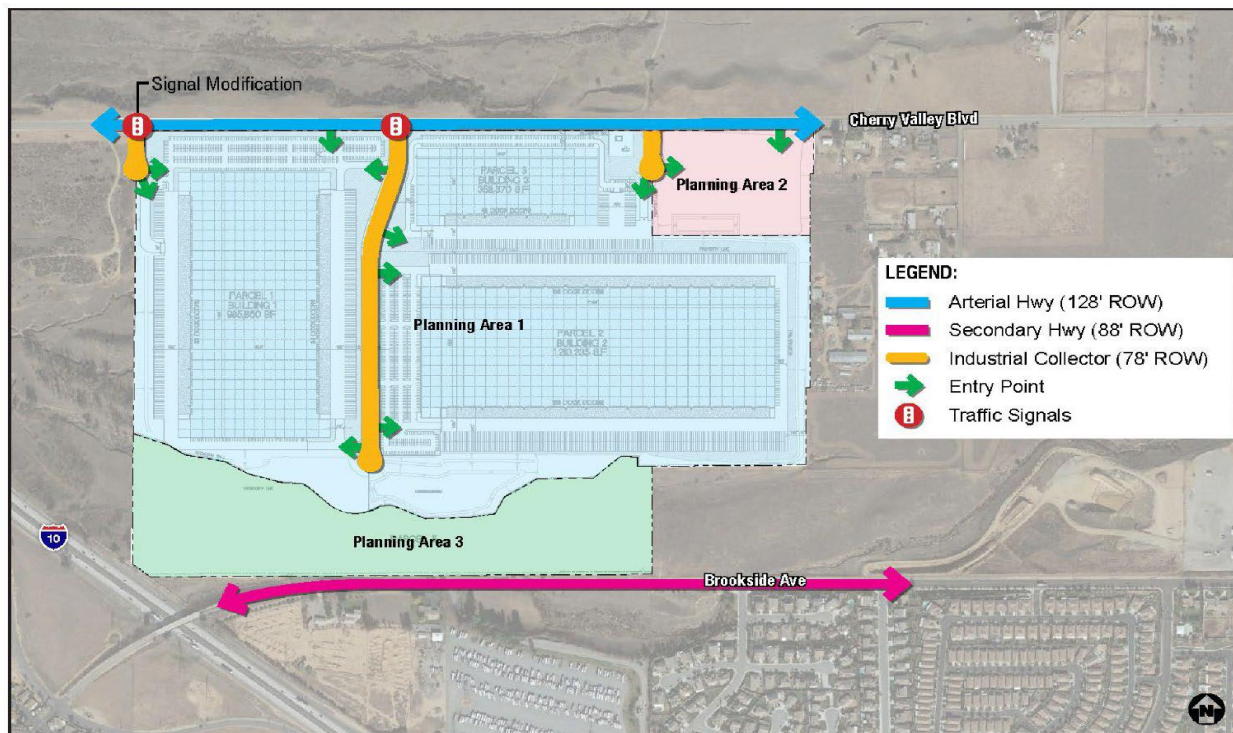
Development Plan (Chapter 2.0)

The development plan explains the conceptual land use for the project and describes the components of developing the site. The conceptual site plan shown above provides a likely layout of the proposed development and the chart below shows the corresponding planning areas and development square footages. Planning Area 1 is the largest and contains the bulk of development with 2.5 million square feet of potential industrial uses. Planning Area 2 contains the potential retail and commercial uses and Planning Area 3 will remain undeveloped as open space.

Table 2-1 Land Use			
Planning Area	Land Use	Acreage (net)	Square Footage
Planning Area 1	E-Commerce Center E-commerce Office	139.9 ac	2,507,465 sf 50,000 sf
Planning Area 2	Commercial Hotel (220 keys) General Retail Food Uses	10.9 ac	100,000 sf 25,000 sf 25,000 sf
Planning Area 3	Open Space	30.6 ac	0
Circulation	Road	6.7 ac	--
Total (gross)		188 ac	2,707,465 sf

Circulation

Vehicular circulation is comprised of external (public) roadways and internal circulation. The intent of the circulation plan is to ensure safe and efficient movement throughout the project.



Access to the Specific Plan area is proposed in several locations along Cherry Valley Boulevard. Three public access roadways are planned using an Industrial Collector standard. Private drive aisles with parking are proposed to connect individual buildings within the Specific Plan area. Drive aisles will be located and sized at the time of design review, based on City code and fire lane requirements. Internal access and circulation will be based on a shared access easement shown on a final parcel map or an agreement or covenant recorded prior to building permit issuance.

A traffic study was prepared as part of the EIR to identify the need for additional improvements. The following have been identified and are included in the Conditions of Approval for the project:

– *I-10 EB Ramps at Cherry Valley Blvd*

- Install a traffic signal
- Add a westbound left-turn lane
- Add an eastbound right-turn lane
- Add a southbound right-turn lane

– *I-10 WB Ramps at Cherry Valley Blvd*

- Install a traffic signal
- Add a northbound left-turn lane
- Add an eastbound left-turn lane
- Add a westbound right-turn lane

- *Calimesa Blvd at Cherry Valley Blvd*
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
 - Install a traffic signal
- *Hannon Road at Cherry Valley Blvd*
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
 - Install a traffic signal
- *Union Street at Cherry Valley Blvd*
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
 - Install a traffic signal
- *Nancy Avenue at Cherry Valley Blvd*
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
 - Add a dedicated eastbound right-turn lane
- *Beaumont Avenue at Brookside Ave*
 - Add EB right-turn overlap phase
- Add WB right-turn lane
- Add WB right-turn overlap phase
- Traffic Signal relocation and modification
- *Desert Lawn Dr at Oak Valley Pkwy*
 - Add a 2nd eastbound through lane
- *I-10 EB Ramps at Oak Valley Parkway*
 - Add a 2nd southbound left-turn lane
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
- *I-10 WB Ramps at Oak Valley Pkwy*
 - Add a northbound left-turn lane
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
- *Oak View Drive at Oak Valley Pkwy*
 - Add a 2nd eastbound through lane
 - Modify southbound right-turn lane to free right-turn lane
 - Traffic Signal relocation and modification

Water, Sewer and Drainage

Water service for the Specific Plan area will be provided by the Beaumont-Cherry Valley Water District (BCVWD). The property was annexed into the BCVWD service area concurrently with the property annexation into the City. Sewer service will be provided by the City of Beaumont, with treatment provided by the Beaumont Wastewater Treatment Plant. Both water and sewer infrastructure will be installed as part of the site construction.

The site drainage plan collects stormwater through a series of basins placed throughout the Specific Plan area. Basins are both above and below ground and include bioretention basins designed to reduce flow and provide treatment prior to discharge. Local, State, and Federal laws include requirements for the treatment of stormwater runoff to reduce pollutants entering the environment. Each parcel will provide independent treatment of stormwater and proper hydrologic controls to ensure peak flows do not exceed pre-development conditions.

Grading

The intent of the Grading Plan is to balance the site to the extent feasible while avoiding the jurisdictional area of the existing drainage course in Planning Area 3. Prior to any grading taking place on the site, a conceptual grading plan will be submitted for review and approval. Each individual stage of development will have detailed grading plans specific to the development area. The grading plan also includes techniques to prevent erosion; approximate time frames for grading; and identification of areas which may be graded during higher probability rain months (January through March). Additionally, soil stabilizers shall be used to control dust as required by the South Coast Air Quality Management District (SCAQMD) Rule 403 and a Fugitive Dust (PM-10) Mitigation Plan shall be submitted to the City for review and approval prior to the issuance of any Grading Plans and building permits.

Public Service and Utilities

The City of Beaumont contracts with the Riverside County Fire Department (RCFD), who in turn contracts with the California Department of Forestry and Fire Protection (CAL FIRE), for city-wide fire protection, emergency medical services, dispatch, and fire prevention and safety education. The fire station closest to the Specific Plan area is RCFD Station 22, the Cherry Valley Fire Station, located in the County approximately 2.8 miles northeast of the Specific Plan area. The project has been conditioned to comply with RCFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards.

The project will be served by the Beaumont Police Department. In addition to RCFD, representatives from the Beaumont Police Department have also been involved in the project review process.

Southern California Edison (SCE) and Southern California Gas are the dry utility providers serving this project. Waste Management provides collection and disposal services within the Beaumont city boundaries.

Planning Areas and Development Regulations (Chapter 3.0)

The purpose of this section is to provide land use development regulations that apply to each of the land use designations of the Specific Plan. These include standards regarding permitted uses, building height limits, parking requirements, and setbacks, as well as general provisions applicable to all uses.

Planning Area 1 - E-Commerce

As stated previously in the staff report and shown in the table on page 4 of this report, Planning Area 1 allows for development of approximately 139.8 acres with a mixture of commerce center uses. Anticipated uses for this area are e-commerce or logistics type uses with the needed office space. This Planning Area fronts onto Cherry Valley Boulevard A 29-foot parkway is planned for this arterial highway, consisting of a 5-foot meandering sidewalk, and a curb-adjacent parkway. Access to Planning Area 1 is from three public cul-de-sacs off Cherry Valley Boulevard, with the easternmost driveway shared with Planning Area 2. The proposed access locations are conceptual in nature and shall be reviewed by the Public Works Department as part of Tentative Parcel Map, site plan, and construction drawing review.

Development Standards: E-Commerce (PA 1)	
Item	Dimension/Stand
Floor Area Ratio (maximum)	0.5
Lot Area	10,000 sf
Building Setback (at Cherry Valley)	70 feet (from ROW)
Building Setback (at Specific Plan area perimeter boundary, excluding along Cherry Valley)	150 feet
Building Setback, internal property lines	50 feet
Landscape Setback, parking lot to Cherry Valley ROW	50 feet
Setback, Building Entry to Parking/driveway Setback, Building to Parking	10 feet 5 feet
Site Landscaping	10%
Building Height (maximum)	60 feet

Table 3-2 Permitted Uses – E-Commerce (PA 1) “P” = Permitted, “C” = Conditional, “A” =	
E-Commerce Center Uses	
Warehouse	P
E-Commerce, including fulfillment centers	P
Heavy and Light Logistics, distribution and warehousing, including high-cube warehousing. Activities typically include, but are not limited to,	P
Industrial retail sales	P
Industrial robotics manufacturing and assembly	P
Joining and assembly manufacturing	P
Light Manufacturing and product assembly. Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operation. Light manufacturing activities do not produce odors, noise, vibration, or particulates which would adversely affect uses within the same structure or site.	P
Research and Development	P
Shipping/parcel delivery hub and sorting center	P
Self-Storage (public)	P
Logistics Support	A
Overnight truck parking	A
Truck service/repairs/storage	A
Vehicle cleaning/detailing	A

Commercial Uses	
Auto Repair (Minor) - Activities include, but are not limited to automotive and light truck repair; retail sales of goods and services for automobiles and light trucks; and the cleaning and washing of automobiles and light trucks. Uses typically include, but are not limited to, repair of brakes, tires, electrical, etc. and car washes.	P
Administration and professional offices	A
Athletic Clubs (cross-fit, martial arts, club sports: volleyball, badminton, and similar)	C
Blueprinting and photocopying	P
Commercial Recreation, includes batting cages, climbing walls, trampoline, bounce house, indoor golf/driving range, and similar uses.	C
Courier Services	A
Eating Establishments - Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses	A
Medical and dental laboratories	A
Motion picture films, processing	P
General Retail	A
Other Uses	
Schools (vocational, trade, higher	C
Public Utility uses and structures	A
Property Maintenance facilities (vehicle storage, nursery holding area)	P
Telecommunications facilities/cell site associated with a permitted or conditionally permitted primary use	A
Telecommunications facilities/cell site, independent	C
Other uses not listed but similar in nature and consistent with the intent of the Specific Plan subject to Community Development Director's interpretation	

Planning Area 2 – Commercial

Planning Area 2 allows for development of approximately 10.9 acres with a mix of commercial uses. Anticipated uses for this area include up to 150,000 square feet of general commercial uses, with potential for a mix of general retail, food uses, and hotel development. This planning area also fronts onto Cherry Valley Boulevard and will include a parkway, meandering sidewalk just as in Planning Area 1. Access to Planning Area 2 is from shared access with Planning Area 1.

Development Standards: Commercial (PA 2)	
Item	Dimension/Stan
Floor Area Ratio (maximum)	0.35
Lot Area	10,000 sf
Lot Depth and Width	100 ft
Building Setback (at Cherry Valley)	50 feet (from row)
Parking Setback (Cherry Valley)	40 feet
Building Setback (at Specific Plan area perimeter boundary, excluding along	20 feet
Building Setback, internal property	10 feet
Setback, Building Entry to	10 feet
Parking/drive aisle Setback, Building to	5 feet
Building Separation	Per fire code
Site Landscaping	10%
Common Open Space (may include plaza space, seating areas, shade	40 sf per 1,000 sf of floor area
Building Height (maximum)	
Retail/Food Services Hotel	50 feet 60 feet

Permitted Uses – Commercial (PA 2)	
“P” = Permitted, “C” = Conditional, “A” = Ancillary	
Commercial Uses	
Administration and professional offices, including medical and dental and architectural, engineering, design services, and legal services	P
Athletic Clubs (cross-fit, martial arts, club sports: volleyball, badminton, and similar)	C

Bakeries	P
Banking, Credit Unions, Financial Services	P
Blueprinting and photocopying	P
Convenience Markets, excluding alcohol sales	P
Convenience Markets, including alcohol sales	C
Commercial Recreation, includes batting cages, climbing walls, trampoline, bounce house, indoor golf/driving range, and similar commercial recreation uses	C
Courier Services	P
Commercial Day Care Facilities	P
Eating Establishments - Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses typically include, but are not limited to fast food, cafe, deli, coffee shop, and similar uses.	P
Food services with live entertainment	C
Fast Food with Drive-Thru	C
Health Clubs and Gymnasiums	C
Restaurants with Alcoholic Beverage Sales	C
Recharging Stations	P
Service Stations	C
Service Commercial uses including barbers and beauty parlors, dry cleaners, laundries, shoe repair, tailors	P
Hotel and Motel uses, including extended stay	P
General Retail permitted in the CC zone of the BMC	P
Other Uses	
Schools (vocational, trade, higher education)	C
Public Utility uses and structures	A
Telecommunications facilities/cell site associated with a permitted or conditionally permitted primary use	A
Telecommunications facilities/cell site, independent	C
Other uses not listed but similar in nature and consistent with the intent of the Specific Plan subject to the Community Development Director's interpretation	

Planning Area 3 – Open Space

Planning Area 3 is approximately 30.6 net acres set aside for natural, unimproved open space. It of property and contains slopes and a natural drainage course which traverse the property. This open space area will have no access from the development areas to the north, and no planned roadways within it except for potential maintenance access for infrastructure easements.

The open space in Planning Area 3 may include the following uses:

1. Natural open space
2. Pedestrian trails
3. Stream course and drainage facilities
4. Public Works and/or Infrastructure facilities (including water/sewer/drainage easements)
5. Fuel modification zones
6. Habitat restoration
7. Interpretive areas, including public information kiosks.
8. Wireless communications facilities as provided in the Beaumont Zoning Ordinance

Parking

The chart below provides parking standards for uses within the specific plan:

Parking	
Item	Parking Ratio
Office/Ancillary Retail Medical Office	1 space/200 sf 0.9 space/250 sf*
E-Commerce	
First 40,000 sf	1 space/1,000 sf
40,000 sf	1 space/4,000 sf
Ancillary office Tractor/Trailer	1 space/ 250 sf 1 space per 4 dock doors
Manufacturing	1 space/500 sf 1/250 sf
Ancillary office	
Warehouse	1 space/1,000 sf
General Retail	0.75 spaces/200 sf*
Restaurants, Fast Food Restaurants, Sit-Down	1 space/100 sf 1 space/100 sf
Hotel/Motel	1.15 spaces/key plus 7.50 spaces per ksf
Bicycle Parking	per CalGreen
Carpool Stalls	per CalGreen

EV Charging Stations	Per CalGreen
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Parking requirements will be calculated based on the requirements above. Parking stall standards shall be designed in accordance with the Beaumont Municipal Code.

Signage and Lighting

A master signage program will be prepared and submitted for approval by the Planning Commission prior to any signage being reviewed or constructed.

All lighting will be reviewed and approved through the plan check process. All lighting must conform to the City of Beaumont Dark Sky Ordinance.

Design Guidelines (Chapter 4.0)

The design guidelines establish the concepts and features envisioned for the specific plan. The design guidelines are utilized in conjunction with the development standards when reviewing the development. The design guidelines are oriented around two main elements: landscape and architecture.

The Architectural Design Guidelines describe the intended architectural themes and styles for buildings permitted within the Specific Plan area and provide a basis for decisions regarding the aesthetic elements of the built environment. The Landscape Guidelines describe general landscaping requirements, including streetscape design, entry treatments, signage, water quality features, walls and fencing, and lighting.

Development within the Specific Plan will be organized in a way that reduces conflicts between pedestrian and vehicular paths of travel utilizing appropriate wayfinding measures visible to pedestrians and all vehicles, including large truck traffic. The site will also be designed so any check-in point for trucks are well inside the facility and that there are no trucks queuing outside the facility. Some public safety aspects of design include entry ways which are visible from the street or a drive aisle, landscape design which limits hiding places and well lit pathways, loading docks and building entries.

Design guidelines within the specific plan recognize buildings should be oriented so loading areas are screened from view from streets and public areas. Long, horizontal stretches of buildings or walls should be broken up through a change in materials or other elements to provide visual interest and deter vandalism. Materials and colors utilized throughout the development should be consistent.

Administration and Implementation (Chapter 5.0)

The specific plan and related entitlements are administered and implemented by the City’s Planning Department in conjunction with other City departments and external agencies. The chart below shows the review authority for various components of the entitlements:

Review Authority	
Review Authority	Permit or Approval Type
Director	Administrative Plot Plan Review 1
	Minor Modifications per Section 5.1.6
Public Works	Lot Line Adjustment and Parcel Merger
Planning Commission	Conditional Use Permit 2
	Plot Plan
	Variances 3
	Appeals of Staff Decisions
	Sign Programs
City Council 4	Specific Plan adoption and amendments
	General Plan Amendment
	Tentative Tract Map/Tentative Parcel Map
	Code Amendments
	Appeals
<ol style="list-style-type: none"> 1. For applications consistent with the Specific Plan/s land uses and in substantial conformance development standards, applications for new development are to be approve administratively. 2. For Uses identified with a “C” in Section 3 of this Specific Plan. 3. For requests that exceed the provisions of Section 3 of this Specific Plan. 4. City Council actions are preceded by a Planning Commission 	

The implementation chapter of the specific plan also outlines maintenance responsibilities for areas within the project. Maintenance of private parking area aisles, parking area circulation, and common landscape areas will be the responsibility of a commercial association to be formed within the Specific Plan area. The maintenance association(s) shall be responsible for private driveways, parking, open space areas, signage, landscaping, irrigation, common areas, on-site sewers, storm drains, Best Management Practices (BMPs), and other responsibilities as necessary. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by property owners or a maintenance district.

Financing, Ownership, and Maintenance			
Improvement	Financing	Ownership	Maintenance
Water System	Developer	Water District	Water District
Sewer System	Developer	Private/Public	Private/City
Drainage System			
-Backbone	Developer	Private/Public	Private/City
-BMPs	Developer	Private	Private
Street Improvements Cherry Valley Blvd Brookside Ave, entry drives	Developer	City	City
Private Internal circulation	Developer	Private	Private
Landscaping			
-Public Right-of-Way	Developer	City Private	City Private
-Common	Developer	Private	Private
-Private plantings	Developer		
Open Space (PA 3)	Developer (permits)	Private ¹	Private

General Plan Conformance

The project location is currently designated as Single-Family Residential in the City's General Plan. This designation was applied as part of the approvals for the Sunny Cal Specific Plan. The General Plan was updated, taking effect in January 2021 and the designation for this location remained unchanged. There are a number of General Plan goals the proposed project would meet or help achieve. These are noted in Appendix B of the Summit Station Specific Plan.

The entitlements considered through this hearing process, consist of discretionary requests to change the General Plan designation and the zoning and uses allowed. The Draft EIR analyzed the proposed changes to the General Plan along with project alternatives and related impacts, all of which will be discussed in the EIR section of this report.

SB330 No Net Loss

On October 9, 2019, the California Legislature adopted Senate Bill 330 (SB330) which, among other things, adopted Government Code Section 66300, declared a housing crisis in the State of California and imposed certain requirements designed to streamline the construction of new housing, and prevent the loss of existing housing and land available for future residential use, unless replaced in other areas of the affected jurisdiction to ensure no net loss in residential capacity. SB330 became effective on January 1, 2020.

In an effort to comply with SB330 the City established a no Net Loss Program in August of 2021. This program provides, concurrent with the approval of any change in zone from a residential use to a less intensive or non-residential use, a density bonus will become available to project applicants seeking to develop property for residential use within the City. In doing so, the Program will ensure that there is no net loss of residential capacity within the City as required by SB330.

The proposed project is requesting a change in zone from a residential specific plan to a non-residential specific plan. The proposed change is subject to SB330 and is required to comply with the program. If the proposed project is approved, the 560 currently entitled units would become part of the bank of units available to future residential developers through a density bonus agreement. The complete No Net Loss Program is found in Beaumont Municipal Code Chapter 17.20.

Draft Environmental Impact Report (DEIR)

A Draft Environmental Impact Report (DEIR) has been prepared to examine the potential environmental effects of the proposed projects and its alternatives. The proposed Draft Specific Plan, GPA, TPM, Plot Plans and DEIR have now been completed and the formal public review and hearing process has commenced. The DEIR was circulated for a 45-day public review and comment period on April 21, 2022. The conclusion of the review period occurred on June 6, 2022. The environmental consultant is preparing responses to any comments made during the public review of the DEIR. The responses to the comments and any associated changes or additions to the DEIR will then be compiled into a final EIR for the City Council's consideration along with the Mitigation Monitoring Plan, Findings of Fact, and Statement of Overriding Considerations.

The DEIR addresses several potential issues associated with the project, including aesthetics, agricultural resources, air quality, greenhouse gas emissions, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, noise, public service, traffic and utilities. Mitigation measures proposed for many of the impacts are summarized in Chapter 1 (Executive Summary) of the DEIR. All impacts of the Project can be mitigated to less than significant levels with the exception of air quality, greenhouse gas emissions, noise, and transportation.

Prior to the preparation of the DEIR, the City circulated a Notice of Preparation (NOP) from September 22, 2021 to October 22, 2021 and a public scoping meeting was held during the 30-day public review period, on October 7, 2021 at 6:00 PM at the Beaumont Civic Center.

In addition to the proposed project, the DEIR analyzed three (3) project alternatives: (1) No Project/Existing Specific Plan, (2) Reduced Building Intensity and (3) Environmentally Superior Alternative. Each of these alternatives are discussed in detail in Section 6 of the DEIR.

Despite a number of project design features and mitigation measures that serve to reduce the environmental impact of the project to less than significant, the DEIR has found that there will be impacts to the environment concerning air quality, greenhouse gas and transportation that cannot be mitigated to a level of less than significant.

Air Quality

The project would conflict with or obstruct implementation of the applicable air quality plan (Impact 4.2-1).

The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Impact 4.2-2).

Greenhouse Gas Emissions

The project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment (Impact 4.7-1).

The project would conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (Impact 4.7-2).

The project would result in significant cumulative GHG emissions.

Noise

Noise impacts would be less than significant with the exception of cumulative off-site traffic noise along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue).

Cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity.

Transportation

The project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) (Impact 4.15-2).

The project would result in significant cumulative transportation impacts.

With the adoption of Senate Bill (SB) 743, the State of California changed the method of traffic analysis required through the California Environmental Quality Act (CEQA) for publicly and privately initiated projects. The law changed the way local jurisdictions, analyze transportation impacts from development projects and identify mitigation measures to reduce those impacts. SB 743 became effective on July 1, 2020. The previous practice of evaluating traffic transportation impacts used road congestion and delay or level of service (LOS) to determine mitigation measures. SB 743 requires the amount of driving and length of trips – as measured by "vehicle miles traveled" or VMT – be used to assess transportation impacts on the environment for CEQA review. These

impacts will be reduced or “mitigated” by options such as Transportation Demand Management (TDM), increasing transit options, or providing for active transportation such as walking and biking. Due to the changes in analysis required by SB743, there are no mitigation measures required through the CEQA process.

The City of Beaumont realized the change to VMT analysis as part of CEQA would greatly reduce the City’s ability to require mitigation for traffic impacts. So, as part of the General Plan Update, the City retained the right to analyze Level of Service (LOS) in addition to VMT, and to require mitigation accordingly. The improvements listed on page five (5) of this report, have been identified as mitigation for Level of Service and are included as conditions of approval for this project.

The project will also be responsible for paying its fair share for other necessary area-wide traffic improvements by paying the City’s Development Impact Fees (DIF) and the Riverside County Transportation Uniform Mitigation Fees (TUMF).

The complete list of mitigation measures for Air Quality, Greenhouse Gas, Noise and Transportation along with the other sections analyzed in the DEIR can be found in the Mitigation Monitoring Reporting Program as an attachment to this staff report.

The City will need to adopt a Statement of Overriding Considerations on these specific air quality, greenhouse gas, noise and transportation impacts identified in the DEIR in order to certify the final EIR. Responses to the public comments on the DEIR will be prepared prior to the City Council’s review of the project and final EIR. The responses to comments, Planning Commission recommendation and final EIR will then be reviewed in sum by the City Council in conjunction with the Council’s action on the proposed project applications.

During the DEIR 45-day public review and comment period beginning April 21, 2022, and ending June 6, 2022, the City received numerous comments from area residents, public agencies and private firms. Copies of all correspondence has been provided to the Commission and is included as an attachment to this report.

In conclusion, the requests before the Commission are discretionary in nature and include the following: Specific Plan (SP2021-0005), General Plan Amendment (PLAN2021-0656) Tentative Parcel Map 38223 (PM2021-0009), Plot Plan (PP2021-0388, Plot Plan (PP2021-0390), Plot Plan (PP2021-0392), and Environmental Impact Report (ENV2021-0017). The DEIR analyzed the proposed project and proposed mitigation where feasible. A Statement of Overriding Considerations must be adopted in conjunction with certification of the final EIR. The final EIR will be prepared and will

comprise the DEIR, Responses to Comments, the Mitigation Monitoring and Reporting Plan, Findings of Fact, and Statement of Overriding Considerations. The final EIR will be presented to the City Council for their review and proposed certification of the adequacy of the documents at a future noticed public hearing concerning the project applications.

Recommended Action:

Hold a public hearing; and,

Forward a recommendation to the City Council to:

1. Certify the Environmental Impact Report (PLAN2021-0017); Adopt a Statement of Overriding Considerations; Adopt General Plan Amendment (PLAN2021-0656); Adopt Specific Plan (SP2021-0005); Approve Tentative Parcel Map 38223 (PM2021-0009); and Approve Plot Plans PP2021-0388, PP2021-0390 and PP2021-0391, or
2. Make Modifications and Certify the Environmental Impact Report (PLAN2021-0017); Make Modifications and Adopt a Statement of Overriding Considerations; Make Modifications and Adopt General Plan Amendment (PLAN2021-0656); Make Modifications and Adopt Specific Plan (SP2021-0005); Make Modifications and Approve Tentative Parcel Map 38223 (PM2021-0009); and Make Modifications and Approve Plot Plans PP2021-0388, PP2021-0390 and PP2021-0391, or
3. Not Certify the Environmental Impact Report (PLAN2021-0017); Not Adopt a Statement of Overriding Considerations; Not Adopt General Plan Amendment (PLAN2021-0656); Not Adopt Specific Plan (SP2021-0005); Not Approve Tentative Parcel Map 38223 (PM2021-0009); and Not Approve Plot Plans PP2021-0388, PP2021-0390 and PP2021-0391.

Attachments:

- A. Draft Environmental Impact Report (without appendices)
- B. Draft Findings of Fact of Overriding Considerations
- C. Draft Summit Station Specific Plan
- D. Tentative Parcel Map (TPM) No. 38223
- E. Draft Conditions of Approval – TPM 38223
- F. Plot Plan PP2021-0388 Site Plan (Building 1)
- G. Draft Conditions of Approval – PP2021-0388
- H. Plot Plan PP2021-0390 Site Plan (Building 2)
- I. Draft Conditions of Approval – PP2021-0390
- J. Plot Plan PP2021-0391 Site Plan (Building 3)

- K. Draft Conditions of Approval – PP2021-0391
- L. General Plan Land Use Designation Map
- M. Zoning Map
- N. Photo Simulations
- O. Aerial Photograph
- P. Proof of Publication
- Q. Comment Letters

Draft Environmental Impact Report

Beaumont Summit Station Project

SCH No. 2021090378

Lead Agency
City of Beaumont



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1.0 EXECUTIVE SUMMARY

1.1 Introduction

This Draft Environmental Impact Report (Draft EIR) addresses the environmental effects associated with the implementation of the proposed Beaumont Summit Station Specific Plan (Project), within the City of Beaumont (City). 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. An EIR analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers. This document focuses on impacts determined to be potentially significant for this Project.

This Draft EIR has been prepared pursuant to the requirements of CEQA and the City’s CEQA procedures. The City, 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 Draft EIR was derived from on-site 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 including air quality/health risk assessments, biological reports, cultural resources reports, geological reports, a greenhouse gas emissions assessment, hazard and hazardous materials assessments, a hydrology report, a preliminary water quality management plan, noise modeling, a traffic impact assessment, and a water supply assessment.

1.2 Environmental Procedures

This Draft EIR has been prepared pursuant to CEQA to assess the environmental effects as 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; it is intended to provide an objective, factually supported analysis, and full disclosure of the environmental consequences of a proposed project and its 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 purpose of this EIR is to provide environmental review of the Project, such that the City will be able to utilize this EIR to satisfy CEQA for Project-related permits or approvals and to provide CEQA analysis.

This Draft EIR is organized into nine sections:

- Section 1.0** **Executive Summary** provides a Project summary and summary of environmental impacts, and the proposed mitigation measures and alternatives.
- Section 2.0** **Introduction** provides CEQA compliance information.
- Section 3.0** **Project Description** provides Project history, as well as the environmental setting, Project characteristics and objectives, phasing, and anticipated permits and approvals that may be required for the Project.
- Section 4.0** **Environmental Impact Analysis** provides a discussion of the existing conditions for each of the environmental impact areas. This section also describes methodologies for significance determinations, identifies both short-term and long-term environmental impacts of the Project, recommends mitigation measures to reduce the significance of environmental impacts, and identifies any areas of potentially significant and unavoidable impacts. This section includes a discussion of cumulative impacts that could arise as a result of the implementation of the proposed Project.
- Section 5.0** **Other CEQA Considerations**, summarizes unavoidable significant impacts, and discusses significant irreversible environmental changes, growth-inducing impacts, and energy conservation, in accordance with CEQA Guidelines Appendix F.
- Section 6.0** **Alternatives**, describes potential Project alternatives, including alternatives considered but rejected from further consideration, the No Project Alternative, various Project Alternatives, and identifies the Environmentally Superior Alternative.
- Section 7.0** **Effects Found Not to Be Significant**, describes potential impacts that have been determined not to be significant throughout the EIR process.
- Section 8.0** **EIR Consultation and Preparation** identifies the CEQA Lead Agency and EIR preparation team, as well as summarizes the EIR consultation process.
- Section 9.0** **References.**

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

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

1.3 Project Location

The Project site is located within the San Gorgonio Pass area, which is located between the Coachella, San Jacinto, and Moreno valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench. The Project site is in the northwestern portion of the City within the County of Riverside (County) and regional access to the site is provided by Interstate (I-) 10 via the Cherry Valley Boulevard exit approximately 3,000 feet west of the Project site.

The approximately 188-acres site is located south of Cherry Valley Boulevard, north of Brookside Avenue, and northeast of I-10. All proposed changes associated with the Project are located within areas previously annexed to the City by the Riverside Local Agency Formation Commission. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

1.4 Project Summary

The Project includes the adoption of the new Beaumont Summit Station Specific Plan (Specific Plan), In addition to the Specific Plan, other related Project entitlements include a General Plan Amendment, Tentative Parcel Map, approval of a Plot Plan/Site Plan, and a Development Agreement.

Each of the specific Project entitlement applications and associated supporting documents are hereby incorporated by reference into this Draft EIR and are available for review in the City Planning Department located within the Beaumont Civic Center located at 550 E. 6th Street, Beaumont, CA 92223.

The purpose of this Draft EIR for the Project is to review the existing conditions at and in the vicinity of the Project site; identify and analyze the potential environmental impacts; and suggest feasible mitigation measures or alternatives to reduce significant adverse environmental effects, as described **Section 6.0, Alternatives**. This Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components (see **Table 1-1, Existing and Proposed Land Use Plan**). The Project would also include 6.7 acres of public and private roads. Construction of the Project, including recordation of final subdivision map(s); and design review may be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety. However, note that actual phasing sequence and years may vary depending on market conditions.

Table 1-1: Existing and Proposed Land Use Plan

Land Use	Existing Sunny-Cal Specific Plan (2007)		Summit Station Specific Plan (2022)	
Low Density Residential	158.65 acres	560 du	--	--
E-Commerce Center				
E-Commerce	--	--	139.8 acres	2,507,465 sf
Office				50,000 sf
Commercial				
Hotel (220 rooms)	--	--	10.9 acres	100,000sf
Retail				25,000 sf
Restaurant				25,000 sf
Open Space				
Park/Trail	21.15 acres		0 acres	
Buffer/Open Space	8.71 acres		30.6 acres	
Road	9.8 acres		6.7 acres	
Total	200 acres		188 acres	
Source: Kimley-Horn. 2022. Beaumont Summit Station Specific Plan. Table 1. du = dwelling units; sf = square feet Note: Land use acreages are net of roads and are rounded				

1.5 Project Purpose and Objectives

The Project implements the goals and policies of the City’s General Plan, as amended; serves as an extension of the General Plan; and, can be used as both a policy and a regulatory document. The purpose of this Project is to implement the vision laid out in the Project objectives by providing development standards, and design guidelines to direct future development within the Project area.

In order to promote a high-quality development, as well as the functional integrity, economic viability, environmental sensitivity, and positive aesthetic impact of the Project, specific planning and development objectives for the Project were identified.

The Project includes the following objectives:

1. Provide a comprehensive land use plan that designates the distribution, location, and extent of land uses.
2. Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.
3. Develop a state-of-the-art logistics/e-commerce center with complimentary commercial uses that take advantage of existing and planned infrastructure, is feasible to construct, is economically competitive with, and in the general vicinity of, similar logistics/e-commerce center uses.
4. Develop and operate a large format logistics center that is in close proximity to the I-10 freeway to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.
5. Facilitate the development of underutilized land currently planned for residential uses with uses that maximize the use of the site as a large format e-commerce center consisting of one or more buildings with total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000 square feet of mixed commercial uses responding to market demand.
6. Provide a system of infrastructure that includes public and private transportation, sewer, water, drainage, solid waste disposal, and other essential facilities to serve the needs of the Project.
7. Provide access patterns that minimize traffic conflicts.
8. Develop project identity through the identification of project design elements such as architecture, landscaping, walls, fencing, signage, and entry treatments
9. Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.
10. Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, and expansion of the tax base.
11. Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.
12. Provide and plan that incorporates appropriate buffers with the surrounding development through the use of landscaped setbacks and expanded parkways along Cherry Valley Boulevard and Brookside Avenue.

1.6 Summary of Project Alternatives

The CEQA Guidelines (§ 15126.6[a]) state that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain 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.” The alternatives were based, in part, on their potential ability to reduce or eliminate the impacts determined to be significant and unavoidable for the proposed Project.

The following alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the Project, but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in **Section 6.0, Alternatives**, of this Draft EIR.

- No Project/Existing Specific Plan
- Reduced Building Intensity

An EIR must identify an “environmentally superior” alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Impacts involving air quality, greenhouse gas emissions, and transportation were found to be significant and unavoidable. **Section 6.8, Environmentally Superior Alternative** identifies the environmentally superior alternative.

1.6.1 NO PROJECT/EXISTING SPECIFIC PLAN

Consistent with State CEQA Guidelines § 15126.6, the No Project/Existing Specific Plan assumes that the existing land uses and condition of the Project Site at the time the NOP was published (September 2021) would continue to exist without the Project. The setting of the Project site at the time the NOP was published is described as part of the existing conditions within **Section 3.0, Project Description** and throughout **Section 4.0, Environmental Impact Analysis**, of the Draft EIR. The discussion within the respective sections provides a description of the environmental conditions in regard to the individual environmental issues.

The No Project/Existing Specific Plan Alternative assumes the Project would not be implemented and proposed land uses, and other improvements would not be constructed related to proposed Project and under this alternative none of the proposed improvements would occur. However, development allowed under the previously approved Sunny-Cal Specific Plan could occur and is analyzed as part of this Alternative.

The previously approved Sunny-Cal Specific Plan allows for the development of 200 acres with approximately 560 Dwelling Units (DU) on approximately 159 acres, over 30 acres of parks, open space, landscaped buffers, and paseos, and approximately 10 acres of circulation improvements.

Under this Alternative, the Sunny-Cal Specific Plan would remain and would not be changed to the proposed Beaumont Summit Station Specific Plan. While the Sunny-Cal Specific Plan allows for a variety of land uses, this Alternative assumed development in accordance with the residential densities allowed under the specific plan which, as noted above, allows for up to 560 DUs, park space, and roads.

Infrastructure improvements including water, wastewater, drainage, extension of electrical and natural gas, and roadway improvements and right-of-way dedications identified in the Project would still be required to be extended into the Project site under the Sunny-Cal Specific Plan.

1.6.2 REDUCED BUILDING INTENSITY

Alternative 2 would entail the development of e-commerce and commercial uses, but at a smaller square footage (15 percent less) than what was proposed for the Project. The Alternative would involve the development of 2,173,846 square feet of e-commerce space. Additionally, since the project footprint would be smaller, it is anticipated that the amount of graded area would be smaller as well. Modifications would occur to multiple on-site features such as drainage basins, parking, and landscaping. Off-site improvements to the adjacent roadways of Cherry Valley Boulevard and Brookside Avenue would remain consistent with the Project.

1.6.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior Alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6 (e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior Alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

The environmentally superior Alternative is Alternative 2: Reduced Building Intensity. Because Alternative 2 would reduce the e-commerce development footprint by 15 percent, this Alternative has fewer environmental impacts than the proposed Project or the No-Project/Existing Specific Plan Alternative.

Section 15126.6(e)(2) of the State CEQA Guidelines states that if the “No Project” alternative is found to be environmentally superior, “the EIR shall also identify an environmentally superior alternative among the other alternatives. The No Project/Existing Specific Plan Alternative was not found to be environmentally superior.

The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the Project objectives, and an alternative’s ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. The Reduced Building Intensity Alternative would be the environmentally superior Alternative because it would reduce some of the potentially significant impacts of the proposed Project. However, while the Reduced Building Intensity Alternative is the environmentally superior alternative, it is not capable of meeting all of the basic objectives of the Project.

1.7 Areas of Controversy

Prior to the preparation of the Draft EIR, the City circulated a Notice of Preparation (NOP) from September 22, 2021 to October 22, 2021, (see **Appendix L, Notice of Preparation**). In addition, a public scoping meeting was held during the 30-day public review period, on October 7, 2021 at 6:00 PM at the Beaumont Civic Center. Pursuant to health and safety measures taken by the State of California, the San Bernardino County Members of the public, Project applicants and consultants, and staff were able to participate in the meeting. A total of six comment letters were received in response to the NOP. The comment letters received during the NOP comment period; along with Scoping Reports for the NOP,

providing a more detailed summary of the issues raised during the public scoping meeting, are included in **Appendix L, Notice of Preparation**. Areas of concern identified during the scoping period include: Traffic, Lighting, Noise, Solid Waste, and Residential Property Values. No other areas of controversy are known to the lead agency.

1.8 Unavoidable Significant Impacts

The Projects potentially significant impacts are defined in **Sections 4.1, Aesthetics** through **4.18, Wildfire** of this Draft EIR. As noted in these sections, most of the potentially significant impacts identified can be mitigated to a less than significant level through implementation of feasible mitigation measures. There are unavoidable significant impacts associated with air quality, greenhouse gas emissions, and transportation, as summarized below:

- Air Quality

The Project would conflict with or obstruct implementation of the applicable air quality plan (Impact 4.2-1).

The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Impact 4.2-2).

- Greenhouse Gas Emissions

The Project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment (Impact 4.7-1).

The Project would conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (Impact 4.7-2).

The Project would result in significant cumulative GHG emissions.

- Noise

Noise impacts would be less than significant with the exception of cumulative off-site traffic noise along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue). Cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity.

- Transportation

The Project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) (Impact 4.15-2).

The Project would result in significant cumulative transportation impacts.

1.9 Summary of Environmental Impacts & Mitigation Measures

Table 1-2, Summary of Environmental Impacts and Mitigation Measures, is a summary of significant impacts and proposed mitigation measures associated with the Project as identified in this EIR. Refer to **Sections 4.1** through **4.18**, for a detailed description of the environmental impacts and mitigation measures for the Project. All impacts of the Project can be mitigated to less than significant levels with the exception of air quality, greenhouse gas emissions, noise, and transportation.

Table 1-2: Summary of Environmental Impacts and Mitigation Measures

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.1, Aesthetics		
Impact 4.1-1: Would the Project have a substantial adverse effect on a scenic vista?	Less than Significant Impact	No mitigation is required.
Impact 4.1-2: Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	No mitigation is required.
Impact 4.1-3: 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?	Less than Significant Impact	No mitigation is required.
Impact 4.1-4: Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Less than Significant Impact	No mitigation is required.
Section 4.2, Air Quality		
Impact 4.2-1: Would the Project, conflict with or obstruct implementation of the applicable air quality plan?	Significant Unavoidable Impact	<p>MM AQ-1: Prior to issuance of Phase 1 and Phase 2 grading permits, the applicant shall prepare and submit documentation to the City of Beaumont to demonstrate the following:</p> <ul style="list-style-type: none"> • All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment. • Construction equipment shall be properly maintained according to manufacturer specifications. • All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour. • On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>MM AQ-2: The Project shall utilize “Super-Compliant” low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD’s Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of Phase 1 and Phase 2 building permits, the Beaumont Building and Safety Department shall confirm the plans include the following specifications:</p> <ul style="list-style-type: none"> • All architectural coatings will be super-compliant low VOC paints. • Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints. • Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors. • For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org). • Use compliant low-VOC cleaning solvents to clean paint application equipment. • Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions. • Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable. • Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. <p>MM AQ-3: Prior to issuance of Phase 1 and Phase 2 occupancy permits (unless otherwise specified), the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:</p> <ul style="list-style-type: none"> • Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options. • Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site (Phase 1 only). • Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided (Phase 1 only). • Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance (Phase 1 only).

Resource Impact	Level of Significance	Mitigation Measure(s)
		<ul style="list-style-type: none"> • Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day. • Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service. • Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users. • Provide meal options on-site or shuttles between the facility and nearby meal destinations. • Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces. <p>MM AQ-4: Prior to the issuance of Phase 1 building permits, the Planning Department shall confirm that the Project is designed to include the following:</p> <ul style="list-style-type: none"> • The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in 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. • The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs. <p>MM AQ-5: Prior to the issuance of occupancy permits for Phase 1, the Planning Department shall confirm that all truck access gates and loading docks within the project site shall have a sign posted that states:</p> <ul style="list-style-type: none"> • Truck drivers shall turn off engines when not in use. • For non-essential idling, truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged. • Telephone numbers of the building facilities manager and CARB to report violations.

Resource Impact	Level of Significance	Mitigation Measure(s)
		<ul style="list-style-type: none"> Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas. <p>MM AQ-6: Prior to the issuance of Phase 1 occupancy permits, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project’s life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with SCAQMD Rule 2305</p>
<p>Impact 4.2-2: Would the Project, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<p>Significant Unavoidable Impact</p>	<p>Refer to MM AQ-1 through AQ-6 above.</p>
<p>Impact 4.2-3: Would the proposed project, expose sensitive receptors to substantial pollutant concentrations?</p>	<p>Less than Significant Impact With Mitigation Incorporated</p>	<p>Refer to MM AQ-1 through AQ-6 above.</p>
<p>Impact 4.2-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</p>	<p>No Impact</p>	<p>No mitigation is required.</p>
<p>Section 4.3, Biological Resources</p>		
<p>Impact 4.3-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>	<p>Less than Significant Impact with Mitigation Incorporated</p>	<p>MM BIO-1: Project activities shall not be initiated within 100 feet of any least Bell’s vireo suitable habitat area(s) during the species’ breeding season (March 15- August 31) unless a negative USFWS protocol survey has been conducted within one year of construction kickoff and findings were negative.</p> <p>If groundbreaking activities occur outside the least Bell’s vireo nesting season (i.e., September 16-March 14), a qualified biologist shall perform a presence/absence survey within suitable habitat on-site, and shall continue these surveys on a monthly basis, especially as breeding season commences.</p> <p>If least Bell’s vireo nesting is discovered, either during protocol surveys, monthly presence/absence surveys, or incidentally, no Project activities shall occur within 300 feet of any least Bell’s vireo nest site until it has been confirmed that the young have fledged, and the nest is no longer active. A qualified biologist shall always be</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>present when construction crews are working within 1/8 mile surrounding an identified least Bell's vireo nest site to ensure that the birds do not react unfavorably to Project activities. If the qualified biologist observes signs of agitation stemming from Project activities, the activities shall cease and not resume until the birds' behavior normalizes. If the birds continue to exhibit signs of agitation, Project activities shall be adjusted to avoid impacts on nesting least Bell's vireo. Additionally, in the presence of least Bell's vireo nests, noise level from Project activities shall not to exceed 65 dBA at the edge of occupied habitat. If this is not possible, a noise barrier shall be constructed to keep noise at or below 65 dBA to avoid adverse impacts to any least Bell's vireo nest/s.</p> <p>During the least Bell's vireo breeding season, artificial light shall not be cast into suitable habitat.</p> <p>A qualified biologist shall conduct a training session for Project personnel prior to grading in conformance with MSCHP best management practices requirements. The training shall include a description of least Bell's vireo and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished.</p> <p>MM BIO-2: A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are documented on-site, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.</p> <p>MM BIO-3: Vegetation clearing and ground disturbing activities should be conducted outside of the nesting season (February 1 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests.</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
<p>Impact 4.3-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>	<p>Less than Significant Impact with Mitigation Incorporated</p>	<p>MM BIO-4: Prior to any ground-disturbing activity near jurisdictional features, applicable permits shall be obtained through the USACE, RWQCB, and CDFW for impacts on jurisdictional features. Based on the results of the aquatic resources delineation for the proposed Project, the proposed Project would permanently impact 0.25 acre of USACE-jurisdictional non-wetland waters of the U.S. and RWQCB-jurisdictional non-wetland waters of the State (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1). Additionally, the proposed Project would permanently impact 2.17 acres of CDFW-jurisdictional vegetated streambed (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1) and 0.24 acre of CDFW-jurisdictional riparian habitat (i.e., NWW-2A and NWW-3B). The Project applicant shall be obligated to implement/comply with the permit conditions and mitigation measures required by the resource agencies regarding impacts on their respective jurisdictions.</p> <p>A minimum 1:1 mitigation ratio (0.25 acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. Compensatory mitigation to offset impacts to jurisdictional aquatic resources may be implemented through off-site, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with purchase confirmation.</p>
<p>Impact 4.3-3: Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<p>No Impact</p>	<p>No mitigation is required.</p>
<p>Impact 4.3-4: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>
<p>Impact 4.3-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.3-6: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	Less than Significant Impact with Mitigation Incorporated	Refer to MM BIO-2 and MM BIO-4 above.
Section 4.4, Cultural Resources		
Impact 4.4-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	No Impact	No mitigation is required.
Impact 4.4-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than Significant Impact with Mitigation Incorporated	MM CUL-1: A qualified archaeological monitor will be present during Project-related ground-disturbing activities in undisturbed native sediments. MM CUL-2: In the event that potentially significant cultural materials are encountered during Project-related ground-disturbing activities, all work will be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.
Impact 4.4-3: Would the Project disturb any human remains, including those interred outdoors of dedicated cemeteries?	Less than Significant Impact	No mitigation is required.
Section 4.5, Energy		
Impact 4.5-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Less than Significant Impact	No mitigation is required.
Impact 4.5-2: Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	Less than Significant Impact	No mitigation is required.
Section 4.6, Geology and Soils		
Impact 4.6-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 	Less than Significant Impact	No mitigation is required.

Resource Impact	Level of Significance	Mitigation Measure(s)
<p>Impact 4.6-2: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> • Strong seismic ground shaking? 	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>
<p>Impact 4.6-3: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> • Seismic-related ground failure, including liquefaction? 	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>
<p>Impact 4.6-4: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> • Landslides? 	<p>No Impact</p>	<p>No mitigation is required.</p>
<p>Impact 4.6-5: Would the Project result in substantial soil erosion or the loss of topsoil?</p>	<p>Less than Significant Impact with Mitigation Incorporated</p>	<p>MM GEO-1: Settlement Monitoring Program. A Settlement Monitoring Program would be implemented, consisting of the surveying of surface monuments to monitor settlement of alluvial soils left in-place and/or proposed fills deeper than 30 feet (design plus remedial grading). Survey monument readings for both deep fill areas and for fill over compressible natural ground (Qal) should be conducted following the completion of fill placement. Survey monument locations should be selected by the geotechnical consultant. Survey readings should be taken weekly for the first month and on a weekly basis thereafter until vertical movement of the fill mass achieve 90 percent of primary compression, begin secondary compression or the estimated remaining settlement is less than one inch. Construction of proposed structures would not commence until approved by the geotechnical consultant based on the results of the settlement monitoring. Survey benchmarks used for the monitoring would be confirmed with the geotechnical consultant prior to initial readings being performed.</p> <p>Foundation and Grading Plan Review. New retaining walls with maximum heights of up to 50± feet would be constructed as part of the new development. Additional review of the global stability of the proposed site grading be performed by SCG once more detailed rough grading plans become available. An additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations.</p> <p>Over excavation. Benching of the sidewalls would be required during fill placement. The horizontal extent of the benching should be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. Following completion of the over excavations, the subgrade would be evaluated by the geotechnical engineer to verify its suitability to serve as the structural fill subgrade. Some localized areas of deeper excavation may be required if loose, porous, or low-density materials are</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		encountered at the base of the over excavation. Materials suitable to serve as the structural fill subgrade within the building area should consist of moderate strength alluvial soils which possess an in-situ density equal to at least 85 percent of the ASTM D-1557 maximum dry density. These materials would be moisture conditioned to 0 to 4 percent above optimum moisture content prior to placement of any new fill soils. The previously excavated soils may then be replaced as compacted structural fill.
<p>Impact 4.6-6: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	Less than Significant Impact with Mitigation Incorporated	Refer to MM GEO-1 above.
<p>Impact 4.6-7: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</p>	Less than Significant Impact with Mitigation Incorporated	Refer to MM GEO-1 above.
<p>Impact 4.6-8: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>	No Impact	No mitigation required.
<p>Impact 4.6-9: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	Less than Significant Impact with Mitigation Incorporated	<p>MM GEO-2: Paleontological Construction Monitoring and Compliance Program. The following measures would be implemented to reduce potential impacts to paleontological resources to less than significant:</p> <p>Retain a Qualified Paleontologist. Prior to initial ground disturbance, the Applicant shall retain a Project paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources.</p> <p>Paleontological Monitoring. Ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) in areas mapped as high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. Areas mapped as low to high paleontological sensitivity shall be monitored when ground-disturbing activities exceed five feet in depth, because underlying sensitive sediments could be impacted. Areas considered to have an undetermined paleontological sensitivity shall be inspected and further assessed if construction activities bring potentially sensitive geologic deposits to the surface. The Paleontological Mitigation and Monitoring Program shall be supervised by the Project paleontologist. Monitoring must be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>resources. The duration and timing of the monitoring would be determined by City based on recommendation from the Project paleontologist. If the Project paleontologist determines that full-time monitoring is no longer warranted, they may recommend to the City that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not exceed five feet in depth would not require paleontological monitoring.</p> <p>Paleontological Mitigation and Monitoring Program. After Project design has been finalized to determine the precise extent and location of planned ground disturbances, and prior to construction activity, a qualified paleontologist would prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity for the Project. This program would outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. The program would be prepared in accordance with the standards set forth by current Society of Vertebrate Paleontology guidelines (2010) and with proper implementation, would reduce or eliminate potential impacts to paleontological resources.</p> <p>Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Project paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be presented at a preconstruction meeting that a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.</p> <p>Salvage of Fossils. If fossils are discovered, the Project paleontologist or paleontological monitor should recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist would have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.</p> <p>Preparation and Curation of Recovered Fossils. Once salvaged, the City would ensure that significant fossils would be identified to the lowest possible taxonomic</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Western Science Center), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Project paleontologist. Field collection and preparation of fossil specimens would be performed by the Project paleontologist with further preparation as needed by an accredited museum repository institution at the time of curation.</p> <p>Final Paleontological Mitigation Report. Upon completion of ground-disturbing activity (and curation of fossils, if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.</p>
Section 4.7, Greenhouse Gas Emissions		
<p>Impact 4.7-1: Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?</p>	<p>Significant Unavoidable Impact</p>	<p>Refer to MM AQ-1 through MM AQ-6 above. The following additional mitigation is also required.</p> <p>MM GHG-1: Phase 1 of the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load, conservatively anticipated to be approximately 8.87 kilowatt hours per year [kWh/year] per square foot).</p> <p>With expected energy consumption at 8.87 kWh/sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to offset consumption.</p> <p>Should the energy consumption characteristics of a future tenant differ from this projection, there is sufficient space on the rooftop for the system to roughly triple on-site generation. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.</p> <p>MM GHG-2: Prior to the issuance of a Phase 1 or Phase 2 building permit, the Project Applicant or successor in interest shall provide documentation to the City of Beaumont demonstrating that the Project is designed to achieve Leadership in</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>Energy and Environmental Design (LEED) certification and meet or exceed CalGreen Tier 2 standards in effect at the time of building permit application.</p> <p>MM GHG-3: The development (Phase 1 and Phase 2) shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection and load area shall be constructed in compliance with Riverside County Waste Management Department’s Design Guidelines for Recyclable Collection and Loading Areas.</p> <p>MM GHG-4: Prior to the issuance of Phase 1 or Phase 2 occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all landscaping equipment used on-site shall be 100 percent electrically powered. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable.</p>
<p>Impact 4.7-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?</p>	<p>Significant Unavoidable Impact</p>	<p>Refer to MM AQ-3 through MM AQ-6 and MM GHG-1 through MM GHG-4, above.</p>
<p>Section 4.8, Hazards</p>		
<p>Impact 4.8-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>
<p>Impact 4.8-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>
<p>Impact 4.8-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>
<p>Impact 4.8-4: Would the project be located on a site which is included on a list of hazardous materials Project sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	<p>Less than Significant Impact with Mitigation Incorporated</p>	<p>MM HAZ-1: The Applicant shall prepare a Soil Management Plan prior to the redevelopment of the site.</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.8-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	No mitigation is required.
Impact 4.8-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	No mitigation is required.
Impact 4.8-7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than Significant Impact	No mitigation is required.
Section 4.9, Hydrology		
Impact 4.9-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant Impact	No mitigation is required.
Impact 4.9-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant Impact	No mitigation is required.
Impact 4.9-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> Result in substantial erosion or siltation on- or off-site? 	Less than Significant Impact	No mitigation is required.
Impact 4.9-4: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? 	Less than Significant Impact	No mitigation is required.

Resource Impact	Level of Significance	Mitigation Measure(s)
<ul style="list-style-type: none"> Impede or redirect flood flows? 		
Impact 4.9-5: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?	No Impact	No mitigation is required.
Impact 4.9-6: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant Impact	No mitigation is required.
Section 4.10, Land Use and Planning		
Impact 4.10-1: Would the Project physically divide an established community?	No Impact	No mitigation is required.
Impact 4.10-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact	No mitigation is required.
Section 4.11, Noise		
Impact 4.11-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant Impact	No mitigation is required.
Impact 4.11-2: Generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	No mitigation is required.
Impact 4.11-3: For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	Less than Significant Impact	No mitigation is required.
Section 4.12, Population and Housing		
Impact 4.12-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than Significant Impact	No mitigation is required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.12-2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than Significant Impact	No mitigation is required.
Section 4.13, Public Services		
Impact 4.13-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: <ul style="list-style-type: none"> • Fire Protection? • Police Protection? 	Less than Significant Impact	No mitigation is required.
	Less than Significant Impact	No mitigation is required.
Section 4.14, Recreation		
Impact 4.14-1: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact	No mitigation is required.
Impact 4.14-2: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact	No mitigation is required.
Section 4.15, Transportation		
Impact 4.15-1: Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less than Significant Impact	No mitigation is required.
Impact 4.15-2: Would the Project, conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	Significant Unavoidable Impact	Impact is significant, unavoidable, and unmitigable.
Impact 4.15-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant Impact	No mitigation is required.
Impact 4.15-4: Would the Project result in inadequate emergency access?	Less than Significant Impact	No mitigation is required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.16, Tribal Cultural Resources		
<p>Impact 4.16-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>i. Would the Project be developed in an area listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k)?</p> <p>ii. Would the Project contain a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>MM TCR-1 The Serrano Nation, (currently Mr. Mark Cochrane and/or Mr. Wayne Walker, but the representative could change depending on when a finding may occur), shall be notified if any cultural material is encountered during Project construction.</p>
Section 4.17, Utilities and Service Systems		
<p>Impact 4.17-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p>	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>
<p>Impact 4.17-2: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?</p>	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>
<p>Impact 4.17-3: Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?</p>	<p>Less than Significant Impact</p>	<p>No mitigation is required.</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.17-4: Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant Impact	No mitigation is required.
Impact 4.17-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant Impact	No mitigation is required.
Section 4.18, Wildfire		
Impact 4.18-1: If located in or near SRA or lands classified as Very High FHSZ, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	No mitigation is required.
Impact 4.18-2: If located in or near SRA or lands classified as Very High FHSZ, would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact	No mitigation is required.
Impact 4.18-3: If located in or near SRA or lands classified as Very High FHSZ, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than Significant Impact	No mitigation is required.
Impact 4.18-4: If located in or near SRA or lands classified as Very High FHSZ, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Less than Significant Impact	No mitigation is required.

2.0 INTRODUCTION AND PURPOSE

2.1 Purpose of the Environmental Impact Report

This document is an Environmental Impact Report (EIR) prepared for the City of Beaumont (City) for the Beaumont Summit Station Specific Plan (Project) in compliance with the California Environmental Quality Act (CEQA). CEQA is a statute that requires local and state agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. The CEQA Guidelines are located within the California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §§ 15000-15387, while the CEQA Statute is codified as Public Resources Code (PRC) §§ 21000-21189.57. This Draft EIR has been prepared by the City of Beaumont as the Lead Agency under CEQA. This Project entails the construction and operation of e-commerce, commercial, open space, and residential development divided amongst five parcels, on approximately 200-acres of land within the northwestern portion of the City.

This Draft EIR evaluates the potentially significant, adverse and beneficial impacts on the environment resulting from implementation of the Project. **Section 3.0, Project Description**, provides detailed descriptions of the construction and operational components of the Project. **Section 4.0, Environmental Impact Analysis**, discusses the regulatory environment, existing conditions, environmental impacts, and mitigation measures for the Project. Following public review of the Draft EIR, a Final EIR will be prepared, in which the City will respond to public comments on the Draft EIR.

According to § 15121 of the CEQA Guidelines, an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a proposed project. The purpose of this Draft EIR for the proposed Project is to review the existing conditions at and in the vicinity of the Project site; identify and analyze the potential environmental impacts; and suggest feasible mitigation measures or alternatives to reduce significant adverse environmental effects, as described in **Section 3.0, Project Description** and **Section 6.0, Alternatives** to the proposed Project. The potential impacts include both temporary construction-related effects and the long-term effects of development, operation, and maintenance of the Project, as described in **Section 3.0, Project Description**.

The intent of this EIR is to address the potential Project impacts utilizing the most current and detailed plans, technical studies, and related information available. This EIR will be used by the City as the Lead Agency, other responsible and trustee agencies, interested parties, and the general public to evaluate the potential environmental impacts of the proposed Project (refer to **Section 3.10, Approvals Requested as Part of the “Project,”** for a list of anticipated responsible and trustee agencies and Project approvals).

Therefore, this EIR is intended to serve as the primary environmental document for all entitlements associated with the Project, including all discretionary approvals requested or required to implement the Project. The City, as Lead Agency, can approve subsequent actions without additional environmental documentation unless otherwise required by § 21166 of the CEQA Statutes and § 15162 of the CEQA Guidelines.

Section 21166 of the CEQA Statutes states that:

When an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

- a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.*
- b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.*
- c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.*

Additionally, § 15162 of the CEQA Statutes states that:

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

significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

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

2.2 Compliance with CEQA

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

This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the current proposed actions, as required by § 15146 of the CEQA Guidelines. As defined by CEQA Guidelines § 15160, a project EIR focuses primarily on the changes in the environment that would result from the development project. The project EIR should examine all phases of the project including planning, construction, and operation. Another type of EIR is a programmatic “program” EIR which, as defined by CEQA Guidelines § 15168, states that a program EIR may be prepared on a series of action that can be characterized as one large project and are related either of the following:

- Geographically;
- As logical parts in the chain of contemplated actions;
- In connection with rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in several different ways.

Further, CEQA Guidelines § 15165 requires preparation of a program EIR when an individual project is to be implemented in phases. Some EIRs combine program- and project-level analysis of phases of a project into one EIR. In this way, the initial phase of a planned series of actions can be evaluated in detail pursuant to CEQA Guidelines § 15161 and approved for construction, while the later phase encompassing the larger intentions of the lead agency can be disclosed and described.

Based on the type and level of analysis considered in this EIR, including all activities associated with the Project, to determine the short-term and long-term effects associated with their implementation. This EIR discusses both direct and indirect impacts of the Project, as well as cumulative impacts associated with

other past, present, and reasonably foreseeable future projects. Because the Project would be implemented in phases and because a new Specific Plan is developed to guide future development on the site, the Project qualifies as both a project-level and program level EIR.

Based on significance criteria, the effects of the Project have been categorized as either “no impact,” “less than significant impact,” “less than significant with mitigation incorporated,” or “significant unavoidable impact” (refer to **Section 4.0, Environmental Impact Analysis**). Mitigation measures are recommended for potentially significant impacts, to avoid or lessen impacts. In some cases, the Project results in significant unavoidable impacts even with implementation of feasible mitigation measures. In these situations, the decision-makers may approve the Project based on a “Statement of Overriding Considerations.” This determination would require the decision-makers to balance the benefits of the Project to determine if they outweigh identified unavoidable impacts. The CEQA Guidelines § 15093 provides in part the following:

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

2.3 Notice of Preparation/Early Consultation

In compliance with the CEQA Guidelines, the City provided opportunities for various agencies and the public to participate in the environmental review process. During preparation of the Draft EIR, efforts were made to contact various Federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of review in this document. This included the distribution of a Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties. Pursuant to CEQA Guidelines § 15082 and PRC § 21084.4, the City circulated the NOP directly to public agencies (including the State Clearinghouse Office of Planning and Research), special districts, and members of the public who had requested such notice. The NOP was distributed on September 22, 2021, with the 30-day public review period concluding on October 22, 2021.

Public Scoping Meeting

A public virtual scoping meeting was held on September 22, 2021, utilizing teleconference communications, and associated Federal, State, and local orders for safety requirements. The purpose of the scoping meeting was to obtain comments from the public and agencies regarding the scope of the environmental document.

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

Scoping Results

Areas of concern identified during the scoping period include:

- Traffic
- Lighting
- Noise
- Solid Waste
- Residential Property Values

Native American Consultation

Senate Bill (SB) 18, further discussed in **Section 4.16, Tribal Cultural Resources**, essentially requires local governments to consult with Native American tribes when amendment or adoption of a general or specific plan, or designation of open space occurs. Furthermore, SB 18 encourages local governments to consider the cultural aspects of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places early in the land use planning process. In compliance with SB 18, on April 18, 2021, the City contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File (SLF). The NAHC responded on May 17, 2021, stating that the SLF was completed with negative results. However, NAHC noted that the absence of specific site information in the SLF does not indicate the absence of cultural resources within the Project area. For this reason, the NAHC requested that 15 Native American tribal groups be contacted to elicit information regarding cultural resource issues related to the Project. Outreach letters to the 15 recommended tribal groups were sent on June 17, 2021. These letters were followed up by phone calls on July 2, 2021. The Tribes contacted include the following:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Los Coyotes Band of Cahuilla and Cupeno Indians
- Morongo Band of Mission Indians
- Pechanga Band of Luiseno Indians
- Quechan Tribe of the Fort Yuma Reservation
- Ramona Band of Cahuilla
- Rincon Band of Luiseno Indians

- San Manuel Band of Mission Indians
- Santa Rosa Banda of Cahuilla Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians
- Torres-Martinez Desert Cahuilla Indians

The SB 18 consultation and correspondence (including the aforementioned NAHC response letter) is included as **Appendix D, Cultural Resources Assessment**.

Similarly, the City initiated Native American consultation consistent with Assembly Bill (AB) 52. As noted above, the City received responses from the tribes previously noted, but none of the tribes requested further consultation.

2.4 Environmental Review Process

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

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

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

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

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

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

2.5 Compliance with CEQA

Public Review of Draft EIR

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

- <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>
- Community Development Department
550 E. 6th Street
Beaumont, CA 92223

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

Comment letters should be sent to:

City of Beaumont - Planning
Attn: Christina Taylor
Community Development Director
550 E. 6th Street
Beaumont, CA 92223
(951) 769-8518

2.6 Final EIR

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

- a) The draft EIR or a revision of the draft;
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR; and
- d) The Lead Agency's responses to significant environmental points raised in the review and consultation process.

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

Certification of the Final EIR

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

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

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

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

2.7 Format of the EIR

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

This Draft EIR is organized into nine sections:

- Section 1.0** **Executive Summary** provides a Project summary and summary of environmental impacts, and the proposed mitigation measures and alternatives.
- Section 2.0** **Introduction** provides CEQA compliance information.
- Section 3.0** **Project Description** provides Project history, as well as the environmental setting, Project characteristics and objectives, phasing, and anticipated permits and approvals that may be required for the Project.
- Section 4.0** **Environmental Impact Analysis** provides a discussion of the existing conditions for each of the environmental impact areas. This section also describes methodologies for significance determinations, identifies both short-term and long-term environmental impacts of the Project, recommends mitigation measures to reduce the significance of environmental impacts, and identifies any areas of potentially significant and unavoidable impacts. This section includes a discussion of cumulative impacts that could arise as a result of the implementation of the proposed Project.
- Section 5.0** **Other CEQA Considerations**, summarizes unavoidable significant impacts, and discusses significant irreversible environmental changes, growth-inducing impacts, and energy conservation, in accordance with CEQA Guidelines Appendix F.

- Section 6.0 Alternatives**, describes potential Project alternatives, including alternatives considered but rejected from further consideration, the No Project Alternative, various Project Alternatives, and identifies the Environmentally Superior Alternative.
- Section 7.0 Effects Found Not to Be Significant**, describes potential impacts that have been determined not to be significant throughout the EIR process.
- Section 8.0 EIR Consultation and Preparation** identifies the CEQA Lead Agency and EIR preparation team, as well as summarizes the EIR consultation process.
- Section 9.0 References.**

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

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

2.8 Incorporation by Reference

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines § 15148 or have been incorporated by reference in accordance with CEQA Guidelines § 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR and are available for review online. Information contained within these documents has been utilized for various sections of this EIR.

Riverside County General Plan. The County of Riverside adopted the County of Riverside General Plan in 2015. The General Plan serves as a blueprint for growth and development. The County of Riverside General Plan primarily focuses on the unincorporated area - territory that is not located within a city - but also addresses regional services and facilities provided by the County such as regional parks, roads, and

flood control facilities. As part of its General Plan, the County includes the following nine elements: 1) Land Use; 2) Circulation; 3) Multipurpose Open Space; 4) Safety; 5) Noise; 6) Housing; 7) Air Quality; 8) Healthy Communities; and 9) Administration. The General Plan is used throughout this EIR since it contains information, policies, and regulations relevant to the Project.

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

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

Beaumont General Plan Update (Beaumont 2040 Plan). The City of Beaumont had a General Plan Update (Beaumont 2040 Plan). The Beaumont 2040 Plan is a comprehensive update of the City’s General Plan and provides a vision for the future of Beaumont over the next 20 to 30 years. The General Plan functions as a guide to the type of community that Beaumont citizens desire and provides the means by which that desired future can be achieved. The General Plan addresses a range of immediate, mid-, and long-term issues with which the community is concerned. The General Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes resource limitations and the fragility of the community's natural environment. In preparing the Beaumont 2040 Plan and planning for the future of the City, it will be important for the City to closely coordinate with neighboring jurisdictions and regional agencies in order to plan for sustainable community growth. Land uses within the City’s Planning Area may include a combination of undeveloped, developing and developed properties. This City’s General Plan serves as the blueprint for future planning and development in the City. This General Plan indicates the City’s vision for the future through the policies, programs, and plans contained herein. The information contained in the individual sections or Elements that comprise this General Plan will shape the physical development of the City. Public and private decision-makers will refer to this General Plan to formulate decisions with respect to land use and development.

The General Plan consists of several elements:

- Vision and Guiding Principals
- Land Use and Community Design
- Mobility
- Economic Development and Fiscal
- Health and Environmental Justice
- Community Facilities and Infrastructure
- Conservation and Open Space
- Safety
- Noise
- Downtown Area Plan
- Implementation

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

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

Beaumont Draft Environmental Impact Report. 2020 General Plan Update (SCH #2018031022). The City of Beaumont 2020 General Plan Update (referred to herein as the 2020 General Plan Update) more fully articulates Goals, Policies, and Implementation Programs which will provide for successful realization of

the City's near-term plans, and will facilitate implementation of land uses, supporting infrastructure, and services envisioned under Buildout conditions. Modifications incorporated in the 2020 General Plan Update, are evaluated in this Draft EIR (referred to herein also as the EIR).

More information about the City's Draft EIR can be found here:

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

Beaumont Municipal Code. The Beaumont Municipal Code (Beaumont MC) is (continuously) updated. The Beaumont Municipal Code establishes detailed zoning districts and regulations based on the General Plan. The Beaumont Zoning Code (Chapter 17.01) serves as the primary implementation tool for the General Plan. Whereas the General Plan is a policy document that sets forth direction for development decisions, the Zoning Code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Zoning Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Zoning Code also indicates which land uses are permitted in the various zones. The Municipal Code includes all the City's zoning ordinance provisions and has been supplemented over time to include other related procedures such as subdivision regulations, environmental review procedures, and an advertising and sign code. Municipal Code regulations and maps must be consistent with the General Plan land uses, policies, and implementation programs. The Municipal Code is referenced throughout this Draft EIR to establish the proposed Project's baseline requirements according to the City's regulatory framework.

The Beaumont MC can be accessed online at:

https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT17ZO

Southern California Association of Governments. The Southern California Association of Governments (SCAG) 2020/2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in September 2020. The RTP/SCS aims to create a long-range vision plan that balances future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow in accordance with smart and sustainable growth strategies.

The SCAG RTP/SCS can be accessed online at:

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

Riverside County Climate Action Plan. The 2019 Climate Action Plan (CAP) Update was approved on December 17, 2019. The 2019 CAP Update refines the County's efforts to meet greenhouse gas (GHG) reduction strategies, specifically for the years 2035 and 2050. The 2019 CAP Update builds upon the GHG reduction strategies in the 2015 Climate Action Plan.

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

<https://planning.rctlma.org/CAP>

Summit Station Specific Plan. The Summit Station Specific Plan is a standalone specific plan document intended to replace the Sunny-Cal Specific Plan, which was approved in 2007 but never implemented.

The Sunny-Cal Specific Plan is approximately 200 acres in size. The land uses included three residential planning areas approved for up to 560 low density residential units and a series of open space and park areas. The park areas were designed in support of the planned residential uses. The open space preserved an area of steep slope and a drainage course. As part of the Summit Station Specific Plan, the residential uses will be replaced with a commerce center and a 10.9-acre commercial area.

The Summit Station Specific Plan further reduces the size of the Specific Plan area, eliminating the “panhandle” portion of original Planning Area 3, as that property was never annexed and is outside of the City’s SOI. The resulting Specific Plan area is approximately 188 gross acres.

Specific plans are a mechanism to ensure that projects develop in an organized and a cohesive manner. Specific plans incorporate a development framework for detailed land use, circulation, infrastructure including drainage, sewer, and water facilities, and urban design and landscape plans. A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, landscape, and architectural character within the Specific Plan area ensuring that excellence in design is achieved during project development. The Summit Station Specific Plan establishes the procedures and requirements to approve new development within the Project site.

This document is available for review on the City’s website at:

<https://www.beaumontca.gov/1239/Beaumont-Summit-Station>

3.0 PROJECT DESCRIPTION

3.1 Purpose

State CEQA Guidelines § 15124 requires a project description to contain the following:

1. The precise location and boundaries of the proposed project shown on a detailed map and along with a regional location map;
2. A clearly written statement of the objectives of the proposed project including the underlying purpose of the project and project benefits. The statement of objectives must be detailed enough to allow a Lead Agency the opportunity to develop and evaluate project alternatives;
3. A description of the proposed project’s technical, economic and environmental characteristics along with engineering and public service facilities details;
4. A statement describing the intended uses of the EIR, including a chronological list of all necessary approvals and a roster of other agencies that may use the document, a list of required permits and approvals, and a list of related consultation and environmental review necessary under local, state, and federal laws, regulations, and policies.

The purpose of this section of the Draft EIR is therefore meant to provide an accurate, stable, and finite description of the Project to allow for meaningful review by local, state, and federal reviewing agencies, decision-makers, and interested parties.

3.2 Project Overview

The Project includes the adoption of the new Beaumont Summit Station Specific Plan (Specific Plan), In addition to the Specific Plan, other related Project entitlements include a General Plan Amendment, Tentative Parcel Map, approval of a Plot Plan/Site Plan, and a Development Agreement.

Each of the specific Project entitlement applications and associated supporting documents are hereby incorporated by reference into this Draft EIR and are available for review in the City Planning Department located within the Beaumont Civic Center located at 550 E. 6th Street, Beaumont, CA 92223.

The purpose of this Draft EIR for the Project is to review the existing conditions at and in the vicinity of the Project site; identify and analyze the potential environmental impacts; and suggest feasible mitigation measures or alternatives to reduce significant adverse environmental effects, as described in this section and **Section 6.0, Alternatives**. This Project entails the development of an approximately 188-acre site with an e-commerce, commercial development, and open space components (see **Table 3-1, Existing and Proposed Land Use Plan**). The Project would also include 6.7-acres of public and private roads. Construction of the Project, including recordation of final subdivision map(s); and design review may be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety. However, note that actual phasing sequence and years may vary depending on market conditions.

3.3 Project Background

The Project area is comprised of the former Sunny-Cal Egg and Poultry Ranch, which operated from 1964 to 2005. The owners of the poultry ranch desired to transition the property to residential uses through adoption of the Sunny-Cal Specific Plan.

On September 26, 2006, City Planning Commission (Commission) held a public hearing on the Sunny-Cal Specific Plan, North Brookside Community Plan, Sphere of Influence Amendment, and Annexation to the City. After the conclusion of the public testimony, the Commission closed the public hearing and continued the project to November 14, 2006, at which time the Commission requested refinements to the Sunny-Cal Specific Plan and took action to recommend City Council approval of the project.

On July 17, 2007, the City Council held a public hearing on the Project. At the conclusion of the public testimony, the City Council closed the public hearing and after consideration of the project, requested elimination of the North Brookside Community Plan component of the project and a revision to the Sphere of Influence Amendment to include only that territory within the boundaries of the Sunny-Cal Specific Plan area. The approved 2007 Sunny-Cal Specific Plan document incorporated the City Council's direction.

The Sunny-Cal Specific Plan was accompanied by an EIR which was certified in August 2007; the Final EIR provided CEQA clearance for the Sunny-Cal Specific Plan, General Plan Amendment, pre-zoning, and annexation. The Final EIR was challenged in 2007 and was upheld by the California Court of Appeals in 2010.

In 2017, the majority of the Sunny-Cal property was annexed into the City and the Beaumont-Cherry Valley Water District. The annexed portions constitute the entire Project area.

As stated above, the City adopted the Sunny-Cal Specific Plan, which included the approval of 560 single-family residential dwelling units with lot sizes ranging from 7,000 to 20,000 square feet on approximately 200 acres in the City, in August 2007. The overall gross density of the Sunny-Cal Specific Plan was 2.8 dwelling units per acre (du/ac). The Sunny-Cal Specific Plan included four planning areas, pocket parks, trails, open space, circulation, and a neighborhood park. The Sunny-Cal Specific Plan also included a General Plan Amendment, Pre-zoning, Local Agency Formation Commission (LAFCO) Annexation, and a Development Agreement. The Sunny-Cal Specific Plan site is generally located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10).

3.4 Project Location

The Project site is located within the San Gorgonio Pass area, which is located between the Coachella, San Jacinto, and Moreno valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench. The Project site is in the northwestern portion of the City within the County of Riverside (County) and regional access to the site is provided by I-10 via the Cherry Valley Boulevard exit approximately 3,000 feet west of the Project site (see **Exhibit 3.0-1, Regional Location**).

The approximately 188-acres site is located south of Cherry Valley Boulevard, north of Brookside Avenue, and northeast of I-10. All proposed changes associated with the Project are located within areas previously annexed to the City by LAFCO. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017; refer to **Exhibit 3.0-2, Local Vicinity**.

3.5 Environmental Setting

Existing and Surrounding Land Uses

The Project site is comprised of the former Sunny-Cal Egg and Poultry Ranch remnants; remnants include cement pads, several structures, and vacant property. The Project site topography slopes towards the southwest. A jurisdictional waterway with a sharply incised channel crosses the southern portion of the site in a southeast to northwest direction; refer to **Exhibit 3.0-3, Specific Plan Area**. Land uses surrounding the site are listed below:

- North:** Cherry Valley Boulevard with planned industrial uses zoned Industrial (I-P) and Danny Thomas Ranch beyond in the County of Riverside.
- South:** Brookside Avenue and property zoned for neighborhood commercial and single-family residential uses beyond.
- East:** Scattered single-family residences zoned Agriculture (A-1-1) and residential (R-A-1) in the County of Riverside.
- West:** Vacant property zoned for Residential (R-A-1) and Commercial (C-P-S) in the County of Riverside.

Existing General Plan Designations and Zoning Districts

California Government Code (Title 7, Division 1, Chapter 3, Article 8, §§ 65450–65457) permits adoption and administration of specific plans as an implementation tool for the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan.

The Project has been prepared in conformance with the goals and policies of the City’s General Plan as amended, in providing a commercial/e-commerce use on an underutilized property, creating new employment opportunities, and providing regulations that support the success of an employment area of the City.

The zoning for the property is “Specific Plan.” This designation would not change. The approval of the Project would replace the existing Sunny-Cal Specific Plan for the property to allow for the development of approximately 2,707,465 square feet of mixed commercial, e-commerce, hotel, and office uses, as well as approximately 31 acres of passive open space; refer to **Exhibit 3.0-4, Specific Plan** and **Table 3-1, Existing and Proposed Land Use Plan**.

Table 3-1: Existing and Proposed Land Use Plan

Land Use	Existing Sunny-Cal Specific Plan (2007)		Summit Station Specific Plan (2022)	
Low Density Residential	158.65 acres	560 du	--	--
E-Commerce Center				
E-Commerce	--	--	139.8 acres	2,507,465 sf
Office				50,000 sf
Commercial				
Hotel (220 rooms)	--	--	10.9 acres	100,000 sf
Retail				25,000 sf
Restaurant				25,000 sf
Open Space				
Park/Trail	21.15 acres		0 acres	
Buffer/Open Space	8.71 acres		30.6 acres	
Road	9.8 acres		6.7 acres	
Total	200 acres		188 acres	
Source: Kimley-Horn. 2022. <i>Beaumont Summit Station Specific Plan</i> . Table 1. du = dwelling units; sf = square feet Note: Land use acreages are net of roads and are rounded.				

3.6 Proposed Project

The Project site encompasses approximately 188 acres consisting of one or more buildings with a total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000-square feet of mixed commercial uses responding to market demand and approximately 31-acres of passive open space; refer to **Exhibit 3.0-5, Conceptual Land Use Plan, Table 3-2, Planning Areas,** and **Exhibit 3.0-6, Conceptual Site Plan**, provide the overall vision for the Project and guide the development of the anticipated e-commerce, open space and flexible commercial uses.

3.7 Project Design Features

The Project applicant proposes the following Project Design Features (PDFs) that would be incorporated into the Project design and constructed or implemented as part of the Project. PDFs are specific design and/or operational characteristics proposed by the Project Applicant that are incorporated into the Project and part of the Project description and Specific Plan. Because PDFs are incorporated into the Project, they do not constitute mitigation measures. It should be noted that PDF AQ-1 indicates that the Project would not include cold storage. Cold storage is also not an allowed use in the Specific Plan. Therefore, this analysis models the warehouses as unrefrigerated. PDF AQ-2 notes that all cargo handling equipment would be powered by electricity. Emissions from diesel cargo handling equipment are provided in the impact analysis for informational purposes and implementation of PDF AQ-2 is reflected under the mitigated scenario. Additional emissions benefits from implementation of PDF AQ-3 through PDF AQ-18 are conservatively not quantified; no credit is taken for these measures.

PDF AQ-1 The Project does not include cold storage.

PDF AQ-2 All Phase 1 outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment. The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD

Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage.

PDF AQ-3 Tenant lease agreements for Phase 1 shall include contractual language restricting trucks and support equipment from nonessential idling longer than 5 minutes while on site.

PDF AQ-4 All heavy-duty vehicles registered in California entering or operated on the Phase 1 Project site shall be model year 2010 or later. This requirement shall be included as part of tenant’s agreement with third-party carriers. Tenants shall maintain records on its fleet equipment and ensure that all heavy-duty trucks accessing the Project site Phase 1 use year 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the City. Encouraging the use of model year 2010 or newer trucks and other efficiency measures could incentivize near zero emission (NZE) or zero emission (ZE) truck visits, which would facilitate compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule).

PDF AQ-5 Phase 1 facility operators shall be required to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-6 Phase 1 tenants shall train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Facility operators shall maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request. The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-7 Phase 1 tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer’s specifications. The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-8 The facility operator for Phase 1 shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course #512). The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-9 Phase 1 tenants shall include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB’s Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.

PDF AQ-10 The Phase 1 site shall include at least 30 electric light-duty vehicle charging stations and install conduit for 59 future electric light-duty vehicle charging stations. Spaces with

conduit for future charging stations shall have properly sized and listed raceways/conduits, dedicated branch circuits, service panel or subpanel(s). Both the service panel or subpanel(s) and the raceway termination location shall be visibly marked as “EV CAPABLE.”

- PDF AQ-11** Designate 119 parking spaces for clean air/electric vehicle/vanpool parking.
- PDF AQ-12** Phase 1 tenants shall enroll in the United States Environmental Protection Agency’s SmartWay program and tenants shall use carriers that are SmartWay carriers.
- PDF AQ-13** The Phase 1 facility operator shall provide tenants with an information packet that:
- Provides information on incentive programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) and Voucher Incentive Program, and other similar funding opportunities to upgrade their fleets. The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped.
 - Recommends the use of electric or alternatively fueled sweepers with high efficiency particulate air (HEPA) filters;
 - Recommends the use of water-based or low VOC cleaning; and
 - For occupants with more than 250 employees, information related to SCAQMD Rule 2202, which requires the establishment of a transportation demand management program to reduce employee commute vehicle emissions.
- PDF AQ-14** Signs shall be installed at each Phase 1 exit driveway, providing directional information to the City’s truck route. Text on the sign shall read “To Truck Route” with a directional arrow. Truck routes shall be clearly marked pursuant to the Municipal Code.
- PDF AQ-15** The Phase 1 site shall be designed such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility. Vehicles can access the building using paved roads and parking lots. Further, the applicant shall provide signage to ensure that no trucks are queuing outside the facility. Signage shall also be placed at the entrance of the site for the community in case of complaints and shall include the phone number of the building manger or designee. The building manager or designee shall be responsible for ensuring compliance with this measure tenant and third-party truck owners.
- PDF AQ-16** The Phase 1 portion of the Project shall provide funding for 30 grants for the purchase of electric zero emission vehicle passenger cars for on-site employees. The program shall prioritize applicants who live in the City of Beaumont and the surrounding area (i.e., employees that are residents of Beaumont, Banning, or Calimesa) and who do not already own a zero emission vehicle. Additionally, grantees must be employed at the Project site for a minimum of five years. Grantees employed for less than five years must return the zero emission vehicle so that it can be used by a current employee.
- PDF AQ-17** Phase 1 shall install photocatalytic pavements or pavement coatings (such as PURETi Coat or PlusTi) that lessens pavement-related radiative forcing by reducing heat absorption

and the convective re-release (pavement emissivity) from solar radiation, as well as naturally decomposing surrounding atmospheric NO₂ when exposed to ultraviolet (UV) light.

PDF AQ-18 During Phase 1 the Project shall improve vegetation and tree canopy for all sensitive receptors' properties located within a 300-foot radius of the Project boundary for a maximum one-time contribution of \$5,000 per sensitive receptor's property. The funds may be used for vegetation installation, the vegetation itself, and vegetation irrigation. If the Applicant provides reasonable evidence to the City of contacting the property owners of the sensitive receptor(s) and offering to plant vegetation and tree canopy, and the offer is declined or the property owner(s) cannot be reached, no further action shall be required.

PDF NOI-1 The Project would be grade separated by approximately 48 feet and would include a retaining wall that would attenuate noise between the loading docks and receptors to the east.

PDF NOI-2 Loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area.

3.8 Project Purpose and Objectives

The Project implements the goals and policies of the City's General Plan, as amended; serves as an extension of the General Plan; and, can be used as both a policy and a regulatory document. The purpose of this Project is to implement the vision laid out in the Project objectives by providing development standards, and design guidelines to direct future development within the Project area.

In order to promote a high-quality development, as well as the functional integrity, economic viability, environmental sensitivity, and positive aesthetic impact of the Project, specific planning and development objectives for the Project were identified. The Project includes the following objectives:

1. Provide a comprehensive land use plan that designates the distribution, location, and extent of land uses.
2. Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.
3. Develop a state-of-the-art logistics/e-commerce center with complimentary commercial uses that take advantage of existing and planned infrastructure, is feasible to construct, is economically competitive with, and in the general vicinity of, similar logistics/e-commerce center uses.
4. Develop and operate a large format logistics center that is in close proximity to the I-10 freeway to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.

5. Facilitate the development of underutilized land currently planned for residential uses with uses that maximize the use of the site as a large format e-commerce center consisting of one or more buildings with total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000 square feet of mixed commercial uses responding to market demand.
6. Provide a system of infrastructure that includes public and private transportation, sewer, water, drainage, solid waste disposal, and other essential facilities to serve the needs of the Project.
7. Provide access patterns that minimize traffic conflicts.
8. Develop project identity through the identification of project design elements such as architecture, landscaping, walls, fencing, signage, and entry treatments
9. Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.
10. Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, and expansion of the tax base.
11. Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.
12. Provide and plan that incorporates appropriate buffers with the surrounding development through the use of landscaped setbacks and expanded parkways along Cherry Valley Boulevard and Brookside Avenue.

3.9 Development Plan

The development plan has been derived from studies prepared by civil engineers, traffic engineers, land planners, landscape architects, and other consultants. Consultation with City staff has guided the content and character of this development plan.

Land Use

The Project site is divided into three planning areas comprised of five parcels and will be developed in two phases. Phase 1 will include Parcels 1, 2, and 3. The Project includes a Tentative Parcel Map (TPM) to create five legal development parcels. Planning Area 1 is designated for e-commerce; Planning Area 2 is designated for commercial; Planning Area 3 is designated for open space, as noted in **Table 3-2, Planning Areas**, below.

Planning Area 1 (Parcels 1, 2, and 3) is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

The Project proposes to amend the existing General Plan designation from Single-Family Residential to Industrial for Parcels 1, 2, and 3 to allow for the proposed e-commerce/warehouse uses.

Planning Area 2 (Parcel 4) would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

The Project proposes to amend the existing General Plan designation from Single-Family Residential to General Commercial for Parcel 4 to allow for commercial uses.

Planning Area 3 (Parcel 5) would remain as open space. The existing General Plan designation of Single Family Residential would be amended to Open Space.

Table 3-2: Planning Areas

Planning Area	Land Use	Acreage	Square Footage	FAR
Planning Area 1	E-Commerce Center	139.8 ac	2,507,465 sf 50,000 sf	0.45
	E-Commerce Office			
Planning Area 2	Commercial	10.9 ac	100,000sf 25,000 sf 25,000 sf	0.35
	Hotel (220 Keys)			
	General Retail Food Uses			
Planning Area 3	Open Space	30.6 ac	0	--
Circulation	Road	6.7 ac	--	--
Total		188 ac	2,707,465 sf	-

Source: Kimley-Horn. 2022. *Beaumont Summit Station Specific Plan*. Table 2-1.

E-Commerce - Planning Area 1

The majority of the Project area is comprised of e-commerce uses, which may include light industrial buildings, research and development, warehousing and distribution, and showroom space. The e-commerce planning area comprises 139.8 acres, approximately 74 percent of the site.

Commercial - Planning Area 2

Commercial uses within the Specific Plan will be flexible depending on market conditions and may contain a variety of commercial uses, including an assumption of hotel, general retail, and foodservice uses. The Commercial Planning area (Planning Area 2) comprises 10.9 acres, or approximately six percent of the site.

Planning Area 2 is planned to accommodate flexible commercial uses. The Commercial land use is located along the Cherry Valley Boulevard frontage and would provide the “face” of the Specific Plan area at Project buildout. Because of its visibility, architectural design will reflect a commercial design character rather than the style of the E-commerce Planning Area 1.

Open Space - Planning Area 3

Planning Area 3 is 30.6 acres and contains slopes and a natural drainage feature which crosses the Planning Area in a southeast to northwest direction. The Planning Area represents the majority of the Specific Plan area's frontage adjacent to Brookside Avenue. The drainage has been avoided by the land use plan through its placement in a natural open space area.

Circulation

Existing Circulation

Regional Circulation

Interstate 10 (I-10) provides regional access to the Project area via Cherry Valley Boulevard. I-10 is adjacent to Planning Area 3 (the natural Open Space Planning Area) of the Project site. This east-west oriented freeway provides access between Redlands and San Bernardino to the northwest, and the City and the Coachella Valley to the southeast. There would be no direct access to I-10 from the Project area. Access ramps exist from Cherry Valley Boulevard to the west of the Project area and at Oak Valley Parkway to the south. **Exhibit 3.0-7, Conceptual Circulation Plan** shows the hierarchy and general location of roadways within the Specific Plan area.

Local Circulation

Local access is provided to the property via Cherry Valley Boulevard, along the Specific Plan area's northern boundary. No roadways are present within the Specific Plan area. The Specific Plan area is bordered by two public roadways: Cherry Valley Boulevard and Brookside Avenue.

Cherry Valley Boulevard

Cherry Valley Boulevard is designated in the County General Plan as an Arterial Highway with a right-of-way of 128 feet, 4 travel lanes, and a raised landscaped median. This road runs in an east to west direction from I-10 to Beaumont Avenue.

The San Gorgonio Crossing project to the north of the Specific Plan area in the County of Riverside will make half-width improvements to Cherry Valley Boulevard and construct the median (see **Exhibit 3.0-8, Cross Sections**) as part of a planned logistics project.

Brookside Avenue

Brookside Avenue is designated as a Secondary Street in the City's General Plan Roadway Classification section. Secondary streets have a right-of-way of 88 feet with 4 travel lanes, 3-foot curb-adjacent parkways, 6-foot sidewalks, and 3-foot right-of-way adjacent parkways. Eight-foot Class II (on-street) bike lanes are identified on both sides of the roadway section.

Site Access and Internal Circulation

Access to the Specific Plan area is proposed in several locations along Cherry Valley Boulevard as shown in **Exhibit 3.0-2**.

Private drives aisles are proposed to connect individual buildings within the Project area. Drive aisles would be located and sized at the time of design review, based on City Code and fire lane requirements.

Internal access and circulation would be based on a shared access easement shown on a final parcel map or an agreement or covenant recorded prior to building permit issuance. An existing right-of-way on the property's western edge would be vacated as part of the subdivision map process.

Transit

There are no existing public transit stops in the vicinity of the Specific Plan area. Community Services may request a future transit stop in coordination with the local transit agency. The Pass Transit System provided by the City includes Routes 3, 4, 7, and 9 which run approximately two miles from the Specific Plan area. As the Project develops, the Pass Transit System may assess the potential demand for these facilities in the area and may establish new or extended routes in the area. Coordination with the Pass Transit System would be required as the Project builds out to determine the need for future bus turnouts along Cherry Valley Boulevard.

Proposed Circulation Plan

Vehicular circulation is comprised of two components: peripheral public roadways and internal private drives. The Circulation Plan provides standards and guidelines that ensure the safe and efficient movement of people and vehicles into and through the Project area, addressing light trucks and passenger vehicles, heavy trucks, public transit, and non-vehicular circulation (pedestrians and bicycles).

Cherry Valley Boulevard

Project-related improvements to Cherry Valley Boulevard include the following:

- Construction along the Project frontage to its ultimate half width as an Arterial Highway (128-foot right-of-way). A raised median would be constructed by the San Gorgonio Crossing project to the north (see **Exhibit 3.0-8**). Depending on timing of adjacent improvements, the Project may be required to construct the median.
- Construction of three public (Industrial Collector) entries: one driveway entrance on the western side of Planning Area 1, on driveway entrance midway through Planning Area 1, and one driveway entrance at Planning Area 2 (Commercial).
- New and modified traffic signals in three locations (see **Exhibit 3.0-7**):
 - A signal modification at the westernmost private drive to provide a four-legged signal.
 - A new traffic signal at the central entry road.
 - One 300-foot dedicated eastbound right-turn pocket into project driveway.
 - One dedicated left-turn and one dedicated right-turn lane at northbound approach.
- An entry road at the easternmost entry road that will be unsignalized and permit right-in/right-out only.
- Final traffic control (stop signs/signalization) would be determined by the Traffic Impact Analysis.

Brookside Avenue

Project-related improvements to Brookside Avenue include the following:

- Construction along the Project frontage to its ultimate halfwidth as a Secondary Highway (88-foot right-of-way) (see **Exhibit 3.0-8**).
- Construction of a landscaped parkway along the Project frontage.

Note that the Traffic Impact Assessment for the Project showed that the Project functions as proposed and no Project-related access is needed from Brookside Avenue.

Internal Circulation

Three public drives/cul-de-sacs would be constructed to provide access to the e-commerce uses in Planning Area 1 and the commercial uses in Planning Area 2. These would be designed as Industrial Collectors and have a right-of-way width of 78 feet, and a paved width of 56 feet (see **Exhibit 3.0-8**).

On-site traffic signage and striping would be implemented in conjunction with construction documents for the property.

Access road alignments and access points are conceptual in nature and would be determined at the tentative parcel map stage. Intersections and access points would be designed in accordance with the County Design Standards for Cherry Valley Boulevard, and City standards for all other roadways.

Lighting

Lighting would use high-efficiency technologies, dark-sky cutoffs, strategic orientation to avoid spillover into adjacent properties, and open space areas, and appropriate shielding or recesses to minimize glare and reflections. Street and parking lot lighting would meet City standards.

Utilities and Public Services

Water Plan

Water service for the Project area would be provided by the Beaumont-Cherry Valley Water District (BCVWD). BCVWD provides potable and non-potable water service to the City and the unincorporated community of Cherry Valley. 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). BCVWD has 24 wells (1 well is a standby). 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 which is recharged at BCVWD's recharge facility at the intersection of Brookside Avenue at Beaumont Avenue. BCVWD has 11 pressure zones and 14 reservoirs (tanks) ranging in size from 0.5 million gallons (MG) to 5 MG. (Potable Water Master Plan). The property was annexed into the BCVWD in 2017, concurrent with the annexation into the City.

Existing Facilities

An existing 16-inch water line is present in Cherry Valley Boulevard fronting the Project area. An existing 24-inch water line is also located within Brookside Avenue. The property also contains three existing wells (see **Exhibit 3.0-9, Conceptual Water Plan**). There are no existing non-potable water lines near the Project boundary to serve recycled water to the Project.

Proposed Facilities

The Project’s water infrastructure would connect to the existing 16-inch line in Cherry Valley Boulevard. The new public water main would be placed in the central private drive and extend eastward within the drive aisles of Planning Area 1, connecting with an existing 24-inch water line in Brookside Avenue (see **Exhibit 3.0-9**). Laterals would be extended from this backbone main to individual buildings.

As noted above, BCVWD does not have existing a non-potable water system adjacent to the Project boundary to serve the site with recycled water. The new recycled water main is proposed to run parallel to the public water main in the central entry road and follow the same path through the drive aisles of Planning Area 1, however the recycled water line layout would be dependent on the BCVWD’s future well location.

Water Supply

The Beaumont Basin is adjudicated. The Project has secured water rights in the Beaumont Basin, as an “overlying party” to the basin adjudication, with an entitlement of approximately 1,440 Acre Feet per Year (AFY). The Project would be served from its water entitlement by BCVWD.

BCVWD is the water supplier to the City which includes the proposed Project. BCVWD has two sources of potables water supply: District wells in Edgar Canyon (Little San Gorgonio Creek) and the Beaumont Groundwater Basin (Beaumont Basin). The Beaumont Basin is an adjudicated basin. BCVWD also produces non-potable water from a District well in the Beaumont Basin. Recycled water is not yet available for distribution to BCVWD customers from the City Wastewater Treatment Plant. BCVWD purchases imported State Water Project (SWP) water from SGPWA for the purposes of recharging the Beaumont Basin; SWP water is not currently distributed directly to BCVWD customers. BCVWD service area includes the City of Beaumont and the majority of unincorporated Cherry Valley and BCVWD would provide potable and non-potable water to these areas. BCVWD owns and operates the water system that serves the areas surrounding the Project site. BCVWD owns approximately 1,524 acres of watershed land north of Cherry Valley along the Little San Gorgonio Creek (also known as Edgar Canyon) and Noble Creek that are used as water sources. BCVWD diverts water from Little San Gorgonio Canyon Creek into a series of ponds adjacent to the creek where it percolates and recharges the shallow aquifers in Edgar Canyon.

BCVWD's present service area covers approximately 28 square miles, virtually all of which is in Riverside County and includes the City of Beaumont and the community of Cherry Valley. The Project site is within the BCVWD Sphere of Influence (SOI) boundaries, but outside of the water service area boundaries. As part of the proposed Project, the Project site require annexation into the BCVWD water service area and a water main would be extended onto the Project site.

Sewer Plan

Sewer service would be provided by the City, with treatment provided by the Beaumont Wastewater Treatment Plant No. 1.

Existing Sewer Facilities

There are no sewer facilities in the immediate vicinity. Existing 15-inch sewer lines are located in a subdivision to the south of Brookside Avenue, flowing under I-10, and ultimately to the Beaumont Wastewater Treatment Plant No. 1.

Proposed Sewer Facilities

Project sewer infrastructure would be a gravity system placed in drive aisles and the central private drive and connecting with a proposed sewer line in Brookside Avenue (see **Exhibit 3.0-10, Conceptual Sewer Plan**). An approximately 488 feet long proposed sewer line is to be installed just southeast of the site along Brookside Avenue to an existing sewer line located at Morgan Avenue.

Drainage Plan

The City is located in Zone 5 of the Riverside County Flood Control District's Beaumont Area Master Drainage Plan.

The Specific Plan area slopes in a northeast to southwest direction with site elevations ranging from 2,570 to 2,420 feet above mean sea level (amsl).

A stream course crosses the Project area. The stream passes from Brookside Avenue across the southwest corner of the property. The Project site presently sheet flows towards the existing stream course.

Stormwater

The Project's drainage plan would collect stormwater through catch basins placed throughout the Project area. Stormwater would be discharged into a series of above and below-ground detention basins to reduce flows and to provide treatment prior to being discharged into the existing stream course in Planning Area 3; refer to **Exhibit 3.0-11, Conceptual Drainage Plan**.

Water Quality

Improvement of water quality is a critical issue for all development. Local, state, and federal laws include requirements for the treatment of stormwater runoff to reduce pollutants entering the environment.

The Specific Plan area lies within a hydromodification zone, as defined by the County Flood Control District. The purpose of hydromodification management is to incorporate hydrologic controls within a proposed development such that post-development peak flows do not exceed pre-development conditions.

Each Planning Area is required to provide independent treatment of stormwater. Each phase of development would be required to demonstrate compliance with current stormwater regulations independent of other developments.

Conceptual Grading Plan

Exhibit 3.0-12, Conceptual Grading Plan, illustrates the Grading master plan for the Project area. The intent of the Grading Plan is to balance the site to the extent feasible while avoiding the large jurisdictional area of the existing drainage course in Planning Area 3 that runs southeast of the site. This avoidance results in a number of retaining walls to provide for building pads to accommodate large e-commerce buildings while reducing grading adjacent to the stream course.

Fire Service

The City contracts with the Riverside County Fire Department (RCFD), who in turn contracts with the California Department of Forestry and Fire Protection (CAL FIRE), for City-wide fire protection, emergency medical services, dispatch, and fire prevention and safety education.

The fire station closest to the Specific Plan area is RCFD Station 22, the Cherry Valley Fire Station, located in the County approximately 2.8 miles northeast of the Project area.

The City, through its contract with the RCFD and CAL FIRE, also has the use of 7 shared engines in San Jacinto, 5 shared engines in Desert Hot Springs, and 9 shared engines in Moreno Valley for a total of 21 shared engines.

The Project would be required to comply with RCFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards.

Additionally, all future development within the Project area would be subject to compliance with the existing regulations specified in the California Fire Code, California Building Code, International Fire Code, Beaumont Municipal Code (Municipal Code) and specific fire and life safety requirements in effect at the time of building fire plan check.

Police Services

The City operates its own Police Department. The Beaumont Police Department is located across the street from Beaumont City Hall at 660 Orange Street.

Dry Utilities

Electrical. The City, inclusive of its SOI, is within the service area of Southern California Edison (SCE) for the provision of electricity. SCE is one of the nation's largest electric utilities, providing electric service to approximately 5 million customer accounts over a 50,000 square mile service area, including western Riverside County.

Natural Gas. The City, inclusive of its SOI, is within the service area of Southern California Gas Company (SoCalGas) for the provision of natural gas at residences and businesses. SoCalGas provides natural gas to approximately 5.9 million meters in more than 500 communities in a 24,000-square-mile service area.

Solid Waste

The City is in the service area of the Lamb Canyon Landfill, located just south of the City and operated by the Riverside County Department of Waste Resources (RCDWR). Currently, Waste Management, Inc. provides waste collection and disposal services for business within the City. RCDWR estimated in its most recent Annual Report Summary to CalRecycle (2017), pursuant to the Countywide Integrated Waste Management Plan (CIWMP), that the County’s disposal facilities will provide approximately 20 years of disposal capacity, based on current and future disposal (General Plan EIR).

Project Phasing

As discussed above, the Project site is divided into three planning areas comprised of five parcels and would be developed in two phases. Phase 1 would include Parcels 1, 2, and 3. Planning Area 1 is designated for e-commerce; Planning Area 2 (Parcel 4) would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2. Actual timing of phasing may vary depending on market conditions.

3.10 Approvals Requested as Part of the “Project”

California Environmental Quality Act – Environmental Review No. ENV2021-0017

This Beaumont Summit Station Specific Plan is considered a “Project” under CEQA. CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. To document the potential significant impacts this EIR is being prepared for this Specific Plan and would be certified by the City prior to adoption of the Project or any other Project entitlements. Subsequent development within the Specific Plan boundaries deemed consistent with Specific Plan standards would not require further environmental review. The City is the lead agency responsible for certification of the Project EIR.

Specific Plan Adoption. SP2021-0005

Adoption of the proposed Specific Plan is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes, and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City’s General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.

General Plan Amendment No. PLAN2021-0656

The Project site is presently designated as “Single Family Residential” by the General Plan. A General Plan Amendment would change the property’s land use designation from Single Family Residential to

Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and open space uses.

Tentative Parcel Map No. PM2021-0009

The Specific Plan area is comprised of several parcels. The Project includes a Tentative Parcel Map (TPM) to create five legal development parcels and would dedicate the rights-of-way for utility easements, if required by the City.

Plot Plan/Site Plan (Plot Plan) No. PP2021-0388

Three separate Plot Plans for the Project, consisting of an e-commerce project with three proposed structures, parking, landscaping, drainage facilities, and new and driveways is proposed. A separate Plot Plan/Site Plan will be required for each building area within the Specific Plan. Statutory Development Agreement

A statutory development agreement, authorized pursuant to California Government Code § 65864 et seq., may be processed concurrently with the approval of this Specific Plan. The development agreement would include, among other items, the term of entitlements and any provisions for off-site improvements if applicable. Ministerial actions that follow the initial approvals include the following:

- Grading Plans/Permits
- Improvement Plans
- Final Map review and approval (City), recordation (County)
- Jurisdictional Permits (if required by agencies)

Additional Discretionary Approvals

Various land use permits (Plot Plans, Conditional Use Permits, Sign Programs, Minor Changes, and Variances) would be submitted to the City for review and approval as they occur.

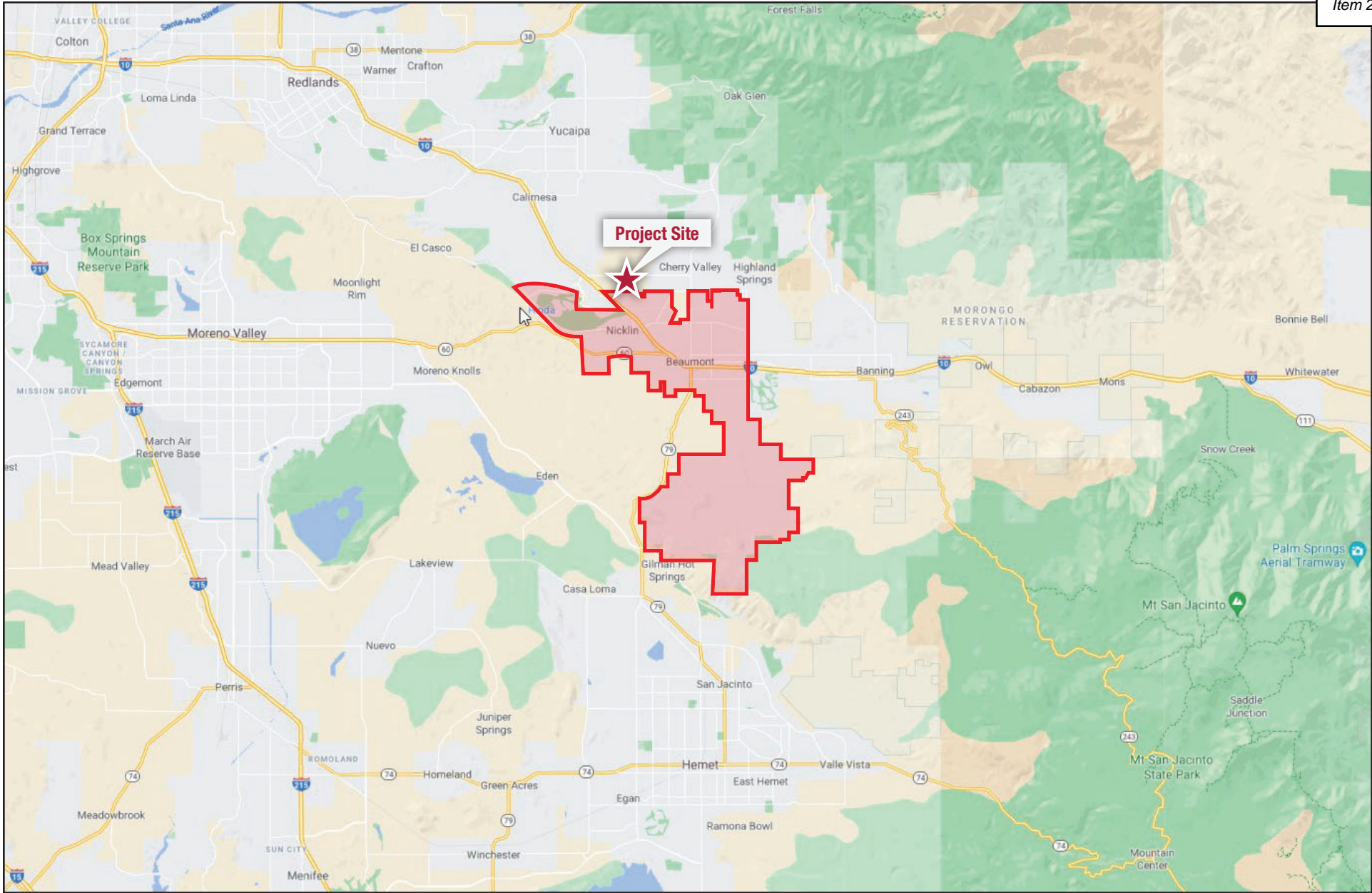
Responsible Agencies

California Department of Fish and Wildlife– Section 1602 Lake and Streambed Alteration Agreement

Regional Water Quality Control Board – Section 401 Water Quality Certification and General Construction Wastewater Discharge Permit

South Coast Air Quality Management District – Construction Permit

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Source: Google Maps

Exhibit 3.0-1: Regional Location
Beaumont Summit Station Specific Plan EIR
City of Beaumont



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Source:

Exhibit 3.0-2: Local Vicinity
Beaumont Summit Station Specific Plan EIR
City of Beaumont

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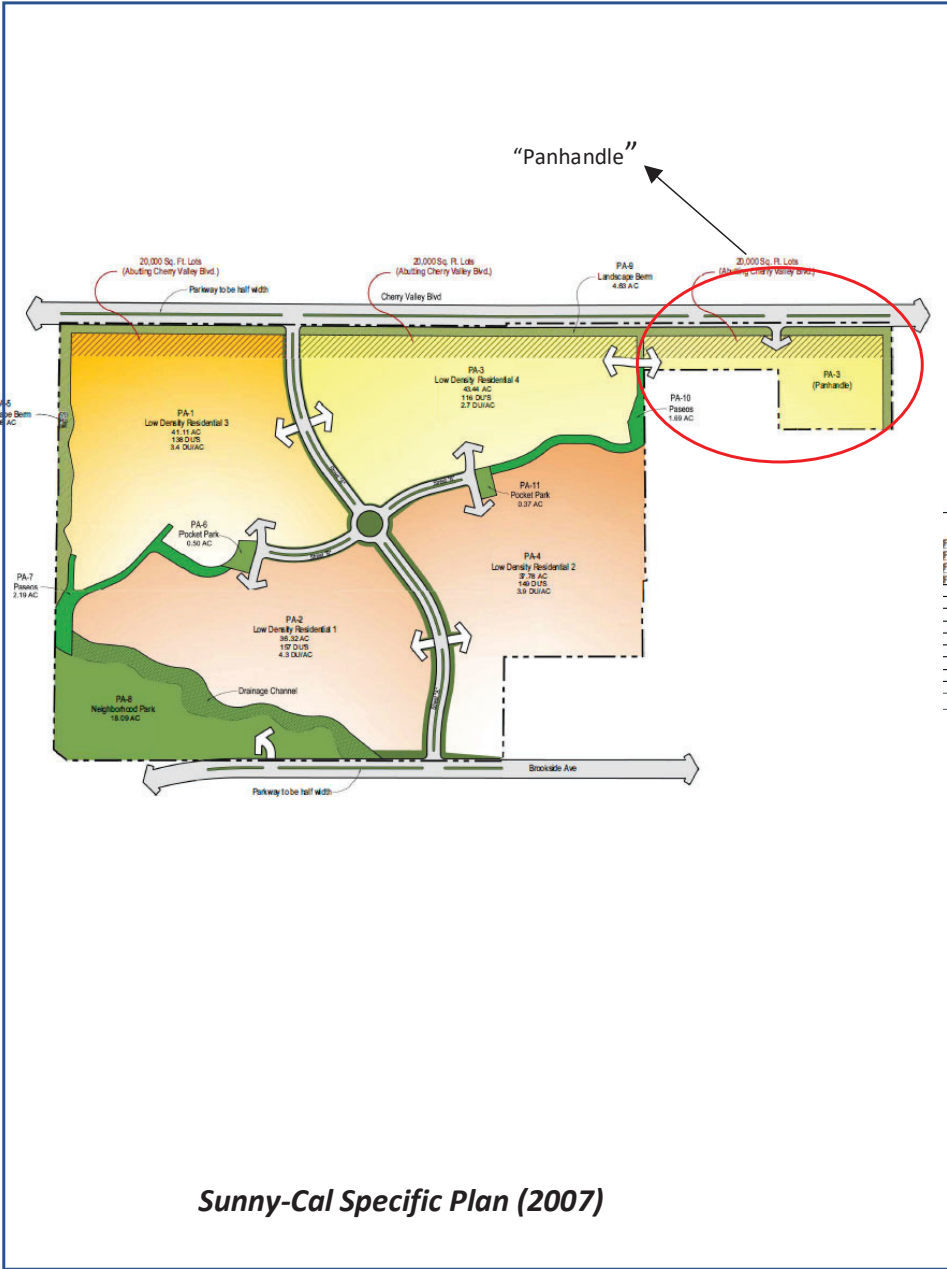


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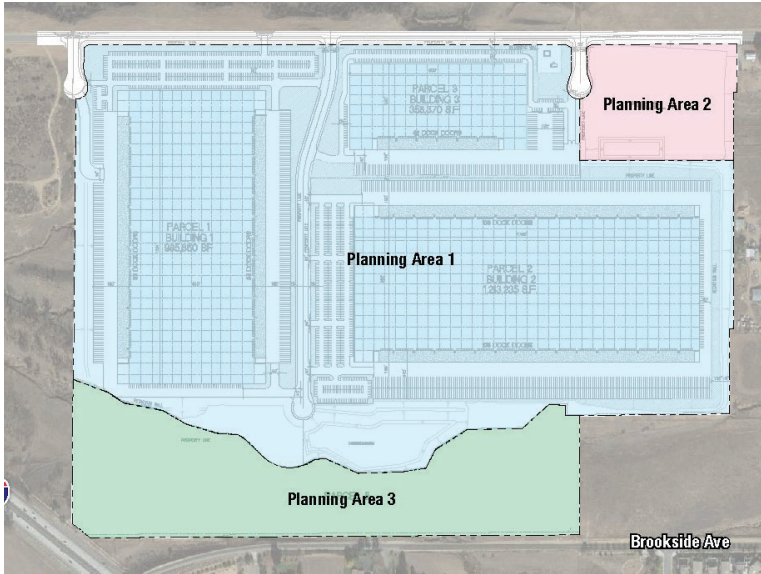
Exhibit 3.0-3: Specific Plan Area
Beaumont Summit Station Specific Plan EIR
City of Beaumont



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Sunny-Cal Specific Plan (2007)



Summit Station Specific Plan (2021)

Note: Planning Area 3 of the Sunny-Cal Specific Plan has been eliminated from the Summit Station Specific Plan.

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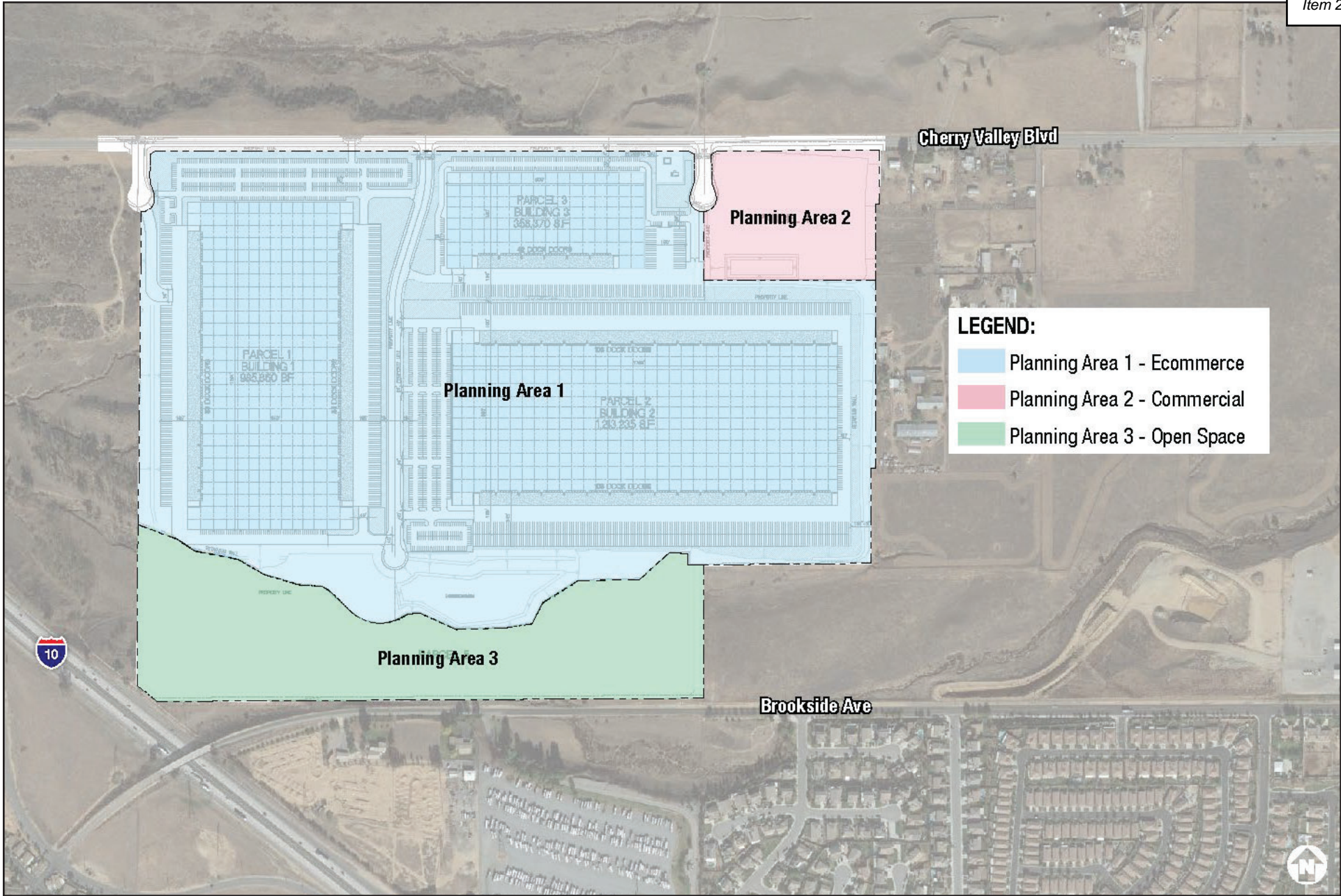
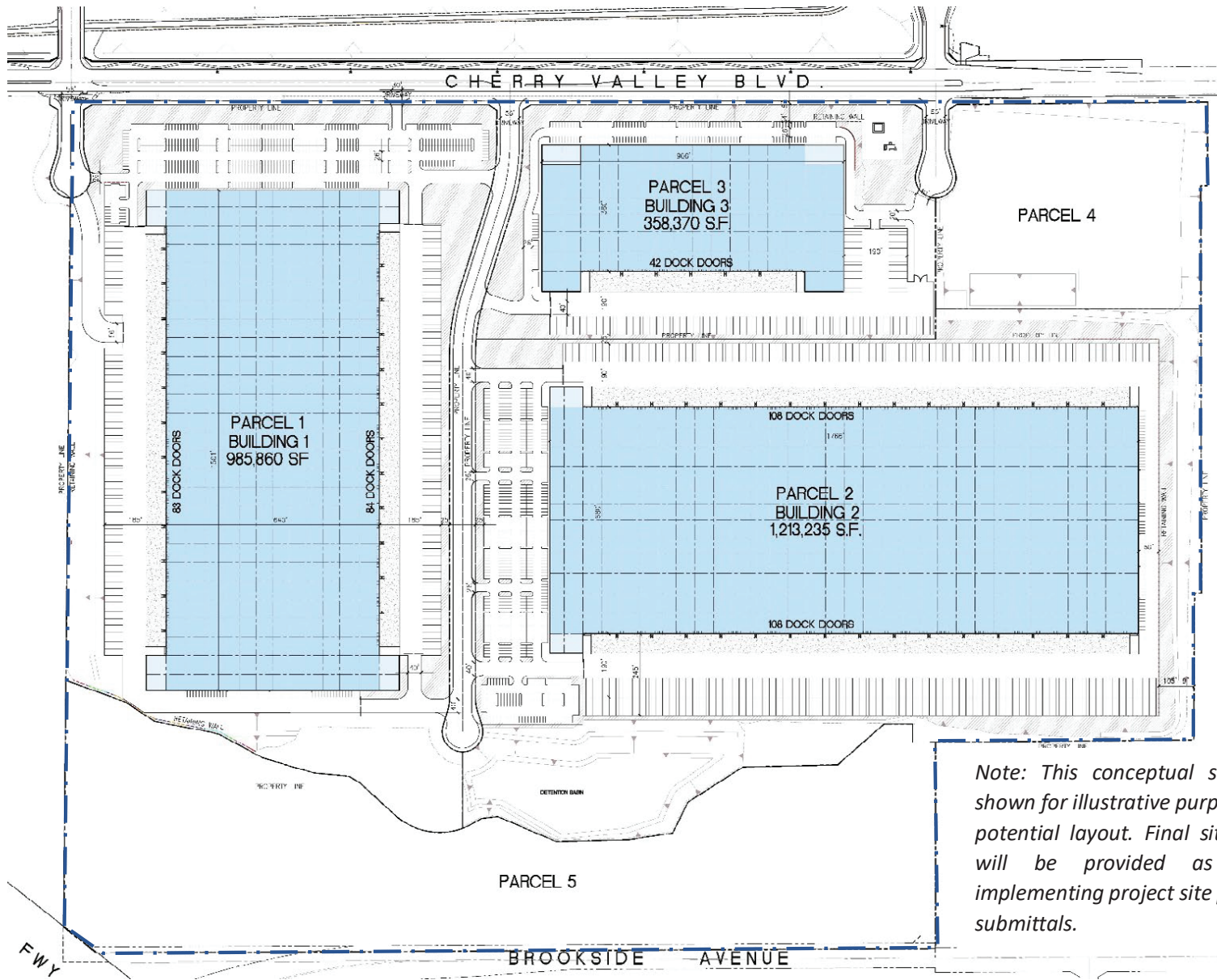


Exhibit 3.0-5: Conceptual Land Use Plan
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont



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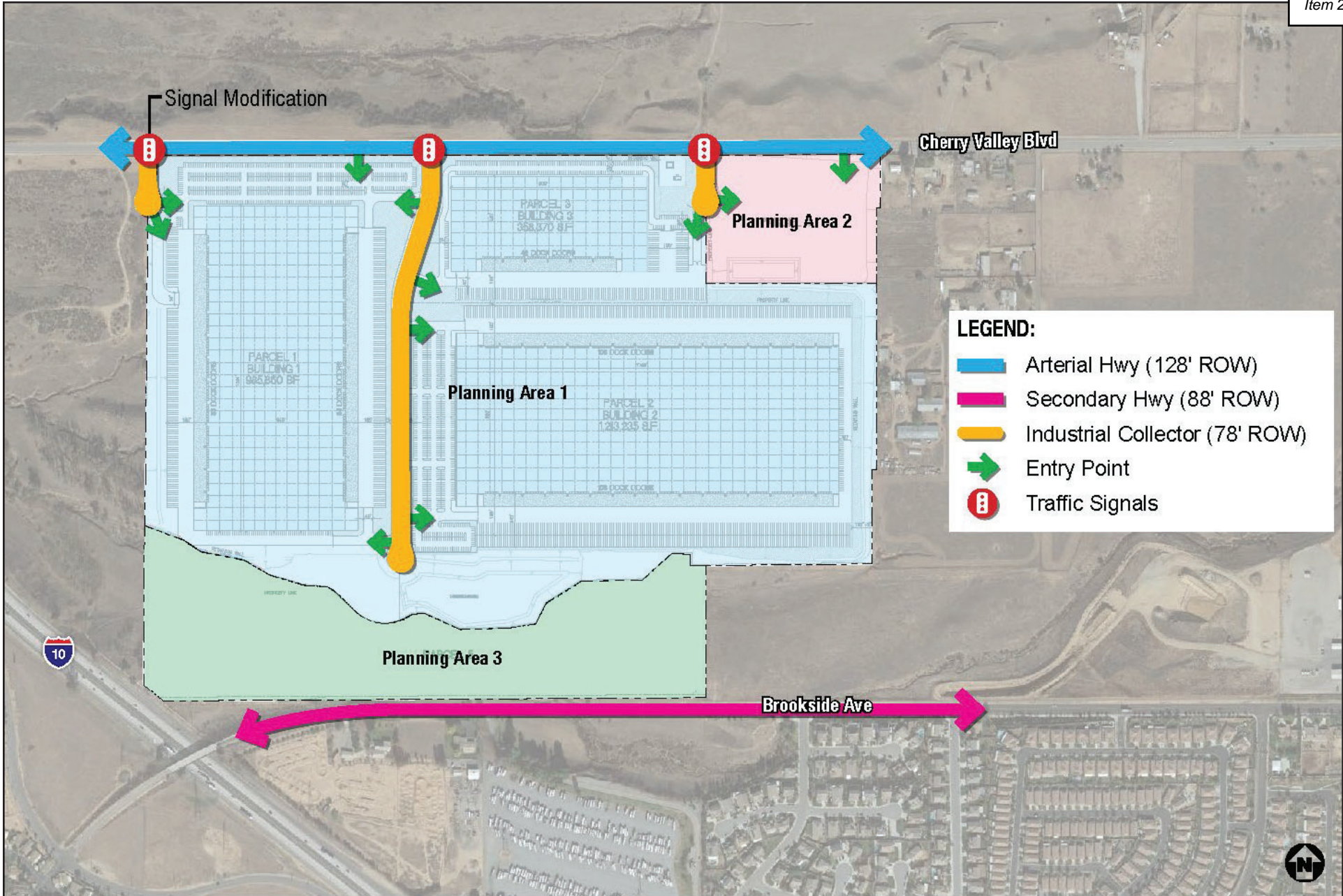
Note: This conceptual site plan is shown for illustrative purposes as one potential layout. Final site planning will be provided as part of implementing project site plan review submittals.

Source: HPA Architecture

Exhibit 3.0-6: Conceptual Site Plan
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont



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Source:

Exhibit 3.0-7: Conceptual Circulation Plan
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont

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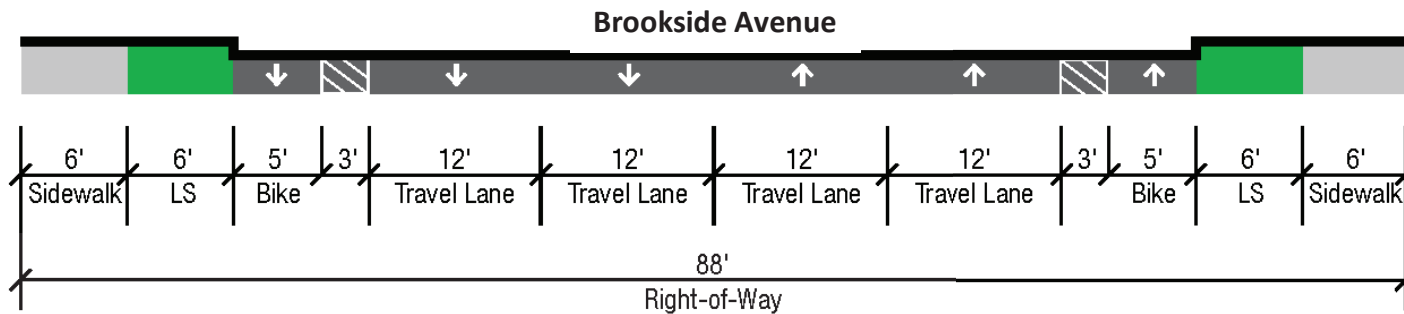
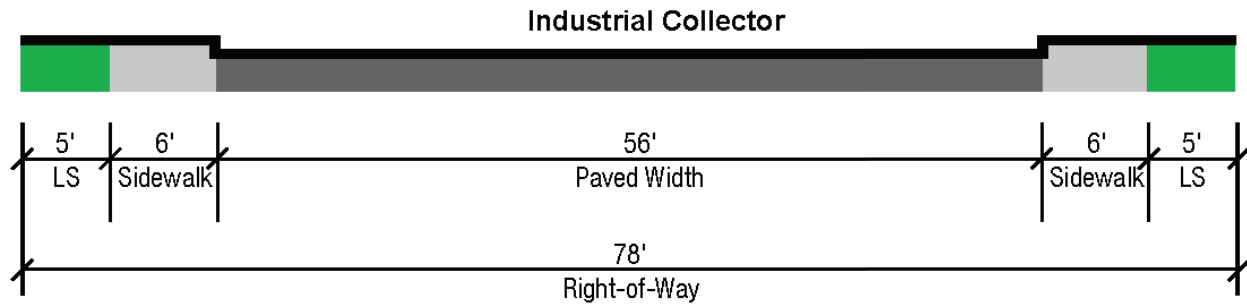
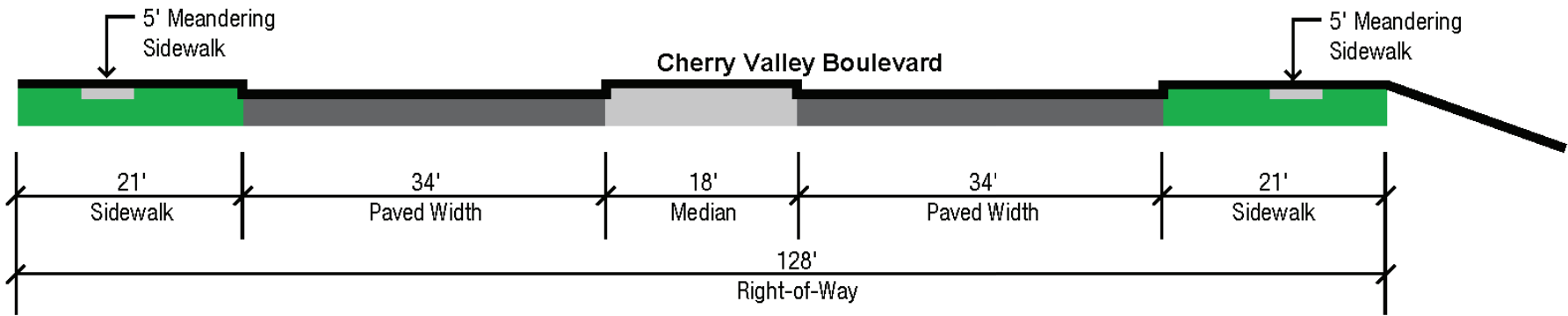


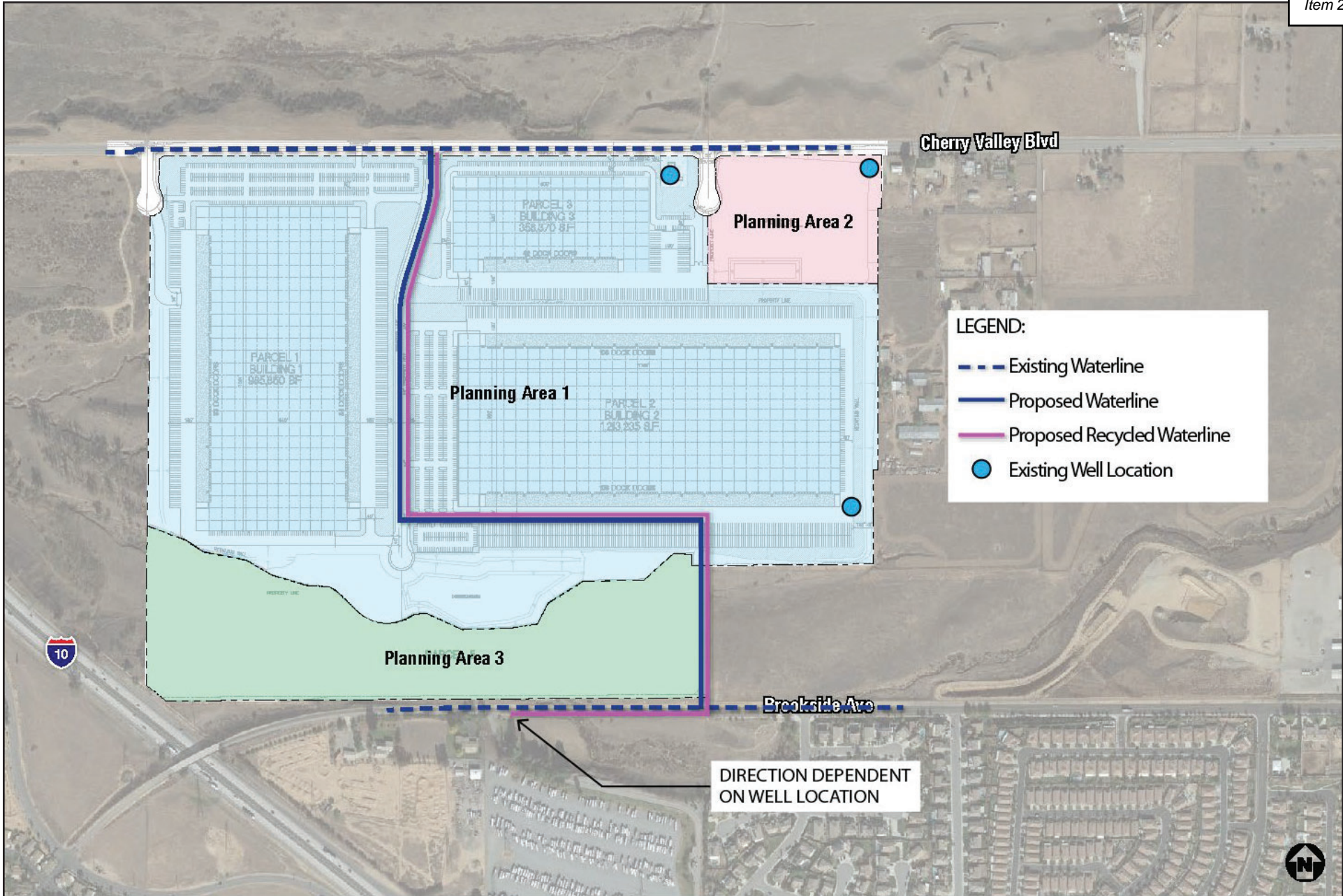
Exhibit 3.0-8: Cross Sections

Beaumont Summit Station Specific Plan EIR
City of Beaumont



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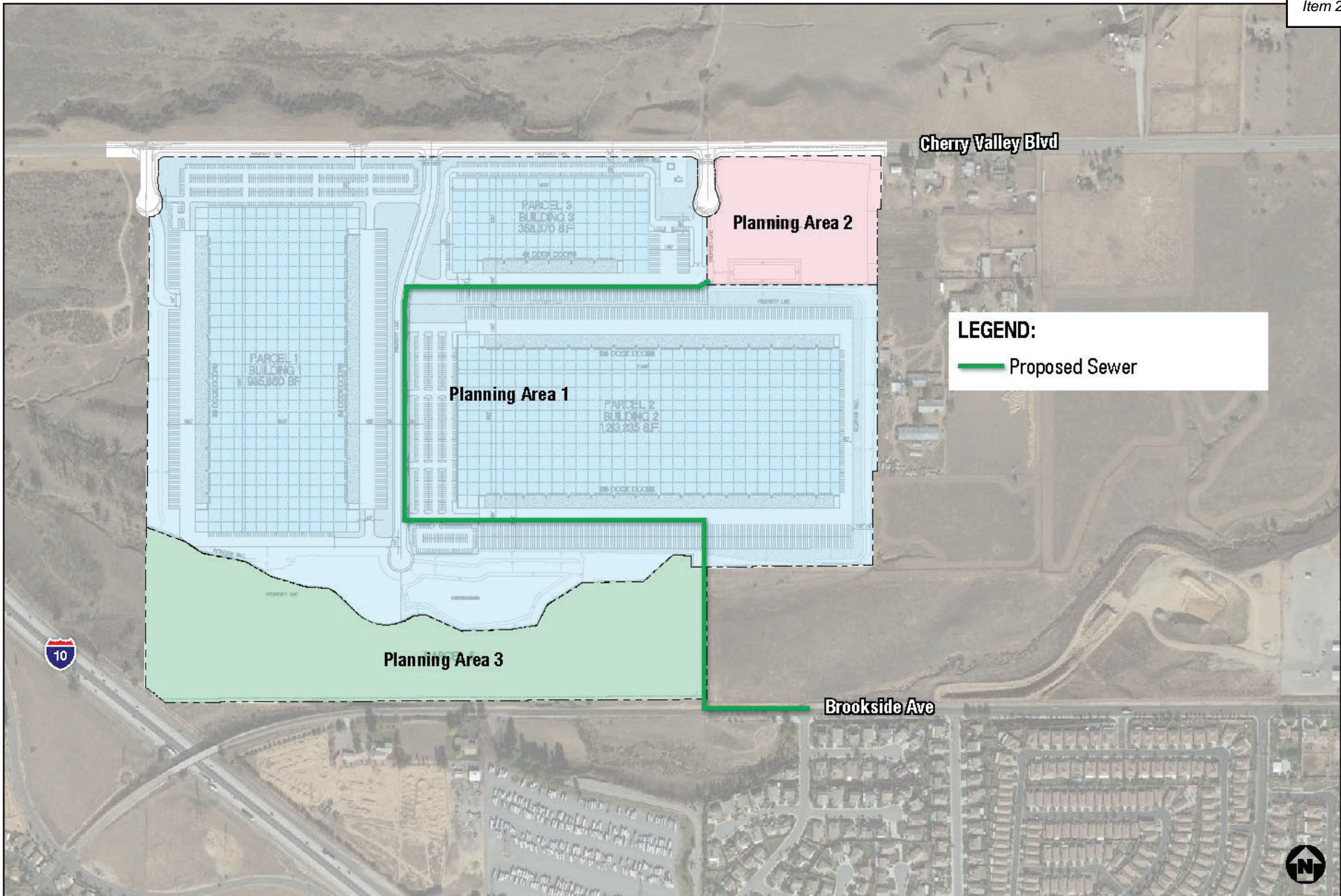


Source: Webb Engineering

Exhibit 3.0-9: Conceptual Water Plan
Beaumont Summit Station Specific Plan EIR
City of Beaumont

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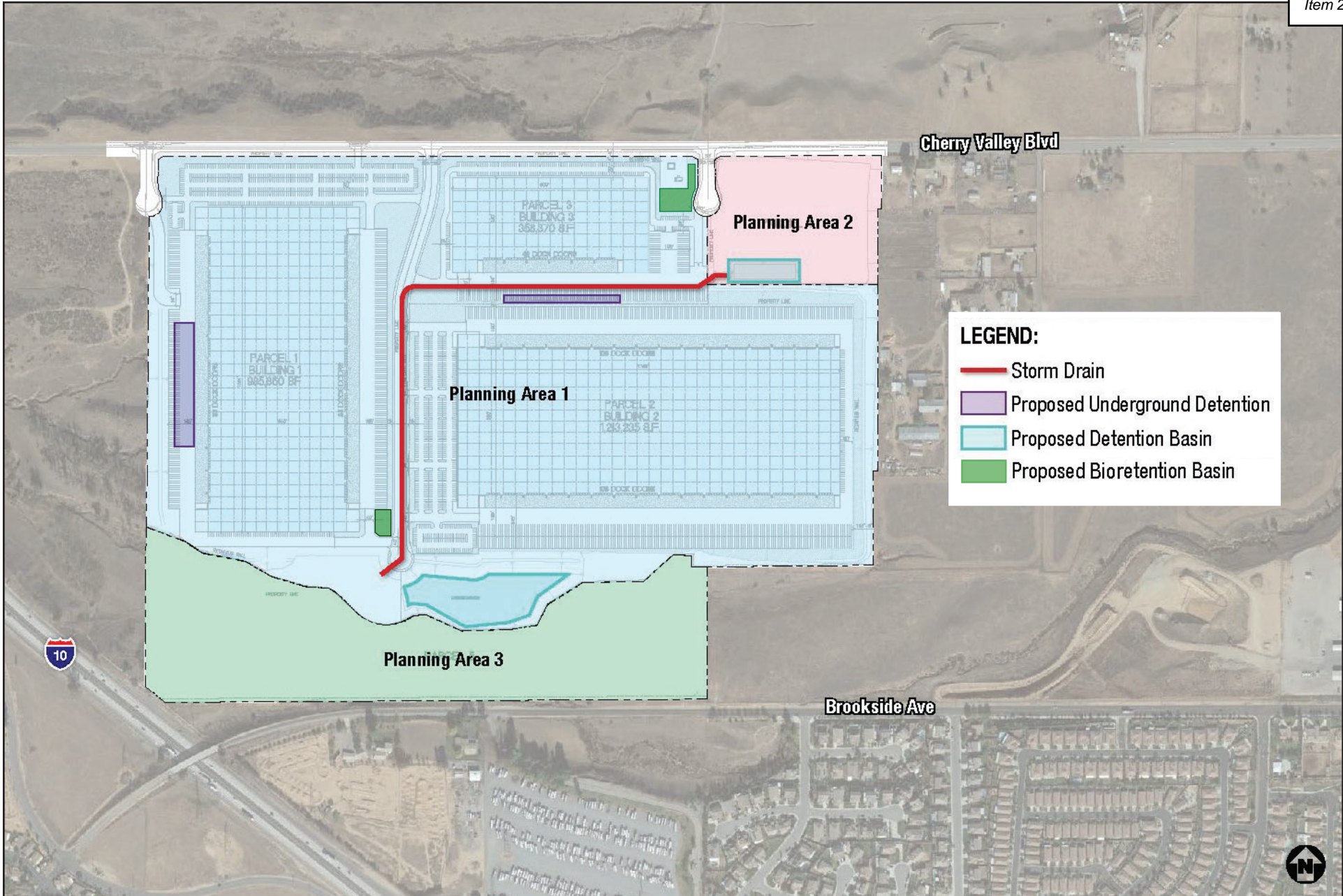


Source: Webb Engineering

Exhibit 3.0-10: Conceptual Sewer Plan
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont

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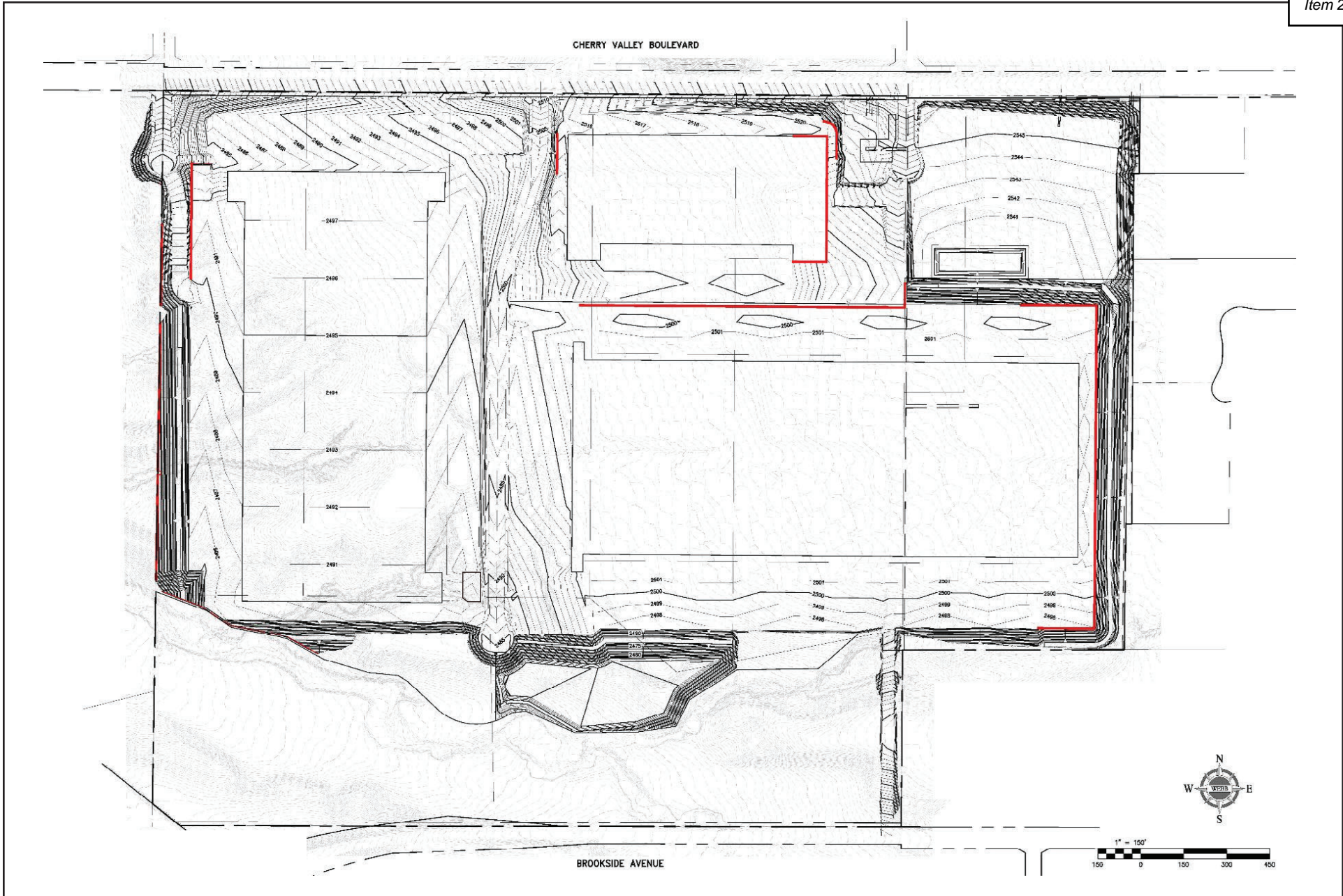


Source: Webb Engineering

Exhibit 3.0-11: Conceptual Drainage Plan
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont

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Source: Webb Engineering

Exhibit 3.0-12: Conceptual Grading Plan
Beaumont Summit Station Specific Plan EIR
City of Beaumont



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4.0 ENVIRONMENTAL IMPACT ANALYSIS

Section 4.0, Environmental Impact Analysis, examines the environmental setting of the Beaumont Summit Station Specific Plan (Project), analyzes the Project's effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This section contains separate subsections for each environmental issue area that was determined to need further study in this draft environmental impact report (Draft EIR). This scope was determined through the notice of preparation (NOP), which was published September 22, 2021, (see **Appendix L**), and through public and agency comments received during the NOP comment period from September 22, 2021 to October 22, 2021 (see **Appendix L**). Additionally, a scoping meeting was held on October 7, 2021. Environmental issues and their corresponding sections are:

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

Sections 4.1 through 4.18 provide a detailed discussion of the environmental setting, effects associated with the project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

During preliminary environmental analysis it was also determined that certain issues under an environmental topic would not be significantly affected by implementation of the Project. These issues are discussed in **Section 7.0, Effects Found Not to be Significant**.

4.0.1 Approach to Environmental Analysis

Each potentially significant environmental issue area is addressed in a separate EIR Section (4.1 through 4.18) and is organized into the following subsections:

- “Environmental Setting” provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the Project (i.e., the “affected environment”).

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

“Mitigation Measures” are recommended where feasible to avoid, minimize, offset, or otherwise compensate for significant and potentially significant impacts of the Project, in accordance with the State CEQA Guidelines (14 California Code of Regulation [CCR] § 15126.4). Each mitigation measure is identified by resource area, numerically, and sequentially. For example, mitigation measures in **Section 4.2, Air Quality**, are numbered AQ-1, AQ-2, AQ-3 and so on. Pursuant to CEQA, the EIR provides a brief discussion of potential significant impacts of a given mitigation measure, if applicable.

The level of impact of the Project is determined by comparing estimated effects with baseline conditions, in light of the thresholds of significance identified in the EIR. Under CEQA, the existing environmental setting normally represents baseline conditions as of the distribution date of the NOP which for the Project is September 22, 2021, unless more recent data is determined appropriate for utilization in the EIR. Project component-specific analyses are conducted to evaluate each potential impact on the existing environment. This assessment also specifies why impacts are found to be significant, potentially significant, or less than significant, or why there is no environmental impact.

14 CCR § 15382 and Public Resources Code (PRC) § 21068 define a significant effect on the environment as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project. A potentially significant effect is one that, if it were to occur, would be considered a significant impact; however, the occurrence of the impact is uncertain. PRC § 21100(b)(3) states that mitigation measures proposed to minimize significant effects on the environment, including,

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

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

Cumulative impacts are discussed below and throughout Section 4.0, at the end of each individual resource section.

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

4.0.2 Cumulative Impact Methodology

CEQA Requirements

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

Cumulative impacts analysis should highlight past actions that are closely related either in time or location to the Project being considered, catalogue past projects, and discuss how they have harmed the environment and discuss past actions even if they were undertaken by another agency or another person. Both the severity of impacts and the likelihood of their occurrence are to be reflected in the discussion,

“but the discussion need not provide as great a detail as is provided for the effects attributable to the Project alone. The discussion should be guided by standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact” (14 CCR § 15130(b)).

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

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

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

The cumulative analysis must be in sufficient detail to be useful to the decision-maker in deciding whether, or how, to alter the Project to lessen cumulative impacts. **Table 4-1, Cumulative Projects** list provides a list of projects that were used in assessing the potential for cumulative impacts from the proposed Project. Most of the projects included in the cumulative analysis are undergoing, or will be required to undergo, their own independent environmental review under CEQA. Significant adverse impacts of the cumulative projects would be required to be reduced, avoided, or minimized through the application and implementation of mitigation measures. The net effect of these mitigation measures is assumed to be a general lessening of contribution to cumulative impacts. This discussion, found at the end of each impact section, provides an analysis of overall cumulative effects of the Project taken together with other past, present, and reasonably foreseeable probable future projects.

Geographic Scope

In respect to this EIR analysis, cumulative effects can generally be geographically classified as localized, site-specific resource issues, regional, watershed level resource issues and global resource issues. At the localized, site-specific resource scale, the Project’s cumulative impacts have been analyzed for all 18 resource topics.

Each of the cumulative impact categories (EIR Section 4.0) is analyzed and regulated by different agencies and associated regulatory or policy documents, in order to best protect the resource in question. The analysis of cumulative effects considers a number of variables, including geographic (spatial) limits, time (temporal) limits, and the characteristics of the resource being evaluated. The geographic scope of each analysis is based on the topography surrounding the Project site and the natural boundaries of the resource affected, rather than jurisdictional boundaries. The geographic scope of cumulative effects will often extend beyond the scope of the direct effects, but not beyond the scope of the direct and indirect effects of the proposed Project. The EIR addresses the Project’s potentially significant impacts, recommends Project-specific mitigation measures, and then also identifies existing or recommended measures to address potential cumulative impacts.

Cumulative Analysis Approach

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

This EIR uses the list-based approach to provide a broad understanding and context for analyzing the cumulative effects of a project.

From a broad perspective, the Project is situated northeast of Interstate 10, in a rapidly developing, and extreme northern portion of the City of Beaumont in Riverside County. The Project represents commercial, e-commerce, and open space development, on approximately 2,707,465 square feet on approximately 188 acres. The Project would include various uses such as e-commerce, commercial uses, and reserved land for open space. The Project would include other associated facilities and improvements such as a perimeter fencing, parking, onsite and perimeter landscaping, lighting, and exterior sidewalks.

Specific cumulative projects were developed in consultation with City staff and incorporated into the Project Traffic Impact Analysis (TIA) (refer to **Section 4.15, Transportation**, and **Appendix K, Traffic Impact Analysis and Vehicle Miles Travelled**). Traffic Study Table 4 and Figure 9, Location of Cumulative Projects specifically show the 53 cumulative projects used in the TIA, which were then factored into the cumulative analysis for related quantitative environmental issues, such as air quality and noise. The 53 cumulative projects are listed below in **Table 4-1, Cumulative Projects**.

Taken together, the projects identified above and included in the TIA cumulative analysis, together with previously certified local and regional planning program EIRs, provide context as to the nature of potential cumulative projects.

Types of Projects Considered

Impacts associated with implementation of the Project would be near- and long-term as the proposed Project would include future construction and operational activities associated with the Project buildout.

The following project summaries represent past, present and probable future projects that could result in cumulative impacts when combined with the Beaumont Summit Station Specific Plan Project. Related projects and other possible development in the Project area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur are outlined in **Table 4-1, Cumulative Projects.**

Table 4-1: Cumulative Projects

Project#	Description	Land Use	Quantity	Units
1	Noble Creek Vistas	Single-Family Detached Housing	648	DU
2	Cougar Ranch	Single-Family Detached Housing	148	DU
3	Oak Valley Greens Senior Center	Senior Adult Housing-Detached	372	DU
4	Oak Valley Village	Shopping Center	490.000	KSF
5	Kirkwood Ranch	Single-Family Detached Housing	403	DU
6	Sundance Corporate Center	General Office Building	300.000	KSF
7	Beaumont Commons	Single-Family Detached Housing	120	DU
8	Tuscany Townhomes	Multifamily Housing (Low-Rise)	188	DU
9	Prologis	General Light Industrial	2,200.000	KSF
10	Beaumont Industrial Park	Industrial Park	2,890.000	KSF
11	San Gorgonio Village	Shopping Center	130.000	KSF
12	Jerome Taurek	Single-Family Detached Housing	244	DU
13	Legacy Highlands (Phase 1)	Single-Family Detached Housing	1,159	DU
14	Hidden Canyon Industrial Park	No Land Use	2,890.000	KSF
15	Fairway Canyon	Single-Family Detached Housing	1,650	DU
16	Potrero Creek Estates	Single-Family Detached Housing	700	DU
17	High-Cube Fullfillment Center	High-Cube Parcel Hub Warehouse	4,500.000	KSF
	General Light Industrial	General Light Industrial	500.000	KSF
	Hotel	Hotel	125	Room
	Multipurpose Recreational Facility (Go-Cart)	Multipurpose Recreational Facility	77.00	KSF
	Rock Climbing	Rock Climbing Gym	26.000	KSF
	Miniature Golf	Miniature Golf Course	36	Hole
	Trampoline Park	Trampoline Park	24.000	KSF
18	Beyond Beaumont Commercial		6.580	KSF
19	CUP 03629	Mini-Warehouse	90	Storage Units
20	TR 31966	Single-Family Detached Housing	60	DU
21	TTM 30545 Holbert Ranch	Single-Family Detached Housing	131	DU
22	Borstein Property	Single-Family Detached Housing	209	DU
	San Gorgonio Crossing	High-Cube Warehouse	1,861	KSF
23	Heartland	Single-Family Detached Housing	988	DU
		Shopping Center	126.000	KSF
23	Heartland	Single-Family Detached Housing	988	DU
		Shopping Center	126.000	KSF
24	American Villas	Single-Family Detached Housing	36	DU
	8th Street Condos	Multifamily Housing (Low-Rise)	16	DU
	Pennsylvania Ave Apartments	Multifamily Housing (Low-Rise)	8.000	DU
25	Sundance	Single-Family Detached Housing	4,716	DU
26	Rolling Hills Ranch Industrial Prologis	Warehousing	1,200.000	KSF

Project#	Description	Land Use	Quantity	Units
27	Dowling Orchard Business Park	Warehousing	548.820	KSF
28	Farmer Boys	Shopping Center	6.752	KSF
	Ramona Tire / Firestone	Shopping Center	4.792	KSF
29	Aspen Creek (TT 31426)	Single-Family Detached Housing	106	DU
30	Taurek (Tract No. 31162)	Single-Family Detached Housing	244	DU
31	Pacific Scene (Tract No. 32850)	Single-Family Detached Housing	95	DU
32	Jack Rabbit Trail	Single-Family Detached Housing	2,000	DU
		Shopping Center	49.005	KSF
33	Four Seasons (Tract NO. 31462)	Single-Family Detached Housing	2,041	DU
		Shopping Center	95.832	KSF
34	TTM 33931 Fiesta Oak Valley / Mesa Verde Estates	Single Family Residential	3535	DU
		Condos/Townhomes	453	DU
		Active Park	48.000	Acre
		Recreational Community Center	9.000	KSF
		Elementary School	1200	Student
		Commercial Retail	200.000	KSF
35	Summerwind Ranch	Single-Family Detached Housing	3,683	DU
		Elementary School	1,200	Student
		Middle School/Junior High School	900	Student
		Business Park	1,579.000	KSF
		Shopping Center	1,000.000	KSF
36	Sun Cal / Various Builders	Single-Family Detached Housing	2,366	DU
		Shopping Center	505.296	KSF
37	World Logistics Center	Warehousing	21,450.000	KSF
38	TAZ 28	Single-Family Detached Housing	193	DU
		General Office Building	182.342	KSF
		Shopping Center	130.244	KSF
39	TAZ 29	General Light Industrial	59.512	KSF
		General Office Building	49.876	KSF
		Business Park	26.737	KSF
		Shopping Center	69.827	KSF
		General Office Building	2.363	KSF
40	TAZ 30	Shopping Center	1.688	KSF
		General Office Building	86.826	KSF
41	TAZ 31	Shopping Center	62.019	KSF
		General Office Building	86.826	KSF
42	TAZ 32	Single-Family Detached Housing	94	DU
43	TAZ 33	General Light Industrial	35.109	KSF
		Multifamily Housing (Low-Rise)	41	DU
		General Office Building	9.605	KSF
		Business Park	78.147	KSF
		Shopping Center	6.861	KSF
44	TAZ 34	General Office Building	76.459	KSF
		Shopping Center	54.613	KSF
45	TAZ 35	Single-Family Detached Housing	28	DU
46	TAZ 36	Single-Family Detached Housing	17	DU
47	TAZ 37	Single-Family Detached Housing	6	DU
		General Office Building	16.618	KSF
		Shopping Center	11.870	KSF
48	TAZ 38	General Office Building	97.269	KSF
		Shopping Center	69.478	KSF

Project#	Description	Land Use	Quantity	Units
49	TAZ 39	General Office Building	42.460	KSF
		Shopping Center	103.023	KSF
50	TAZ 40	Single-Family Detached Housing	478	DU
51	Singleton Heights (Mastercraft) TR 26811	Single-Family Detached Housing	268	DU
52	Sunset Ranch (Osborne/Dunham) TR 31450	Single-Family Detached Housing	231	DU
53	JP Ranch ⁵	Single-Family Detached Housing	689	DU
		Shopping Center	72.700	KSF

4.1 AESTHETICS

4.1.1 Introduction

The purpose of this section is to describe the visual resources and aesthetic qualities present on and near the Beaumont Summit Station Specific Plan (Project), while also assessing the potential impact the Project could have on those resources within the City of Beaumont (City). Per the California Environmental Quality Act (CEQA), the emphasis in this Draft Environmental Impact Report (Draft EIR) is on impacts to aesthetics which are assessed on their effects on scenic vistas, scenic resources (e.g., trees, rock outcroppings, or historic buildings) within scenic highways, or the degradation of the visual quality of the area. The analysis also considers the potential effects of light and glare generation from the Project. Information provided in this section was primarily obtained from the City of Beaumont General Plan (Beaumont GP) and the City of Beaumont Municipal Code (MC).

Visual Resource Terminology and Concepts

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

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

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

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

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

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

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

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

4.1.2 Environmental Setting

The Project site contains primarily vacant land within the western and southern portions of the site. The central and eastern portion of the site include concrete pads/foundations and several outbuildings that supported poultry and egg farm operations of the former Sunny-Cal Egg and Poultry Ranch. The site’s surface elevation of the site is approximately 2,524 feet above mean sea level (amsl) and topography slopes down toward the southwest. The Project site contains primarily vacant land and no trees, rock outcroppings, or other visually significant features. A jurisdictional waterway with a sharply incised channel crosses the Planning Area 3 in the southern portion of the site in a southeast to northwest direction.



Southeast facing view of the site.



Facing west within area of lower topographic between two gentle slopes.



Facing south.



Facing northwest.



View of slight depressional area facing southwest.



Looking southwest towards erosional feature.

Exhibit 4.1-1: Site Photos

Beaumont Summit Station Specific Plan EIR
City of Beaumont



Not to scale

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Scenic Vistas

Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the public. The Beaumont GP does not designate any scenic vistas near the Project site or in the City. Although no area within the City is officially designated as a scenic vista, the City is situated at a half-mile elevation in the County's The Pass Area Plan, south of southern California's highest peak, San Geronio Mountain, and north of San Jacinto Peak which provide the most prominent views from the City.

Scenic Highways

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

Light and Glare

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

The Project is in a largely vacant area of the City, bordering Interstate 10 (I-10). Light and glare in the Project area are typical of that found in urban and rural environments. Sources of light and glare include light from I-10 and local roadways and related traffic. No stationary light sources are present in the Project site.

4.1.3 Regulatory Setting

Federal

There are no federal regulations related to aesthetics that are applicable to the Project.

State

California Department of Transportation (Caltrans)

The Project site is located adjacent to I-10 and north of SR-60. Caltrans manages the California Scenic Highway Program (CSHP), which is intended to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. State laws governing State Scenic Highways are found in Streets and Highways Code (SHC) §§ 260 to 263. A highway may be designated as scenic based on certain criteria, including how much of the natural landscape can be seen by travelers, the landscape's scenic quality, and the extent to which development intrudes on the

traveler’s enjoyment of the view. The CSHP’s Scenic Highway System List identifies scenic highways that are either eligible for designation or have already been designated as such. The list can be found here:

- https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx

Local

Beaumont Municipal Code Chapter 8.50 – Outdoor Lighting

Chapter 8.50, of the Beaumont MC (referred to herein as the “City’s Outdoor Lighting Ordinance”) establishes regulations and standards which will 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. (Beaumont MC, § 8.50.010.)

To these ends, Beaumont MC § 8.50.030 establishes three Lighting Zones in the City for the purpose of regulation and establishing standards for the reasonable use of outdoor lighting. These lighting zones, which are defined on the basis of land uses are: The Residential Lighting Zone, consisting of all areas of the City zoned exclusively for residential uses; The Commercial Industrial Lighting Zone, consisting of all areas of the City zone exclusively for commercial and industrial uses; and The Special Use Lighting Zone, consisting of specific land uses, which require more accurate color rendition, such as automobile sales lots, outdoor recreation facilities, outdoor advertising displays, service stations, and industrial area where higher pole heights are required to avoid interference with vehicle operations. (Beaumont MC, §§ 8.50.030 and 8.50.080.1.) The City’s Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and lighting fixtures within the City. This includes “lighting curfews” generally applicable to commercial and industrial properties to reduce illumination of affected properties and preserve dark skies.

Beaumont Municipal Code Title 17- Zoning

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

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

City of Beaumont 2040 General Plan

Conservation and Open Space Element

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

Policy 8.6.6: Limit light pollution from outdoor sources, especially in rural, hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.

4.1.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning aesthetics. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

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

Methodology and Assumptions

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

Additionally, the Summit Station Specific Plan (Specific Plan) has been developed as both a regulatory and a land use policy document, which, upon adoption by ordinance will constitute the zoning for the

property. Development plans or agreements, tract or parcel maps, site plans or any other action requiring ministerial or discretionary approval for the subject property must be consistent with the Specific Plan. California Government Code, § 65454 requires that a Specific Plan be consistent with the General Plan. Upon adoption, actions deemed to be consistent with the Specific Plan would be judged to be consistent with the City of Beaumont General Plan as amended. Where conflicts exist between the standards contained in the Specific Plan and those found in the City of Beaumont Zoning Ordinance or Municipal Code, the regulations and standards in the Specific Plan would take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan would be subject to the provisions of the City Zoning Code, Municipal Code or General Plan, using the context and objectives of this Specific Plan as a guide. As such, applicable Specific Plan standards have been considered in the preparation of the section.

Approach to Analysis

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

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

Visual sensitivity can be described as viewer awareness of visual changes in the environment and is based on the viewers’ perspective while engaging in activities from public areas near a project site. The Project site is visible to various users. The sensitivity of those users to changes within a project site varies with the type of use, length of time that the viewer would be within a project site’s zone of visual influence (ZVI), and the viewer’s distance from a Project site. Viewers of the Project site may include nearby residents, future e-commerce/commercial employees, travelers, and commuters within the Project’s ZVI.

4.1.5 Impacts and Mitigation Measures

Impact 4.1-1 Would the Project have a substantial adverse effect on a scenic vista?

Level of Significance: Less than Significant Impact

The Project site consists of primarily vacant land on the west and south portions. The central and east portions of the Project site are developed with multiple concrete foundations and several outbuildings that are related to prior operations as a poultry and egg farm that previously occupied the Project site. The topography of the Project site slopes towards the southwest. The Project site is vacant and has been subject to regular human disturbances from previous agricultural uses and grading/construction activities. The disturbed nature of the site caused by agricultural activity, contributes to the diminished aesthetic value of the Project site and the surrounding area. The City does not contain any designated scenic vistas. The most prominent scenic vistas are provided by the San Bernardino Mountains located approximately eight miles north and the San Jacinto Mountains located approximately 12 miles southeast.

Construction and Operations

Construction of the Project would require grading for recontouring and leveling purposes of the site. Trenching and installation of water, wastewater, recycled water pipelines, and dry utilities would be necessary. Project construction would also require the temporary use and storage of heavy equipment and vehicles on-site which may be visible off-site. Project construction equipment and activity would temporarily alter views of the site but would not obstruct any scenic vistas. The associated visual impacts from the construction phases are anticipated to occur over the duration of construction and would cease upon completion of the Project, resulting in a less than significant impact.

The visual character of the Project site would be permanently altered by the Project.

As noted in **Section 3.0, Project Description**, and in **Exhibit 3.0-6, Conceptual Site Plan**, the Project site is approximately 200 acres of vacant land that would be divided into three planning areas comprised of five parcels. Phase 1 will include Parcels 1, 2, and 3. Planning Area 1 is designated for e-commerce; Planning Area 2 is designated for commercial; Planning Area 3 is designated for open space. The Project would change the character of the site with the following uses:

Planning Area 1 (Parcels 1, 2, and 3) is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

The Project proposes to amend the existing General Plan designation from Single-Family Residential to Industrial for Parcels 1, 2, and 3 to allow for the proposed e-commerce/warehouse uses.

Planning Area 2 (Parcel 4) would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

The Project proposes to amend the existing General Plan designation from Single-Family Residential to General Commercial for Parcel 4 to allow for commercial uses.

Planning Area 3 (Parcel 5) would remain as open space. The existing General Plan designation of Single Family Residential would be changed to Open Space.

According to the Specific Plan, Planning Area 1 buildings are subject to a 60 foot maximum height and Planning Area 2 buildings are subject to a 50 foot maximum height.

Because there are no scenic vistas on the Project site or in the vicinity of the Project site and the implementation of the Project would not obstruct views of the scenic vistas provided by the San Bernardino Mountains and the San Jacinto Mountains from any publicly accessible point outside of the Project site, impacts in this regard would be less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.1-2 Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Level of Significance: No Impact

Construction and Operations

No State Designated Scenic Highway traverses the Project site nor is the Project site in the vicinity of a State Designated Scenic Highway.¹ The nearest State Designated Scenic Highway is SR-243, located approximately nine miles southeast of the Project site, south of the Banning city limits. Due to distance and topography, the Project is not visible from the State Designated Scenic Highway portion of SR-243. Additionally, no structures exist on-site; the Project site is not near a State Designated Scenic Highway, or scenic resources, including but not limited to trees, rock outcroppings, or historic buildings. Thus, impacts to scenic resources within a State Designated Scenic Highway would not occur.

Mitigation Measures

No mitigation is necessary.

Level of Significance

No impact.

¹ Caltransg. (2019). State Scenic Highway Map. Retrieved from: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. (accessed June 16, 2021).

Impact 4.1-3 *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Level of Significance: Less than Significant Impact

Construction and Operations

Construction activities will require the use of heavy equipment and machinery typically utilized for grading and compaction activities. Construction machinery will be shielded from public views at the end of each working day with fencing and screens. Long-term development of the site is anticipated to alter the site from vacant to an e-commerce and commercial destination. Limited public views of the Project site are available to fast-moving traffic along I-10 and local roadways.

Although construction activities and long-term development are anticipated to change the existing conditions of the site, the Project would not degrade the visual character of the site as much of the site's view from the public right-of-way is limited and those areas that are currently visible contain remnants of the former eggs and poultry farm. As such, the proposed Project development is anticipated to enhance the Project site in the long-term through the incorporation of aesthetically pleasing building, landscaping, ornamental trees, lighting, among other features.

Site grading and other construction activities would be required to comply with the Beaumont GP provisions and the Beaumont MC construction requirements included in Title 15.² Construction activities also would have to comply with all other applicable state, regional, and local requirements.

Conformance to these codes would help reduce the potential stark changes to the visual environment during construction. Additionally, construction equipment and activities would be shielded as much as possible from public views through the use of privacy fencing. Therefore, construction impacts to the existing visual character or quality of the site and its surroundings would be less than significant.

Project implementation and operation would allow for new development within a currently undeveloped vacant space, which would result in permanent alteration of the existing landforms and visual quality in the area. The Project would involve grading, landform alteration, and the development of several buildings involving commercial and e-commerce uses. The Project development would be consistent with the high-cube warehouse buildings planned north of Cherry Valley Boulevard, San Geronio Crossing (refer to **Table 4-1, Cumulative Projects**, identified as TAZ-22). Further, high quality development with visually appealing elements including landscaping and natural-like building materials would create cohesive designs with other similar facilities in the general vicinity.

The Project site would transition from a former egg and poultry farm currently containing building pads which are remnant of previous buildings among other debris from the previous use. The Project site has

² Beaumont MC. (2021). Title 15- Buildings and Construction. Retrieved from: https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT15BUCO. (accessed June 16,2021).

been previously graded to serve the previous use. The site is anticipated to change from its existing condition to a fully developed site containing the proposed uses. The development would not substantially degrade the existing visual character of the site or public views. To further reduce changes in the visual environment, the Project would incorporate perimeter landscaping, trees, and ground covers to visually buffer the structures. For this reason, it is anticipated that implementation of the commercial and e-commerce uses would not degrade the visual characteristics that are already considered low. Impacts in this regard would be less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.1-4 Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Level of Significance: Less than Significant Impact

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

The Project site is vacant and undeveloped and does not currently create any light or glare. New sources of light and glare would be introduced by the Project within the Project site. Additionally, lighting would also occur mainly along Cherry Valley Boulevard, but could also reach as far as Brookside Avenue. Because Brookside Avenue is contiguous to the Planning Area 3 which is designated as open space, less lighting would be introduced into this area and beyond to Brookside Avenue, compared to Planning Areas 1, 2 and Cherry Valley Boulevard. Typical light sources will include street lighting, exterior night lighting of the structure, and lighting necessary for safety and security. City Zoning Ordinance, Chapter 8.50, “Outdoor Lighting” currently contains restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts. In this regard, the City’s Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and light fixtures within the City.

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

Construction and Operations

Project construction would result in the temporary increase of light and glare from construction equipment, staging areas, lighting poles, and security lighting. Construction of the commercial and e-commerce uses would be limited to daytime hours. Nighttime security lighting could be utilized for security purposes of the site and equipment. Additionally, it is a common practice to provide night-time lighting when a guardhouse/shack is provided on-site for security personnel. No short-term, construction-related impacts associated with light and glare are expected to occur.

Project build out would increase nighttime lighting in this portion of the City. Sources of lighting include interior and exterior lighting sources, streetlights, signage, and on-building and freestanding security lighting. According to Project Design Guidelines, the Project would incorporate design elements to reduce sources of lighting as approved by the City. In addition, all future development within the City limits would be subject to the provisions of Chapter 8.50, Outdoor Lighting of the Beaumont MC. Chapter 8.50 sets forth restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts. In this regard, the City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and light fixtures within the City.

Operational impacts resulting from new sources of light or glare would be less than significant with implementation of Project Design Guidelines and adherence to Beaumont MC Chapter 8.50.

Mitigation Measures

Mitigation is not required.

Level of Significance

Less than significant impact.

4.1.6 Cumulative Impacts

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

A significant cumulative impact would occur if cumulative projects would adversely impact views of a scenic vista or scenic resources within a Designated State Scenic Highway. Although the Project would change the current visual quality of the Project site, the changes would not result in degradation of the site. As noted in Section 4.0 Design Guidelines of the Specific Plan, the architectural design guidelines

describe the intended architectural themes and styles for buildings permitted within the Specific Plan area and are intended to provide a basis for decisions regarding the built environment that contributes significantly to the visual order and consistency of the entire Specific Plan area and provide a high-quality development. specific planning and development objectives for the Project are identified in Section 3.8, Project Purpose and Objectives. The applicable Project objectives that would guide the aesthetics of the Project include the following:

1. Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.
2. Develop a state-of-the-art logistics/e-commerce center with complimentary commercial uses that take advantage of existing and planned infrastructure, is feasible to construct, is economically competitive with, and in the general vicinity of, similar logistics/e-commerce center uses.
3. Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.
4. Provide and plan that incorporates appropriate buffers with the surrounding development through the use of landscaped setbacks and expanded parkways along Cherry Valley Boulevard and Brookside Avenue.

These objectives specifically have some bearing on the aesthetic design of the development within the Specific Plan. As such, the Project would not adversely affect any protected public viewsheds or destroy any scenic vistas, nor would it impede views of the San Jacinto Mountains or the San Bernardino Mountains. Therefore, the Project, in conjunction with other cumulative projects, would not result in a cumulatively considerable contribution. The cumulative impact related to scenic vistas and resources would be less than significant.

4.1.7 Significant Unavoidable Impacts

No significant unavoidable aesthetic impacts have been identified.

4.1.8 References

City of Beaumont. 2020. *Beaumont General Plan*.

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

City of Beaumont. 2020. *Draft Program Environmental Impact Report, Beaumont General Plan, SCH*

No. 2018031022. <https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720>.

4.2 AIR QUALITY

4.2.1 Introduction

The purpose of this section is to describe the potential air quality impacts that would be generated by construction and operation of the Beaumont Summit Station Specific Plan Project (Project). The ambient air quality of the local and regional area is described, along with relevant federal, state, and local air pollutant regulations and pollutant concentrations. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD).

The setting, context, and impact analysis in this section are based primarily on air quality and health risk assessments conducted by Kimley-Horn that are contained in **Appendices A and B**:

- Kimley-Horn. February 2022. Air Quality Assessment: Summit Station (**Appendix A**);
- Kimley-Horn. February 2022. Health Risk Assessment: Summit Station (**Appendix B**).

4.2.2 Environmental Setting

Climate and Meteorology

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

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are

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

frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

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

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

Air Pollutants of Concern

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

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 4.2-1, Air Contaminants and Associated Public Health Concerns**.

Table 4.2-1: Air Contaminants and Associated Public Health Concerns

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM ₁₀ and PM _{2.5})	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O ₃)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO ₂)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.
<p>¹ Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).</p> <p>Source: California Air Pollution Control Officers Association (CAPCOA), <i>Health Effects</i>, http://www.capcoa.org/health-effects/, Accessed August 19, 2020.</p>		

Toxic Air Contaminants

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

operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

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

Pollutants of concern in the SCAB include O₃, PM₁₀, and PM_{2.5}. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Banning Airport Monitoring Station (located approximately 9.5 miles to the southeast). Local air quality data from 2018 to 2020 are provided in **Table 4.2-2, Ambient Air Quality Data**, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 4.2-2: Ambient Air Quality Data

Criteria Pollutant	2018	2019	2020
Ozone (O₃)¹			
1-hour Maximum Concentration (ppm)	0.119	0.119	0.150
8-hour Maximum Concentration (ppm)	0.106	0.096	0.115
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	33	24	29
NAAQS 8-hour (>0.070 ppm)	69	59	68
Carbon Monoxide (CO)²			
1-hour Maximum Concentration (ppm)	2.21	1.51	1.85
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)¹			
1-hour Maximum Concentration (ppm)	0.0506	0.0560	0.0511
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0

Criteria Pollutant	2018	2019	2020
Particulate Matter Less Than 10 Microns (PM₁₀)¹			
National 24-hour Maximum Concentration	39.3	63.8	69.3
State 24-hour Maximum Concentration	36.3	58.8	63.9
State Annual Average Concentration (CAAQS=20 µg/m ³)	—	—	—
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	0	0	0
CAAQS 24-hour (>50 µg/m ³)	0	2	1
Particulate Matter Less Than 2.5 Microns (PM_{2.5})¹			
National 24-hour Maximum Concentration	—	—	—
State 24-hour Maximum Concentration	32.0	23.4	46.7
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	—	—	—
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million. µg/m ³ = micrograms per cubic meter; — = not measured ¹ Measurements taken at the Banning-Airport Monitoring Station at 200 S. Hathaway Street, Banning, California 92220 (CARB# 33164) ² Measurements taken at the Rubidoux - Mission Boulevard Monitoring Station at 5888 Mission Boulevard, Riverside, California 92509 (CARB# 33144), which is the closest monitoring station that measures CO. Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqselect.php).			

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The Project site is mainly surrounded by vacant/undeveloped land uses to the west, north, and east with few scattered residential and industrial units to the east. South of the Project site is primarily residential. Sensitive land uses nearest to the Project are shown in **Table 4.2-3, Sensitive Receptors**.

Table 4.2-3: Sensitive Receptors

Receptor Description	Distance and Direction from the Project
Single-family Residences	Adjacent to the east
Single-family Residences	165 feet to the south
Single-family Residences	530 feet to the southeast
Single-family Residences	740 feet to the west

Source: Google Earth

4.2.3 Regulatory Setting

Federal

Federal Clean Air Act

The Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in **Table 4.2-4, State and Federal Ambient Air Quality Standards.**

Table 4.2-4: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards ¹	Federal Standards ²
Ozone (O ₃) ^{2, 5, 7}	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m ³)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
Nitrogen Dioxide (NO ₂)	1 Hour	0.18 ppm (339 µg/m ³)	0.10 ppm ¹¹
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
Sulfur Dioxide (SO ₂) ⁸	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m ³)
Particulate Matter (PM ₁₀) ^{1, 3, 6}	24-Hour	50 µg/m ³	150 µg/m ³
	Annual Arithmetic Mean	20 µg/m ³	NA
Fine Particulate Matter (PM _{2.5}) ^{3, 4, 6, 9}	24-Hour	NA	35 µg/m ³
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³
Sulfates (SO ₄₋₂)	24 Hour	25 µg/m ³	NA
Lead (Pb) ^{10, 11}	30-Day Average	1.5 µg/m ³	NA
	Calendar Quarter	NA	1.5 µg/m ³
	Rolling 3-Month Average	NA	0.15 µg/m ³
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (42 µg/m ³)	NA
Vinyl Chloride (C ₂ H ₃ Cl) ¹⁰	24 Hour	0.01 ppm (26 µg/m ³)	NA
Notes:			
ppm = parts per million; µg/m ³ = micrograms per cubic meter; mg/m ³ = milligrams per cubic meter; – = no information available.			
¹ California standards for O ₃ , carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM ₁₀ , and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM ₁₀ annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.			
² National standards shown are the "primary standards" designed to protect public health. National standards other than for O ₃ , particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O ₃ standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O ₃ standard is attained when the 3-year average of the 4 th highest daily concentrations is 0.070 ppm or less. The 24-hour PM ₁₀ standard is attained when the 3-year average of the 99 th percentile of monitored concentrations is less than 150 µg/m ³ . The 24-hour PM _{2.5} standard is attained when the 3-year average of 98 th percentiles is less than 35 µg/m ³ .			
³ Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM ₁₀ is met if the 3-year average falls below the standard at every site. The annual PM _{2.5} standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.			
⁴ On October 1, 2015, the national 8-hour O ₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O ₃ concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O ₃ level in the area.			
⁵ The national 1-hour O ₃ standard was revoked by the EPA on June 15, 2005.			
⁶ In June 2002, CARB established new annual standards for PM _{2.5} and PM ₁₀ .			
⁷ The 8-hour California O ₃ standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.			

Pollutant	Averaging Time	State Standards ¹	Federal Standards ²
⁸			
⁹			
¹⁰			
¹¹			
Source: South Coast Air Quality Management District, <i>Air Quality Management Plan</i> , 2016; California Air Resources Board, <i>Ambient Air Quality Standards</i> , May 6, 2016.			

U.S. Environmental Protection Agency

The EPA is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act (CAA). As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards (referred to herein as the “Federal Standards” or NAAQS). They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The EPA has established ambient air quality standards for the following air pollutants:

- Ozone (O₃)
- Nitrogen dioxide (NO₂)
- Carbon monoxide (CO)
- Sulfur dioxide (SO₂)
- Lead (Pb)
- Particulate matter (PM-10 and PM-2.5).

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California’s SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans and rules and regulations of the various agencies with jurisdiction over the state’s air basins. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

The 1977 federal CAA Amendments required the EPA to identify national emissions standards for hazardous air pollutants (HAPs) to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal CAA Amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

State

Assembly Bill 617

Assembly Bill (AB) 617, approved in July 2017, focuses on criteria air pollutants and toxic air contaminants from non-mobile sources. AB 617 requires CARB to develop an air monitoring plan for the state, and then select, based on the plan, the highest priority locations to deploy community air monitoring systems. AB 617 also requires CARB to prepare a statewide strategy (with input from public stakeholders) to reduce emissions of toxic air contaminants and criteria pollutants in communities affected by a high cumulative exposure burden, which was due October 1, 2018. Air districts (including SCAQMD) that are in nonattainment must adopt expedited schedules to implement Best Available Retrofit Control Technology (BARCT) for existing sources of air pollution, and CARB is required to maintain a statewide clearinghouse that identifies Best Available Control Technology (BACT) and BARCT for criteria air pollutants and related technologies for toxic air contaminants.

In response to AB 617, CARB established the Community Air Protection Program (CAPP or Program). The Program's focus is to reduce exposure in communities most impacted by air pollution. CARB staff has already begun working closely with local air districts, community groups, community members, environmental organizations, and regulated industries to develop a new community-focused action framework for community protection. In September 2018 CARB selected 10 communities, three of these are in SCAQMD's jurisdiction. Muscoy, San Bernardino, one of the 2018 selected communities, is about 30 miles from Beaumont. In December 2019 CARB approved the AB 617, 2019 Community Selections. The 2019 communities located within SCAQMD boundaries are East Coachella Valley and South East Los Angeles, neither of which are proximate to the Planning Area. (CAPP 2019).

California Air Resources Board

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

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in **Table 4.2-4, State and Federal Ambient Air Quality Standards**.

Regional

South Coast Air Quality Management District

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

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

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O₃ standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.

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

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

The state and federal attainment status designations for the SCAB are summarized in **Table 4.2-5, South Coast Air Basin Attainment Status**. The SCAB is currently designated as a nonattainment area with respect to the State O₃, PM₁₀, and PM_{2.5} standards, as well as the national 8-hour O₃ and PM_{2.5} standards. The SCAB is designated as attainment or unclassified for the remaining state and federal standards.

Table 4.2-5: South Coast Air Basin Attainment Status

Pollutant	State	Federal
Ozone (O ₃) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O ₃) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM _{2.5}) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter (PM _{2.5}) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM ₁₀) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM ₁₀) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO ₂) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO ₂) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO ₄₋₂) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H ₂ S) (1 Hour Standard)	Unclassified	–

Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2016; United States Environmental Protection Agency, *Nonattainment Areas for Criteria Pollutants (Green Book)*, 2021.

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

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021 to reduce NO_x and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Air Toxics Control Plan

The Air Toxics Control Plan (March 2000, revised March 26, 2004) is a planning document designed to examine the overall direction of the SCAQMD’s air toxics control program. It includes development and

implementation of strategic initiatives to monitor and control air toxics emissions. Control strategies that are deemed viable and are within the SCAQMD’s jurisdiction will each be brought to the SCAQMD Board for further consideration through the normal public review process. Strategies that are to be implemented by other agencies will be developed in a cooperative effort, and the progress will be reported back to the Board periodically.

Multiple Air Toxics Exposure Study

The SCAQMD conducted an in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California. The Multiple Air Toxics Exposure Study in the SCAB (MATES V) (August 2021) shows that carcinogenic risk from air toxics in the SCAB, based on the average concentrations at the 10 monitoring sites, is approximately 40 percent lower than the monitored average in MATES IV and 84 percent lower than the average in MATES II.

MATES V is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with the SCAB emissions. Therefore, MATES V study represents the baseline health risk for a cumulative analysis. MATES V estimates the average excess cancer risk level from exposure to TACs is 424 in one million basin-wide. In comparison, the MATES IV basin average risk was 897 per million. These model estimates were based on monitoring data collected at ten fixed sites within the SCAB. None of the fixed monitoring sites are near the Project site. However, MATES V has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. MATES V modeling predicted an excess cancer risk of 286 in one million for the Project area². DPM is included in this cancer risk along with all other TAC sources. DPM accounts for 72.4 percent of the total risk shown in MATES V in this area.

Local

Beaumont Municipal Code

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

Title 17 – Zoning, Chapter 17.04 – Performance Standards

Section 17.04.050 Air Quality

The California Air Resources Board and the South Coast Air Quality Management District (SCAQMD) are the agencies responsible for the implementation of the Clean Air Act at the local level. In order to protect the health and welfare of those persons living, working, or visiting the City of Beaumont, the following performance standards with respect to air quality are outlined in this Section.

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

² South Coast Air Quality Management District, *MATES V Estimated Risk*, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-5ba9580e3aa43508a793fac819a5a4d%3A315&views=view_38%2Cview_1

- B. Permits. Before a building or occupancy permit is issued by the City, the applicant shall be required to show proof that he has secured the necessary permits from the SCAQMD or that the project is exempt from SCAQMD regulations as of the date of filing of the City application.
- C. Enforcement and Standards. In enforcing these regulations, the City shall use the same point of measurement as utilized by the SCAQMD.

Section 17.04.060 Odors

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

- A. Odor Generating Activities. Any process that creates or emits any odors, gases, or other odorous matter shall comply with the standards set by the South Coast Air Quality Management District (SCAQMD).
- B. Quantified Standard. No odors, gases, and odorous matter shall be emitted in quantities to be detectable when diluted in a ratio of one (1) volume diluted air to four (4) volumes of clean air at the point of greatest concentration.

Title 17 – Zoning, Chapter 17.11 – General Development Standards

This Chapter establishes general development standards for all land uses and development in the City. Beaumont MC § 17.11.040 states dust shall be controlled by watering or other approved methods.

City of Beaumont 2040 General Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to air quality include:

Land Use and Community Design Element

- Goal 3.4:** **A City that maintains and expands its commercial, industrial and other employment-generating land uses.**
- 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.
- Goal 3.8:** **A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.**
- Policy 3.8.2** Establish buffers between residential development and high-volume roadways, including SR-79, I-10, and SR-60, to protect residents from negative environmental health impacts.
- Goal 3.10:** **A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.**

- Policy 3.10.1** Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health and minimize the disproportionate impacts on sensitive population groups.
- Policy 3.10.2** Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.
- Policy 3.10.3** Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.
- Policy 3.10.4** Designate truck routes to avoid sensitive land uses, where feasible.
- Policy 3.10.6** Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.
- Policy 3.10.7** Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.

Mobility Element

- Goal 4.1:** **Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.**
- Policy 4.1.1** Reduce vehicular congestion on auto-priority streets to the greatest extent possible.
- Goal 4.6:** **An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.**
- Policy 4.6.2** Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.
- Implementation M3** TDM Plan Requirements. Update the City’s development processing requirements to require that TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.
- Implementation M26** Truck Route Map. Update the City's truck route map to focus trucks on key streets in the City that should be used for goods movement and reduce heavy vehicle travel adjacent to sensitive areas.

Health and Environmental Justice Element

- Goal 6.5:** **A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.**
- Policy 6.5.6** Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.
- Goal 6.7:** **A City that safely and systemically addresses toxics, legacy pollutants, and hazardous materials.**

Policy 6.7.5 Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.

Policy 6.7.6 Designate truck routes to avoid sensitive land uses, where feasible.

Policy 6.7.8 Establish a local ordinance that exceeds the state vehicle idling restrictions where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities and residences).

Implementation HEJ19 Idling Ordinance. Update zoning code to support an idling ordinance that reduces emissions from on-road heavy-duty vehicles.

Implementation HEJ20 Particulate Mitigation. Adopt mitigation measures that limit vehicular and construction-related particulate emissions.

Conservation and Open Space Element

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

Policy 8.4.1 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 8.4.2: Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process.

Policy 8.4.3 Avoid the siting of new projects and land uses that would produce localized air pollution (e.g., Interstate 10, SR-60 high traffic roads, certain industrial facilities) in a way that would adversely impact existing air quality-sensitive receptors including schools, childcare centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.

Policy 8.4.4 For sensitive land uses that cannot be avoided within 500 feet of sources of localized air pollution, potential design mitigation options include:

- Providing residential units with individual HVAC systems in order to allow adequate ventilation with windows closed;
- Locating air intake systems for heating, ventilation, and air conditioning (HVAC) systems as far away from existing air pollution sources as possible;
- Using HEPA air filters in the HVAC system and developing a maintenance plan to ensure the filtering system is properly maintained; and
- Utilizing only fixed windows next to any existing sources of pollution.
- Using sound walls, berms, and vegetation as physical barriers.
- Notifying new potential home buyers of risks from air pollution.

Implementation C14 Air Quality Efforts. Partner with local and regional agencies to educate and support efforts that improve local air quality.

Implementation C15 Sensitive Uses. Update the municipal code to prohibit and/or mitigate the impacts of localized air pollution, addressing specific strategies for sensitive receptors.

Safety Element

Goal 9.9: **A City that promotes preparedness related to the adverse effects of high winds common in the Pass area.**

Policy 9.9.2 Require implementation of best practices for dust control at all excavation and grading projects.

Policy 9.9.3 Prohibit excavation and grading during high wind conditions, defined as instantaneous wind speeds that exceed 25 miles per hour by South Coast AQMD.

Implementation S25 Dust Control. Develop guidelines for dust control at all excavation and grading projects, including addressing high wind conditions.

Noise Element

Goal 10.2: **A City with minimal mobile source-generated noise levels.**

Policy 10.2.3 Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

Implementation N10 Vehicle and Equipment Idling. Establish requirements that construction vehicles and equipment are not left idling for longer than five minutes when not in use.

4.2.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning air quality. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable state or federal ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
- Exceed SCAQMD Thresholds.

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 4.2-6, South Coast Air Quality Management District Emissions Thresholds**.

Table 4.2-6: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*.

Localized Carbon Monoxide

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

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The City of Beaumont is located within SCAQMD SRA 29. **Table 4.2-7, Local Significance Thresholds for Construction/Operations** shows the LSTs for a 1-acre, 2-acre, 4-acre (interpolated), and 5-acre project in SRA 29. Because the nearest sensitive receptors are approximately 20 meters to the east of the Project site, the thresholds for distances of 25 meters or less are listed below.

Table 4.2-7: Local Significance Thresholds for Construction/Operations

Project Size	Maximum Pounds Per Day			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
1 Acre	103/103	1,000/1,000	6/2	4/1
2 Acres	149/149	1,541/1,541	10/36	10/6/2
4 Acres	207/207	2,392/2,392	17/5	9/3
5 Acres	236/236	2,817/2,817	21/6	11/3

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

LSTs associated with all acreage categories are provided in **Table 4.2-7** for informational purposes. **Table 4.2-7** shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based daily acreage disturbed. The operational LST acreage is based on the total area of the Project site. Although the Project site is greater than five acres, the 5-acre operational LSTs are conservatively used to evaluate the Project.

Methodology

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD. Refer to the Project Air Quality Assessment and Health Risk Assessment (Appendices A and B) for a full discussion of analysis methodology and model outputs/calculations.

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

- Phase 1: Commence in the second quarter of 2023 and conclude in the third quarter of 2024 (an approximate 18-month duration).
- Phase 2: Commence in early 2026 and conclude mid to late 2027 (an approximate 18-month duration).

Project operations would result in emissions of area sources (consumer products, architectural coating, and landscape equipment), energy sources (natural gas usage), mobile sources (motor vehicles from Project generated vehicle trips), and off-road equipment. Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. Emissions from each of these categories are discussed below.

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

Consumer products are various solvents used in non-industrial applications, which emit VOCs during product use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries. The default area source VOC emission factor developed for CalEEMod is based on a statewide factor and is not applicable to the project. The entire project would not use consumer products as specified by CalEEMod user guide. The warehouses in Phase 1 include offices and may have small kitchen areas and bathrooms that would use cleaning products, however the majority of the square footage for the Project (98 percent) would be used for warehousing/distribution. Negligible quantities of personal care products, home, lawn, and garden products, disinfectants, sanitizers, polishes, cosmetics, and floor finishes would be used. The CalEEMod default consumer product VOC emissions factor assumes 2008 statewide VOC inventory and building area square footage from 2000 data. Therefore, in order to account for more recent California rulemaking to reduce VOC emissions, the emissions rate was updated to use the latest consumer products emissions from CARB (252.2 tons per day)³ and the statewide building area has been adjusted for growth (25,625,589,321 square feet) to result in 1.97×10^{-5} pounds VOC per day per square foot. This is consistent with the methodology used in CalEEMod.

- **Energy Sources.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions were calculated in CalEEMod. No changes were made to the default energy usage consumption rates or emissions factors.
- **Mobile Sources.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Study and incorporated into CalEEMod as recommended by the SCAQMD. The Project generated traffic was obtained from the Project's Traffic Impact Study prepared by Kimley-Horn and Associates (February 2022). Project trip generation from the Trip Generation Analysis is based on the following Institute of Transportation Engineers (ITE) land use categories:

Phase 1

- ITE Land Use 154: High-Cube Short-Term Storage (2,199.095 thousand square feet, 3,079 total daily vehicle trips, which include 493 truck trips).
- ITE Land Use 150: Warehousing (358.370 thousand square feet, 613 total daily vehicle trips, which include 166 truck trips).

³ California Air Resources Board, *Criteria Pollutant Emission Inventory Data, 2017 Estimated Annual Average Emissions Statewide*, <https://ww2.arb.ca.gov/applications/statewide-emissions>

Phase 2

- ITE Land Use 310: Hotel (220 rooms, 1,758 daily vehicle trips).
- ITE Land Use 820: Shopping Center (25 thousand square feet, 1,361 total daily vehicle trips, 898 net trips after pass-by reduction).
- ITE Land Use 932: High-Turnover (Sit-Down) Restaurant (15 thousand square feet, 1,608 total daily vehicle trips, 1,539 net trips after pass-by reduction).
- ITE Land Use 934: Fast-Food Restaurant with Drive-Through (10 thousand square feet, 4,675 total daily vehicle trips, 4,290 net trips after pass-by reduction).

Phase 1 of the Project would generate 3,692 daily trips, which includes 3,033 passenger car trips and 659 truck trips. Passenger car/employee commute trip lengths use CalEEMod default lengths for projects in Riverside County, truck trip lengths are assumed to be 33.2 miles one way.⁴ Phase 2 of the Project would generate 8,485 daily vehicle trips. Full Project buildout (Phase 1 and Phase 2) would generate 12,177 total daily vehicle trips. Warehouse truck mix percentages are based on the SCAQMD Truck Trip Generation Study applied to ITE truck percentages. Mobile source emissions rates in CalEEMod have been updated with EMFAC2021 emissions rates consistent with the methodology described in the CalEEMod *User's Guide (Appendix A, Section 5.2)*⁵. It should be noted that EMFAC2021 emissions rates include CARB SAFE Rule adjustment factors.⁶

- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. For this project it was assumed that the warehouses would include 51 forklifts and 9 off-highway trucks for loading and unloading goods per the SCAQMD *High Cube Warehouse Truck Trip Study White Paper*⁷. It should be noted that Project Design Feature (PDF) AQ-1 indicates that the Project does not include cold storage. Cold storage is also not an allowed use in the Specific Plan. Therefore, this analysis models the warehouses as unrefrigerated, and the Project would not include emissions from transport refrigeration units (TRUs).
- **Emergency Backup Generators.** As the Project warehouses are speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with this equipment were included to be conservative. Emissions from an emergency backup generator for each warehouse building were calculated separately from CalEEMod; refer to Appendix A. However, CalEEMod default emissions rates were used. If backup generators are required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for

⁴ California Air Resources Board, *Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards*, 2007. Available at: https://ww3.arb.ca.gov/msei/onroad/downloads/drayage_trucks/appbf.pdf

⁵ California Air Pollution Control Officers Association (CAPCOA), *CalEEMod User Guide Appendix A: Calculation Details, Section 5.2 Methodology for Converting EMFAC2017 Emission Rates into CalEEMod Vehicle Emission Factors*, May 2021.

⁶ California Air Resources Board, *EMFAC2021 Volume III Technical Document*, March 21, 2021.

⁷ SCAQMD, *High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results*, June 2014.

Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

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

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

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes area sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. On-site mobile emissions equate to approximately three percent of the project-related new mobile sources. The on-site one-way trip length is conservatively anticipated to be up to one mile, which is approximately three percent of the 33.2-mile truck trip length modeled in CalEEMod.

Emissions reductions attributable mitigation measures were applied in CalEEMod are derived from methodologies compiled in the CAPCOA report Quantifying GHG Measures⁸. Each measure was assessed to determine its consistency with CAPCOA criteria for the use of the measure. The following mitigation measure were applied in CalEEMod include:

- Transportation Demand Management Measures: TRT-1 (Implement Trip Reduction Program), TRT-7 (Market Commute Trip Reduction Option), and TRT-11 (Employee Vanpool/Shuttle).
- A-1 - Electric Landscape Equipment.
- BE-1 – Exceed Title 24. The project would be required to comply with CALGreen Tier 2, which requires a 30 percent improvement.
- SW-1 – 75 Percent Reduction in Solid Waste Disposal.

Additionally, the following design feature was quantified outside of CalEEMod:

- **Electric Cargo Handling Equipment.** Electric cargo handling equipment (see PDF AQ-2, below) emissions from energy consumption were calculated based on 51 forklifts and 9 yard trucks operating for 12 hours per day and the Southern California Edison (SCE) electricity CO₂e emissions factor from CalEEMod. As noted above, the assumptions for the equipment are based on the SCAQMD *High Cube Warehouse Truck Trip Study White Paper* (2014).

⁸ California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, August 2010.

Project Design Features

The Project applicant proposes the following PDFs that would be incorporated into the Project design and constructed or implemented as part of the Project. PDFs are specific design and/or operational characteristics proposed by the Project applicant that are incorporated into the Project and part of the Project description and Specific Plan. Because PDFs are incorporated into the Project, they do not constitute mitigation measures. It should be noted that PDF AQ-1 indicates that the Project would not include cold storage. Cold storage is also not an allowed use in the Specific Plan. Therefore, this analysis models the warehouses as unrefrigerated. PDF AQ-2 notes that all cargo handling equipment would be powered by electricity. Emissions from diesel cargo handling equipment are provided in the impact analysis for informational purposes and implementation of PDF AQ-2 is reflected under the mitigated scenario. Additional emissions benefits from implementation of PDF AQ-3 through PDF AQ-18 are conservatively not quantified; no credit is taken for these measures.

- PDF AQ-1** The Project does not include cold storage.
- PDF AQ-2** All Phase 1 outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment. The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage.
- PDF AQ-3** Tenant lease agreements for Phase 1 shall include contractual language restricting trucks and support equipment from nonessential idling longer than 5 minutes while on site.
- PDF AQ-4** All heavy-duty vehicles registered in California entering or operated on the Phase 1 project site shall be model year 2010 or later. This requirement shall be included as part of tenant's agreement with third-party carriers. Tenants shall maintain records on its fleet equipment and ensure that all heavy-duty trucks accessing the project site Phase 1 use year 2010 or newer engines. The records shall be maintained onsite and be made available for inspection by the City. Encouraging the use of model year 2010 or newer trucks and other efficiency measures could incentivize near zero emission (NZE) or zero emission (ZE) truck visits, which would facilitate compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule).
- PDF AQ-5** Phase 1 facility operators shall be required to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. The building manager or their designee shall be responsible for enforcing these requirements.
- PDF AQ-6** Phase 1 tenants shall train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Facility operators shall maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon

request. The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-7 Phase 1 tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer's specifications. The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-8 The facility operator for Phase 1 shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course #512). The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-9 Phase 1 tenants shall include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.

PDF AQ-10 The Phase 1 site shall include at least 30 electric light-duty vehicle charging stations and install conduit for 59 future electric light-duty vehicle charging stations. Spaces with conduit for future charging stations shall have properly sized and listed raceways/conduits, dedicated branch circuits, service panel or subpanel(s). Both the service panel or subpanel(s) and the raceway termination location shall be visibly marked as "EV CAPABLE."

PDF AQ-11 Designate 119 parking spaces for clean air/electric vehicle/vanpool parking.

PDF AQ-12 Phase 1 tenants shall enroll in the United States Environmental Protection Agency's SmartWay program and tenants shall use carriers that are SmartWay carriers.

PDF AQ-13 The Phase 1 facility operator shall provide tenants with an information packet that:

- Provides information on incentive programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) and Voucher Incentive Program, and other similar funding opportunities to upgrade their fleets. The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped.
- Recommends the use of electric or alternatively fueled sweepers with high efficiency particulate air (HEPA) filters;
- Recommends the use of water-based or low VOC cleaning; and

- For occupants with more than 250 employees, information related to SCAQMD Rule 2202, which requires the establishment of a transportation demand management program to reduce employee commute vehicle emissions.

PDF AQ-14 Signs shall be installed at each Phase 1 exit driveway, providing directional information to the City’s truck route. Text on the sign shall read “To Truck Route” with a directional arrow. Truck routes shall be clearly marked pursuant to the Municipal Code.

PDF AQ-15 The Phase 1 site shall be designed such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility. Vehicles can access the building using paved roads and parking lots. Further, the applicant shall provide signage to ensure that no trucks are queuing outside the facility. Signage shall also be placed at the entrance of the site for the community in case of complaints and shall include the phone number of the building manager or designee. The building manager or designee shall be responsible for ensuring compliance with this measure tenant and third-party truck owners.

PDF AQ-16 The Phase 1 portion of the Project shall provide funding for 30 grants for the purchase of electric zero emission vehicle passenger cars for on-site employees. The program shall prioritize applicants who live in the City of Beaumont and the surrounding area (i.e., employees that are residents of Beaumont, Banning, or Calimesa) and who do not already own a zero emission vehicle. Additionally, grantees must be employed at the Project site for a minimum of five years. Grantees employed for less than five years must return the zero emission vehicle so that it can be used by a current employee.

PDF AQ-17 Phase 1 shall install photocatalytic pavements or pavement coatings (such as PURETi Coat or PlusTi) that lessens pavement-related radiative forcing by reducing heat absorption and the convective re-release (pavement emissivity) from solar radiation, as well as naturally decomposing surrounding atmospheric NO₂ when exposed to ultraviolet (UV) light.

PDF AQ-18 During Phase 1 the Project shall improve vegetation and tree canopy for all sensitive receptors’ properties located within a 300-foot radius of the Project boundary for a maximum one-time contribution of \$5,000 per sensitive receptor’s property. The funds may be used for vegetation installation, the vegetation itself, and vegetation irrigation. If the Applicant provides reasonable evidence to the City of contacting the property owners of the sensitive receptor(s) and offering to plant vegetation and tree canopy, and the offer is declined or the property owner(s) cannot be reached, no further action shall be required.

4.2.5 Impacts and Mitigation Measures

Impact 4.2-1 *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*

Level of Significance: Significant Unavoidable Impact.

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

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

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in **Table 4.2-8, Phase 1 Construction-Related Emissions** and **Table 4.2-9, Phase 2 Construction-Related Emissions**, the Project would not exceed construction emission standards with Mitigation Measures (MM) AQ-1 and MM AQ-2. However, mitigated Phase 1 operational emissions would exceed the operational standard for NO_x and mitigated Project Buildout emissions would exceed the operational standards for ROG, NO_x, CO, and PM₁₀, despite the implementation of all feasible mitigation, as shown in **Table 4.2-11, Mitigated**

Phase 1 Operational Emissions and Table 4.2-13, Project Buildout Mitigated Operational Emissions. MMs AQ-3 through AQ-7 are included to reduce operation emissions to the greatest amount feasible. However, even with mitigation, operational emissions would remain above the SCAQMD threshold. Therefore, the Project would potentially contribute to an existing air quality violation. Thus, the Project is not consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project site is presently designated as "Single Family Residential" by the General Plan. A General Plan Amendment would change the property's land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and open space uses. The Project includes the adoption of the Beaumont Summit Station Specific Plan. The City adopted the Sunny-Cal Specific Plan, which included the approval of 560 single-family residential dwelling units with lot sizes ranging from 7,000 to 20,000 square feet on approximately 200 acres in the City, in August 2007.

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project would result in a change of land use designations not reflected in the AQMP. Therefore, the Project is conservatively assumed to generate emissions not reflected within the current 2016 AQMP regional emissions inventory for the SCAB and is considered to be inconsistent with the AQMP. Thus, the Project is not consistent with the second criterion.

As noted above (and discussed further in Threshold 4.2-2, below), Project implementation would result in air pollutant emissions that exceed SCAQMD's operational emission thresholds. Although mitigation would reduce emissions by the greatest feasible amount, Project emissions levels would remain significant and would contribute to the nonattainment designations in the SCAB. Therefore, the Project would be inconsistent with the AQMP, resulting in a significant and unavoidable impact despite the implementation of mitigation.

In addition, in accordance with SCAQMD Rule 2305 (refer to South Coast Air Quality Management District under **Section 4.2.3, Regulatory Setting**) the Project operator would be required to pay a mitigation fee if the Project does not generate enough WAIRE Points. The Project operator may be required to implement additional emission reduction strategies. As noted above, a preliminary WAIRE calculation has been conducted for the Project and the Project would more than fulfill its Warehouse Points Compliance Obligation (WPCO) and would bank 8,161 points with implementation of **MM GHG-1** (refer to the Greenhouse Gas Emissions Assessment, see Appendix F) requiring rooftop solar and PDF AQ-2 requiring ZE yard trucks.^{9,10}

⁹ Conservatively assumes nine yard trucks each operating 8 hours per day (i.e., less than the nine trucks each operating 12 hours per day assumed for the emissions analysis).

¹⁰ Note that this calculation is preliminary and provided for informational purposes. The WAIRE Points Compliance Obligation is determined by the actual number of truck trips to the facility based on logs of truck trips submitted on January 1 after the first year of operation. The trip rates that SCAQMD uses in the WAIRE User Calculator would be slightly different than what is used in the Project's Traffic Study.

Mitigation Measures:

Mitigation Measures AQ-1 through AQ-6 (refer to Impact Threshold 4.2-2, below).

Level of Significance

Significant and unavoidable impact. No additional feasible mitigation measures are available that can reduce impacts to less than significant.

Impact 4.2-2 ***Would the proposed project, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

Level of Significance: Significant Unavoidable Impact

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O₃-precursor pollutants (i.e., ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

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

Phase 1 Construction

Construction activities associated with Phase 1 of the Project are estimated to be completed within approximately 1.5 years. Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See **Appendix A, Air Quality Assessment**, for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Phase 1 are summarized in **Table 4.2-8, Phase 1 Construction-Related Emissions**.

Table 4.2-8: Phase 1 Construction-Related Emissions

Construction Year	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Unmitigated Emissions¹						
Year 2023	12.52	121.26	128.18	0.51	34.98	10.25
Year 2024	238.18	67.16	156.81	0.54	41.10	12.19
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Threshold?	Yes	Yes	No	No	No	No
Mitigated Emissions²						
Year 2023	11.27	90.04	129.40	0.51	35.50	9.63
Year 2024	36.26	46.55	160.80	0.54	40.04	11.21
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A for Model Data Outputs. 2. Mitigation includes the incorporation of MM AQ-1 and MM AQ-2. MM AQ-1 requires off-road equipment 50 horsepower or greater to meet CARB Tier 4 Final standards. MM AQ-2 requires the use of "Super-Compliant" low VOC paints.						
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Standard Condition (SC) AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM₁₀ and PM_{2.5} concentrations. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules for reducing fugitive dust, described in the Regulatory Framework subsection above and identified in Standard Conditions SC AQ-1.

Table 4.2-8 shows that unmitigated construction emissions would exceed the SCAQMD threshold for the ozone precursors NO_x and ROG (VOC). The majority of NO_x emissions occur from construction equipment exhaust and the majority of ROG emissions are generated during the architectural coatings phase of construction. MM AQ-1 requires the off-road construction equipment greater than 50 horsepower to meet CARB Tier 4 Final emissions standards in order to reduce diesel exhaust construction emissions. MM AQ-2 requires the Project to use "Super-Compliant" low VOC paints. Implementation of MM AQ-1 and MM AQ-2 would reduce construction impacts to below the SCAQMD's thresholds. Impacts would be less than significant with mitigation.

Phase 2 Construction

Phase 2 construction is anticipated to begin in early 2026 and be completed in mid to late 2027. Construction-generated emissions associated with Phase 2 the Project were calculated using the

CARB-approved CalEEMod computer program. See **Appendix A, Air Quality Assessment**, for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Phase 2 are summarized in **Table 4.2-9, Phase 2 Construction-Related Emissions**.

Table 4.2-9: Phase 2 Construction-Related Emissions

Construction Year	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Unmitigated Emissions¹						
Year 2023	2.96	27.98	26.93	0.06	8.94	4.99
Year 2024	75.38	15.85	23.65	0.06	3.45	1.31
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	Yes	No	No	No	No	No
Mitigated Emissions²						
Year 2023	1.11	5.68	26.93	0.06	7.91	4.05
Year 2024	7.67	5.62	23.65	0.06	2.96	0.86
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A for Model Data Outputs. 2. Mitigation includes the incorporation of MM AQ-1 and MM AQ-2. MM AQ-1 requires off-road equipment 50 horsepower or greater to meet CARB Tier 4 Final standards. MM AQ-2 requires the use of "Super-Compliant" low VOC paints. Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						

Table 4.2-9 shows that unmitigated construction emissions would exceed the SCAQMD threshold for ROG (VOC). The majority of ROG emissions are generated during the architectural coatings phase of construction. MM AQ-2 requires the Project to use "Super-Compliant" low VOC paints. Implementation of MM AQ-1 and MM AQ-2 would reduce construction impacts to below the SCAQMD's thresholds. Impacts would be less than significant with mitigation.

Operational Emissions

Phase 1 Unmitigated Operation Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to Phase 1 of the Project are summarized in **Table 4.2-10, Unmitigated Phase 1 Operational Emissions**. **Table 4.2-10** shows that Project emissions would exceed SCAQMD thresholds for ROG and NO_x. Therefore, regional operations emissions would result in a potentially significant long-term regional air quality impact.

Table 4.2-10: Unmitigated Phase 1 Operational Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Area Source Emissions	57.75	0.00	0.45	0.00	0.01	0.00
Energy Emissions	0.15	1.40	1.18	0.01	0.11	0.11
Mobile–Trucks	1.45	60.58	13.11	0.50	15.23	4.70
Mobile–Passenger Cars	5.86	5.33	118.81	0.32	28.96	7.29
Off-Road Emissions ¹	8.26	70.30	144.13	0.20	3.96	3.64
Emergency Generators	5.06	14.14	12.90	0.02	0.74	0.74
Total Emissions	78.53	151.75	290.58	1.05	49.01	16.48
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No
1. Although the PDFs require all electrically powered off-road equipment, “unmitigated” emissions from diesel equipment are conservatively shown for informational purposes.						
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						

Operational emissions from Phase 1 of the Project would be associated with area sources, energy sources, mobile sources (i.e., motor vehicle use), and off-road emissions. Emissions from these categories are discussed below.

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

The default area source VOC emission factor developed for CalEEMod is based on a statewide factor and is not applicable to the Project. The entire Project would not use consumer products as specified by CalEEMod user guide. The warehouses may have small kitchen areas and bathrooms that would use cleaning products, however the majority of the square footage for the Project would be used for warehousing/distribution. Negligible quantities of personal care products, home, lawn, and garden products, disinfectants, sanitizers, polishes, cosmetics, and floor finishes would be used. Therefore, to estimate VOC emissions from the Project, the emission factor is reduced to 50 percent of its original value, to 9.9E-6 pounds VOC per day per square foot

- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Source.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

- Project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Study and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Trip Generation and Vehicle Miles Traveled Analyses, the Phase 1 of the Project would generate 10,050 daily trips, which includes 5,522 passenger car trips, 3,906 van delivery trips, and 622 truck trips. Employee commute trip lengths use CalEEMod default lengths for projects in Riverside County, delivery van trip lengths are assumed to be 60 miles round trip, truck trip lengths are assumed to be 33.2 miles one way.
- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road equipment used during operational activities. For this project it was assumed that the warehouse would employ 51 forklifts and 2 off-highway trucks for loading and unloading goods.

Phase 1 Mitigated Operation Emissions

As noted above, **Table 4.2-10** shows that unmitigated Phase 1 operational emission would exceed the SCAQMD thresholds for ROG and NO_x. The majority of ROG emissions are from area and mobile sources and the majority of NO_x emissions are from mobile sources. Mitigation measures would be required to reduce emissions to the maximum extent feasible; however, emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. CARB is addressing emissions from heavy duty vehicles through various regulatory programs including lower emission standards, restrictions on idling, the use of post-combustion filter and catalyst equipment, and retrofits for diesel truck fleets. These programs are expected to result in significant reductions in ROG, NO_x, PM₁₀, PM_{2.5}, and CO emissions as they are fully implemented by 2023. Federal and State agencies regulate and enforce vehicle emission standards. It is not feasible for the City of Beaumont to effectively enforce a prohibition on trucks from entering the property that are otherwise permitted to operate in California and access other properties in the City, region, and State. Even if the City were to apply such a restriction, it would cause e-commerce operators using older truck fleets to travel to other facilities in the SCAB where the restriction does not apply, thereby resulting in no improvement to regional air quality. Based on data from CARB, most heavy-duty trucks entering the Project site will meet or exceed 2010 model year emission standards when the Project becomes fully operational in 2024 as all trucks are required meet or exceed such standards by 2023. Specifically, according to CARB EMFAC inventories, approximately 50 percent of all in-state heavy-duty trucks met the 2010 engine standard in 2019, 59 percent in 2020, 62 percent in 2021. Additionally, 65 percent and 90 percent of trucks are projected to meet the 2010 engine standard in 2022 and 2023 respectively.¹¹

The Project includes numerous PDFs that would minimize emissions. For example, the Project would not include cold storage, which would reduce emissions from transport refrigeration units (TRUs). All cargo handling equipment (forklifts, yard trucks, etc.) is required to be electrically powered to reduce on-site criteria pollutant emissions. All heavy-duty vehicles registered in California and entering or operated on the Project site shall be model year 2010 or later. In order to promote the use of alternative fuels and clean fleets and facilitate future installation of electric vehicle supply equipment, the Project would install 30 electric light-duty vehicle charging stations, install conduit for 59 electric light-duty vehicle charging stations, and designate 119 parking spaces for clean air/electric vehicle/vanpool parking. Additionally, the

¹¹ California Air Resources Board, *EMFAC2017, An Update to California On-Road Mobile Source Emissions Inventory*, November 9, 2017. Available at: https://ww3.arb.ca.gov/msei/downloads/emfac2017_workshop_11_09_2017_final.pdf, accessed April 29, 2021.

Project would require future tenants to attend CARB training for record keeping and ensuring vehicles comply with CARB regulations and are in good condition, enroll in the EPA’s SmartWay program, provide information on CARB’s Carl Moyer Voucher Incentive Program to upgrade fleets, include signage for truck routes and locate check-in points to ensure truck queues do not occur outside of the facility. Furthermore, the Project includes photocatalytic pavements as a PDF that would naturally decompose NO_x. Although studies have shown that photocatalytic pavements can reduce pollution by 40 percent or more, to be conservative, no reduction credits from this PDF are applied.

MM AQ-3 through MM AQ-6 have been identified to reduce operational emissions. MM AQ-3 requires the implementation of a Transportation Demand Management (TDM) program to reduce single occupant vehicle trips and encourage transit. MM AQ-4 requires the buildings to be designed to accommodate electric vehicle (EV) infrastructure, and MM AQ-5 prohibits idling when engines are not in use. Additionally, given the state’s clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, MM AQ-6 is required to incentivize the use of cleaner operating trucks to reduce air quality emissions with a goal of achieving ZE trucks beginning in 2030. MM AQ-6 requires the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to incentivize the use of cleaner operating trucks to reduce future emissions. It should be noted that as the nature, timing, and extent of the incorporation of ZE and NZE vehicles cannot be determined at this time, conservatively no emissions reduction credits from MM AQ-6 are applied.

Furthermore, Standard Conditions (SC) AQ-9 through SC AQ-11 would provide designated parking to promote the use of alternative fuels and clean fleets, facilitate future installation of electric vehicle supply equipment, and limit idling times. **Table 4.2-11, Mitigated Phase 1 Operational Emissions** shows that despite the implementation of MM AQ-3 through MM AQ-6, operational emissions would remain above the SCAQMD’s thresholds, therefore impacts would be significant and unavoidable.

Table 4.2-11: Mitigated Phase 1 Operational Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Area Source Emissions	51.76	0.01	0.26	0.00	0.00	0.00
Energy Emissions	0.10	0.92	0.77	0.01	0.07	0.07
Mobile – Truck	1.45	60.58	13.11	0.50	15.23	4.70
Mobile – Passenger Cars ¹	5.81	5.13	113.33	0.31	27.43	6.91
-60 EV Trips ²	-0.12	-0.11	-2.35	-0.01	-0.01	-0.01
Off-Road Emissions ³	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators	5.06	14.14	12.9	0.02	0.74	0.74
Total Emissions	64.18	80.67	138.02	0.83	43.46	12.41
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceeds Threshold?	Yes	Yes	No	No	No	No
1. Incorporates implementation of a Transportation Demand Management (TDM) program pursuant to MM AQ-3. 2. The Project would provide a grant program for the purchase of 30 electric passenger cars for on-site employees per PDF AQ-16. Emissions reductions from PDF AQ-16 are provided for informational purposes. 3. Per the PDFs, operational off-road cargo handling equipment would be electrically powered. Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						

In addition, Rule 2305 requires the Project operator to directly reduce NO_x and particulate matter emissions or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. Alternatively, e-commerce operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

E-commerce owners and operators are required to earn Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points each year. WAIRE points are a menu-based system earned by emission reduction measures. E-commerce operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options.

A preliminary WAIRE calculation has been conducted for the proposed Project. The Project would include rooftop solar (refer to **MM GHG-1** in the Project's Greenhouse Gas Emissions Assessment) and nine zero emission yard trucks that would operate for approximately 8 hours per day, 365 days per year. Based on the SCAQMD WAIRE User Calculator the Project would have a WPCO of 1,122 and would earn 9,283 points. As a result, the Project would more than fulfill its WPCO and would bank 8,161 points¹².

Phase 2 Unmitigated Operation Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to Phase 1 of the Project are summarized in **Table 4.2-12, Unmitigated Phase 2 Operational Emissions**. **Table 4.2-12** shows that Project emissions would not exceed SCAQMD thresholds. Therefore, regional operations emissions for Phase 2 would result in a less than significant long-term regional air quality impact.

Similar to Phase 1, operational emissions from Phase 2 of the Project would be associated with area sources, energy sources, and mobile sources (i.e., motor vehicle use), and off-road emissions. Emissions from these categories are described above. Phase 2 Project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Study and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Trip Generation and Vehicle Miles Traveled Analyses, the Phase 2 of the Project would generate 485 daily trips, which include employee commutes to work, retail customers, and delivery trips. CalEEMod default trips lengths and vehicle fleet mix for projects in Riverside County were used in the analysis of Phase 2 mobile source emissions.

¹² Note that this calculation is preliminary and provided for informational purposes. The WAIRE Points Compliance Obligation is determined by the actual number of truck trips to the facility based on logs of truck trips submitted on January 1 after the first year of operation. The trip rates that SCAQMD uses in the WAIRE User Calculator would be slightly different than what is used in the Project's Traffic Study.

Table 4.2-12: Unmitigated Phase 2 Operational Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Area Source Emissions	3.53	0.01	0.07	0.00	0.01	0.01
Energy Emissions	0.37	3.44	2.89	0.02	0.26	0.26
Mobile Emissions	25.19	28.28	208.84	2.62	54.18	18.46
Total Emissions	29.10	31.72	211.80	2.64	54.44	18.72
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

Overlapping Emissions (Phase 1 Operations + Phase 2 Construction)

As the Project would be constructed in phases, Phase 1 has the potential to be operational during Phase 2 construction. The overlapping emissions of Phase 1 operations and Phase 2 construction are shown in **Table 4.2-13, Project Overlapping Emissions**. **Table 4.2-13** shows that total overlapping emissions would exceed SCAQMD thresholds for ROG and NO_x. The majority of the Project’s emission exceedances are from mobile sources that cannot feasibly be reduced below the SCAQMD threshold. Emissions from motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. However, numerous PDFs and mitigation measures have been included to reduce emissions to the maximum extent feasible and are discussed in detail below.

Table 4.2-13: Project Overlapping Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Unmitigated Emissions						
Phase 1 Operations ¹	78.53	151.75	290.58	1.05	49.01	16.48
Phase 2 Construction ²	75.38	27.98	26.93	0.06	8.94	4.99
Total Unmitigated Overlapping Emissions	153.91	179.73	317.51	1.11	57.95	21.47
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No
Mitigated Emissions						
Phase 1 Operations ³	64.18	80.67	138.02	0.83	43.46	12.41
Phase 2 Construction ²	7.67	5.68	26.93	0.06	7.91	4.05
Total Mitigated Overlapping Emissions	71.85	86.35	164.95	0.89	51.37	16.46
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No

1. Refer to Table 11 (Unmitigated Phase 1 Operation Emissions).
 2. Refer to Table 10 (Phase 2 Construction-Related Emissions). Note that Phase 2 construction would occur in 2026 and 2027. This table provides the maximum daily emissions from each year.
 3. Refer to Table 12 (Mitigated Phase 1 Operational Emissions).
 Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

Project Buildout (Phase 1 + Phase 2)

Long-term operational emissions attributable to the total Project are summarized in **Table 4.2-14, Project Buildout Mitigated Operational Emissions.**

Table 4.2-14: Project Buildout Mitigated Operational Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Area Source Emissions	55.29	0.02	0.33	0.00	0.01	0.01
Energy Emissions	0.47	4.36	3.66	0.03	0.33	0.33
Mobile Emissions	32.48	93.99	335.28	3.43	96.84	30.07
Off-Road Emissions	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators	5.06	14.14	12.90	0.02	0.74	0.74
Total Emissions	93.27	112.51	352.17	3.48	97.92	31.15
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No

Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

As indicated in **Table 4.2-14**, total operational emissions for the Project at buildout would exceed SCAQMD thresholds for ROG and NO_x. The majority of the Project’s emission exceedances are from mobile sources that cannot feasibly be reduced below the SCAQMD threshold. Emissions from motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. However, numerous PDFs and mitigation measures have been included to reduce emissions to the maximum extent feasible.

MM AQ-3 through **MM AQ-7** have been identified to reduce operational emissions from mobile sources. **MM AQ-3** requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. **MM AQ-4** requires charging stations and infrastructure to support future electric vehicle demand to reduce mobile emissions. **MM AQ-5** prohibits idling when engines are not in use and includes signage to report violations and **MM AQ-6** is required to incentivize the use of cleaner operating trucks to reduce air quality emissions and would facilitate compliance with SCAQMD Rule 2035. **Table 4.2-14** shows that despite numerous PDFs that would minimize emissions and the implementation of MM AQ-3 through MM AQ-6, for VOC (ROG) and NO_x emissions would remain above the SCAQMD’s thresholds; therefore, impacts would be significant and unavoidable.

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds,

the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in **Table 4.2-8** and **Table 4.2-9** above, construction of Phase 1 of the Project would exceed the SCAQMD significance thresholds for ROG and NO_x while construction of Phase 2 would exceed the construction-related emissions threshold for ROG. However, with the implementation of **MM AQ-1** and **MM AQ-2** construction impacts would be reduced to less than significant levels. Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

Cumulative Long-Term Impacts

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

As shown in **Table 4.2-11**, **Table 4.2-13**, and **Table 4.2-14**, the Project operational emissions (primarily mobile source emissions) would exceed the SCAQMD threshold for ROG and NO_x despite the implementation of mitigation. As a result, operational emissions associated with the Project would result in a cumulatively considerable contribution to significant cumulative air quality impacts. Emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. PDFs, Standard Conditions, and implementation of operational **MM AQ-3** through **MM AQ-6** would reduce emissions by reducing the number of employee vehicles onsite, facilitating EV infrastructure, requiring electric hookups at all loading bays, and reducing the amount of time trucks spend idling. While the Project has some control over mobile source efficiencies, the majority of the mobile source emissions are beyond the Project's control. Therefore, no additional feasible mitigation measures beyond **MMs AQ-3** through **AQ-6** are available to further reduce emissions, and impacts would remain significant.

Furthermore, compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule) is required for all existing and proposed warehouses greater than 100,000 square feet. Warehouse operators are required to implement additional emission reduction strategies or pay mitigation fee to reduce emissions. As noted above, a preliminary WAIRE calculation has been conducted for the proposed Project and the Project would more than fulfill its WPCO and would bank 8,161 points with implementation of **MM GHG-1** (refer to **Section 4.7, Greenhouse Gas Emissions**) requiring rooftop solar and PDF AQ-2 requiring ZE yard trucks.

Standard Conditions and Requirements:

Standard Conditions are existing requirements and standard conditions that are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review. Typical standard conditions and requirements include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because

Standard Conditions are neither Project specific nor a result of development of the Project, they are not considered to be either PDFs or Mitigation Measures.

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

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

SCAQ-2 Pursuant to SCAQMD Rule 1113, the Project Applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less.

SCAQ-3 Require construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

SCAQ-4 In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area “solar ready” that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

SCAQ-5 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City’s Water Efficient Landscape Requirements (Section 17.06.030 of the City’s Municipal Code).

SCAQ-6 Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.

- SCAQ-7** Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- SCAQ-8** Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410.1 of the California Green Building Standards Code Part 11.
- SCAQ-9** Provide designated parking for any combination of low-emitting, fuel efficient and carpool/van pool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance with Section 5.106.5.2, Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.
- SCAQ-10** Provide at least six percent of the total parking spaces to facilitate future installation of electric vehicle supply equipment in accordance with Section 5.106.5.3.2, Multiple Charging Space Requirements, of the California Green Building Standards Code Part 11.
- SCAQ-11** Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.

Mitigation Measures

- MM AQ-1** Prior to issuance of Phase 1 and Phase 2 grading permits, the applicant shall prepare and submit documentation to the City of Beaumont to demonstrate the following:
- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit’s Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.
 - Construction equipment shall be properly maintained according to manufacturer specifications.
 - All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
 - On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.
- MM AQ-2** The Project shall utilize “Super-Compliant” low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD’s Rule 1113 for all architectural coatings.

Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of Phase 1 and Phase 2 building permits, the Beaumont Building and Safety Department shall confirm the plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

MM AQ-3

Prior to issuance of Phase 1 and Phase 2 occupancy permits (unless otherwise specified), the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site (Phase 1 only).
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided (Phase 1 only).
- Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance (Phase 1 only).

- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options onsite or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

MM AQ-4

Prior to the issuance of Phase 1 building permits, the Planning Department shall confirm that the Project is designed to include the following:

- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in 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.
- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

MM AQ-5

Prior to the issuance of occupancy permits for Phase 1, the Planning Department shall confirm that all truck access gates and loading docks within the project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- For non-essential idling, truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.

- Telephone numbers of the building facilities manager and CARB to report violations.
- Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

MM AQ-6

Prior to the issuance of Phase 1 occupancy permits, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project’s life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with SCAQMD Rule 2305.

Level of Significance

Significant and unavoidable impact. Construction emissions for Phase 1 and Phase 2 have been reduced to less than significant with the incorporation of **MM AQ-1** and **MM AQ-2**. However, operational impacts from mobile sources remain significant for Phase 1 and Project Buildout even after the incorporation of **MM AQ-3** through **MM AQ-6**. No additional feasible mitigation measures are available that can reduce mobile emission impacts to less than significant.

Impact 4.2-3 *Would the proposed project, expose sensitive receptors to substantial pollutant concentrations?*

Level of Significance: Less than Significant Impact With Mitigation

Localized Construction Significance Analysis

The Project will be constructed in two phases. Phase 1 includes industrial uses and would begin construction in the second quarter of 2023 and be operational by the third quarter 2024. The nearest sensitive receptor to the Phase 1 construction site is a residential building located approximately 365 feet (111 meters) to the east of the Project site. Phase 2 of the Project is located in the northeastern portion of the Project site and would include retail uses. Phase 2 is anticipated to begin construction in early 2026 and be operational by 2027. The nearest sensitive receptor to the Phase 2 construction site is a residential building located 67 feet (20 meters) to the east of the Project site.

To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology*

(dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4.2-15, Equipment-Specific Grading Rates** is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Banning Airport (SRA 29) since this area includes the Project. LSTs apply to NO₂, CO, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. CalEEMod construction modeling for Phase 1 and Phase 2 anticipates that both phases will use similar equipment. Project construction is anticipated to disturb a maximum of 4.0 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 4.0-acre threshold were interpolated and utilized for this analysis.

Table 4.2-15: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Phase 1 Grading	Tractors	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1	8	2
	Total Acres Graded per Day				
Phase 2 Grading	Tractors	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1	8	2.0
	Total Acres Graded per Day				

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

Phase 1 Construction Emissions

The SCAQMD’s methodology states that “off-site mobile emissions from the Project should not be included in the emissions compared to LSTs.” Therefore, only emissions included in the CalEEMod “on-site” emissions outputs were considered. The nearest sensitive receptor to the Phase 1 construction area is a residential building located approximately 365 feet (111 meters) to the east of the Project site. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 111 meters were interpolated and utilized in this analysis. **Table 4.2-16, Localized Significance of Phase 1 Construction Emissions** presents the results of localized emissions during each construction activity during Phase 1 after incorporating mitigation measures required under Impact 4.2-2. In addition, building construction, paving, and architectural coating emissions were also combined since these phases of construction are anticipated to overlap. **Table 4.2-16** shows that emissions of these pollutants on the peak day of Phase 1 construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-16: Localized Significance of Phase 1 Construction Emissions

Construction Activity	Maximum Pounds Per Day			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Demolition	2.00	23.28	29.31	4.49
Site Preparation	2.02	20.87	7.73	4.00
Grading	3.30	33.00	4.01	1.58
Building Construction	2.23	17.46	0.04	0.04
Paving	9.52	14.63	0.47	0.43
Architectural Coating	0.13	1.83	0.01	0.01
Combined Building Construction, Paving, and Architectural Coating	11.88	33.92	0.52	0.48
<i>SCAQMD Localized Screening Threshold (adjusted for 4.0 acres at 111 meters)</i>	<i>311</i>	<i>5,342</i>	<i>102</i>	<i>25</i>
Exceed SCAQMD Threshold?	No	No	No	No

Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

Phase 2 Construction Emissions

The nearest sensitive receptor to the Phase 2 construction area is a residential building located approximately 67 feet (20 meters) to the east of the Project site. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 25 meters or less were utilized in this analysis. **Table 4.2-17, Localized Significance of Phase 2 Construction Emissions** presents the results of localized emissions during each construction activity during Phase 2 after incorporating mitigation measures required under Impact 4.2-2. In addition, building construction, paving, and architectural coating emissions were also combined since these phases of construction are anticipated to overlap. **Table 4.2-17** shows that emissions of these pollutants on the peak day of Phase 2 construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-17: Localized Significance of Phase 2 Construction Emissions

Construction Activity	Maximum Pounds Per Day			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Demolition	2.00	23.28	0.06	0.06
Site Preparation	2.02	20.87	7.73	4.00
Grading	3.30	33.00	3.69	1.53
Building Construction	2.23	17.46	0.04	0.04
Paving	1.22	17.30	0.04	0.04
Architectural Coating	0.13	1.83	0.01	0.01
Combined Building Construction, Paving, and Architectural Coating	3.58	36.59	0.09	0.09
<i>SCAQMD Localized Screening Threshold (adjusted for 4.0 acres at 25 meters)</i>	<i>207</i>	<i>2,392</i>	<i>17</i>	<i>9</i>
Exceed SCAQMD Threshold?	No	No	No	No

Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

As Shown in **Table 4.2-16** and **Table 4.2-17**, construction emissions for Phase 1 and Phase 2 of the Project are below SCAQMD LST. Significant impacts would not occur concerning LSTs during construction.

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project includes warehouses, the operational phase LST protocol is conservatively applied to both the area source and a portion of the mobile source emissions for both Phase 1 operations and Phase 2 operations.

Phase 1 Operations

LSTs thresholds for receptors located at 111 meters in SRA 29 were utilized in this analysis of Phase 1 operations because the closest receptors to the Phase 1 area is located approximately 365 feet (111 meters) to the east. Although the Phase 1 area of the Project site is approximately 142 acres, the 5-acre LST threshold was conservatively used for the Project, as the LSTs increase with the size of the site.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 4.2-18, Localized Significance of Phase 1 Operational Emissions** conservatively include all on-site Project-related stationary sources, on-site off-road equipment (forklifts and yard trucks) and three percent of the Phase 1-related mobile sources, since a portion of mobile sources could include trucks idling on-site. **Table 4.2-18** shows that the maximum daily emissions of these pollutants during Phase 1 operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

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

Table 4.2-18: Localized Significance of Phase 1 Operational Emissions

Activity	Maximum Pounds Per Day			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
On-Site and Mobile Source Emissions ¹	2.90	4.82	1.35	0.42
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 111 meters)	344	5,342	27	7
Exceed SCAQMD Threshold?	No	No	No	No
1. Includes all on-site and three percent of warehouse mobile source emissions. Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.				

Phase 2 Operations

LSTs thresholds for receptors located at 25 meters in SRA 29 were utilized in this analysis of Phase 2 operations because the closest receptors to the Phase 2 area is located approximately 67 feet (20 meters)

to the east. Although the Phase 3 area of the Project site is approximately 13 acres, the 5-acre LST threshold was conservatively used for the Project, as the LSTs increase with the size of the site.

For a worst-case scenario assessment, the emissions shown in **Table 4.2-19, Localized Significance of Phase 2 Operational Emissions** conservatively include all on-site Project-related stationary sources and three percent of the Phase 2-related mobile sources after incorporating mitigation measures required under Impact 4.2-2. **Table 4.2-19** shows that the maximum daily emissions of these pollutants during Phase 2 operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

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

Table 4.2-19: Localized Significance of Phase 2 Operational Emissions

Activity	Maximum Pounds Per Day			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
On-Site Emissions	3.45	2.96	0.27	0.27
<i>SCAQMD Localized Screening Threshold (adjusted for 5 acres at 25 meters)</i>	236	2,817	6	3
Exceed SCAQMD Threshold?	No	No	No	No

Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

Project Buildout (Phase 1 and Phase 2 Emissions Combined)

Table 4.2-18 and **Table 4.2-19** show that emissions for Phase 1 and Phase 2 individually do not exceed operational LSTs. **Table 4.2-20, Localized Significance of Operational Emissions at Project Buildout** shows the combined operation emissions of the entire Project. For Project Buildout, the nearest receptor is the residential building located 67 feet (20 meters) from the Phase 2 boundary. In addition, although the entire Project site is approximately 188 acres, the 5-acre LST threshold was used for the entire Project site. LSTs increase with the size of the site, therefore applying a 5-acre LST threshold is an extremely conservative approach.

Table 4.2-20: Localized Significance of Operational Emissions at Project Buildout

Activity	Maximum Pounds Per Day			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
On-Site and Mobile Source Emissions ¹	6.35	7.78	1.62	0.69
<i>SCAQMD Localized Screening Threshold (adjusted for 5 acres at 25 meters)</i>	236	2,817	6	3
Exceed SCAQMD Threshold?	No	No	No	No

1. Includes all on-site and three percent of warehouse mobile source emissions.
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

As shown in **Table 4.2-20**, emissions generated onsite by the Project would not exceed the LST at the sensitive receptor located approximately 67 feet (20 meters) to the east of the site. Therefore, significant impacts would not occur concerning LSTs during operational activities.

In addition, SCAQMD's Rule 2305 will require the Project to directly reduce NO_x and particulate matter emissions, or to otherwise facilitate emissions and exposure reductions of these pollutants in nearby communities. The Project operator may be required to implement additional emission reduction strategies. As noted above, a preliminary WAIRE calculation has been conducted for the proposed Project and the Project would more than fulfill its WPCO and would bank 8,161 points with implementation of **MM GHG-1** (refer to **Section 4.7, Greenhouse Gas Emissions**) requiring rooftop solar and PDF AQ-2 requiring ZE yard trucks.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme O₃ nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program¹³ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_x and ROG are precursor emissions that form O₃ in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so O₃ may be formed at a distance downwind from the sources. Breathing ground-level O₃ can result in health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily O₃ concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that O₃ can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD's 2016 AQMP, O₃, NO_x, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor

¹³ Code of Federal Regulation (CFR) [i.e. PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)]

vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour O₃ standard in 2023 would lead to sufficient NO_x emission reductions to attain the 1-hour O₃ standard by 2022. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the O₃ standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing O₃ levels and will also lead to significant improvement in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMP also emphasizes that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_x emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_x from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_x reductions from stationary sources achieved in the decades prior to 2008.

There are significant challenges with correlating specific health effects that will occur as a result of a project's significant criteria air pollutant emissions. Generally, models that correlate criteria air pollutant concentrations with specific health effects focus on regulatory decision-making that will apply throughout an entire air basin or region. These models focus on the region-wide health effects of pollutants so that regulators can assess the costs and benefits of adopting a proposed regulation that applies to an entire category of air pollutant sources, rather than the health effects related to emissions from a specific proposed project or source. Because of the scale of these analyses, any one project is likely to have only very small incremental effects which may be difficult to differentiate from the effects of air pollutant concentrations in an entire air basin. In addition, such modeling efforts are costly, and the value of a project-specific analysis may be modest in relation to that cost. Furthermore, the results, while costly to produce, may not be particularly useful. For regional pollutants, it is difficult to trace a particular project's criteria air pollutant emissions to a specific health effect. Moreover, the modeled results may be misleading because the margin of error in such modeling is large enough that, even if the modeled results report a given health effect, the model is sufficiently imprecise that the actual effect may differ from the

reported results; that is, the modeled results suggest precision, when in fact available models cannot be that precise on a project level.

As discussed above, the mass emissions thresholds developed by SCAQMD and used by CEQA lead agencies throughout southern California to determine potential significance of project-related regional changes in the environment are not directly indicative of exceedances of applicable ambient air standards. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of O₃ or PM. The effects on ground-level ambient concentrations of pollutants that may be breathed by people are also influenced by the spatial and temporal patterns of the emission sources. In other words, the effect on O₃ and PM concentrations from a given mass of pollutants emitted in one location may vary from the effect if that same mass of pollutants was emitted in an entirely different location in the SCAB. The same effect may be observed when the daily and seasonal variation of emissions is taken into account. Regional-scale photochemical modeling, typically performed only for NAAQS attainment demonstration and rule promulgation, account for these changes in the spatial, temporal, and chemical nature of regional emissions.

Emissions from the construction and operation of the proposed Project would vary by time of day, month, and season, and the majority of Project-related emissions, being generated by mobile sources (cars and trucks) driving to and from the site, would be emitted throughout a wide area defined by the origins and destinations of people traveling to and from the proposed Project. As SCAQMD has stated “it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region.”¹⁴

Specifically, for extremely large regional projects, the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NO_x and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃. Based on its recent experiences applying regional scale models to relatively small increase in emissions, SCAQMD stated in its Amicus Brief in the *Sierra Club v. County of Fresno* case: “[A] project emitting only 10 tons per year of NO_x or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels.”¹⁵ The Brief makes it clear that SCAQMD does not believe that there must be a quantification of a project's health risks in CEQA documents prepared for individual projects. Any attempt to quantify the proposed Project's health risks would be considered unreliable and misleading. Also, the Project does not generate anywhere near 6,620 pounds per day of NO_x or 89,190 pounds per day of ROG (VOC) emissions, which SCAQMD stated was a large enough emission to quantify O₃-related health impacts. Therefore, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

As previously discussed, localized effects of on-site Project emissions on nearby receptors for the Project would be less than significant (refer to **Table 4.2-16** and **Table 4.2-17**). The LSTs represent the maximum

¹⁴ South Coast Air Quality Management District, *Amicus Brief in Support of Neither Party, Sierra Club v. County of Fresno*, 2015.

¹⁵ South Coast Air Quality Management District, *Amicus Brief in Support of Neither Party, Sierra Club v. County of Fresno*, 2015. p. 1

emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. Health studies are used by these agencies to set the NAAQS and CAAQS.

Although it may be misleading and unreliable to attempt to specifically and numerically quantify the Project's health risks, this analysis provides extensive information concerning the Project's potential health risks. While the Project is expected to exceed the SCAQMD's numeric regional mass daily thresholds for ROG and NO_x, this does not in itself constitute a significant health impact to the population adjacent to the Project and within the SCAB. The reason for this is that the mass daily thresholds are in pounds per day emitted into the air whereas health effects are determined based on the concentration of emissions in the air at particular receptor (e.g., parts per million by volume of air, or micrograms per cubic meter of air).

The NAAQS and CAAQS were developed to protect the most susceptible population groups from adverse health effects and were established in terms of parts per million or micrograms per cubic meter for the applicable emissions. As stated earlier, the mass emission thresholds were established primarily in conjunction with federal permitting "major source" thresholds. If emissions were below these "de minimis" emission rates, then the proposed Project is presumed to conform with the NAAQS.¹⁶ While based on the status of an air basin level of attainment of the health-based NAAQS, emissions in excess of the mass emission thresholds from one project does not mean the air basin would experience measurably higher ground level concentrations, or more frequent occurrences of ground level concentrations in exceedance of standards, or delay timely attainment of a particular NAAQS.

Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. It should also be noted that this analysis identifies health concerns related to particulate matter, CO, O₃, and NO₂. **Table 4.2-1** includes a list of criteria pollutants and summarizes common sources and effects. Thus, this analysis is reasonable and intended to foster informed decision making. Due to the uncertainty in the relationship between project-level mass emissions and regional ozone formation as well as limitations with currently available technical tools, the resulting health effects associated with the Project

¹⁶ U.S. Environmental Protection Agency. Frequent Questions about General Conformity. Available: <https://www.epa.gov/general-conformity/frequent-questions-about-general-conformity>. Accessed July 2019.

cannot be identified. Given this is speculative, no meaningful conclusion can be drawn with respect to potential health effects from the criteria pollutant emissions of the proposed Project.

Carbon Monoxide Hotspots

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

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD’s AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD’s *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 18,993 additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Phase 1 and Phase 2 Construction-Related Diesel Particulate Matter

The Project would be developed in two phases. Construction of the Project would result in the generation of DPM emissions from the use of required off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions.

A Health Risk Assessment (HRA) was conducted based on the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and the SCAQMD Risk Assessment Procedures and the guidance from OEHHA. Construction-related activities would result in Project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for demolition; site preparation (e.g., clearing, grading); building construction; paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors.

PM₁₀ exhaust construction emissions rates in grams per second were calculated from the total annual on-site exhaust emissions reported in CalEEMod during construction. Maximum (worst case) PM₁₀ exhaust construction emissions over the entire construction period were used in AERMOD, a U.S. EPA-approved dispersion model, to approximate construction DPM emissions. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources. AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Uniform Cartesian receptors were used to evaluate the locations of the maximally exposed sensitive receptors. Surface and upper air meteorological data from the Banning Monitoring Station provided by the SCAQMD was selected as being the most representative meteorology. In addition, National Elevation Dataset (NED) terrain data was imported into AERMOD for the Project. The modeling and analysis were prepared in accordance with the SCAQMD Modeling Guidance for AERMOD.¹⁷

Risk levels were calculated based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, *Air Toxics Hot Spots Program Risk Assessment Guidelines* (February 2015). SCAQMD's threshold for cancer risk is ten in-one-million and the acute or chronic noncancer hazard index is one. Projects that do not exceed these thresholds would not result in a significant impact.

¹⁷ South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, <http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance>, accessed October 2021.

The construction phase HRA was conducted for Phase 1 and Phase 2 of the Project (see **Appendix B, Health Risk Assessment** for HRA modeling results). The surrounding land use is a mix of vacant land, residential, and retail. Using AERMOD, residential properties and potential worker locations with high emission concentrations were identified.

Phase 1 Construction HRA Results. Results of the assessment indicate that without implementation of MM AQ-1, Phase 1 construction would result in a cancer risk of approximately 1.75 in one million for residents and 0.21 in one million for workers which is below SCAQMD's threshold of 10 in one million. Non-cancer hazards for DPM would also be below the SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.001 and an acute hazard index of 0.12 for residents and with a chronic hazard index computed at 0.002 and an acute hazard index of 0.16 for offsite workers. Although the risk assessment shows that unmitigated Phase 1 construction emissions are below SCAQMD thresholds, **MM AQ-1** which requires construction equipment to meet CARB Tier 4 Final emissions standards to reduce NO_x emissions, which would also DPM emissions. Therefore, although unmitigated Phase 1 construction does not exceed thresholds, for informational purposes the reductions attributed to MM AQ-1 were calculated. With the implementation of MM AQ-1, the maximum cancer risk from Project construction would decrease to 0.12 per million for residents and 0.01 per million for workers. Additionally, chronic and acute hazards would be lowered to 0.0001 and 0.008 for residents and 0.0001 and 0.011 for workers respectively.

Phase 2 Construction HRA Results. Phase 2 construction would be located closer to sensitive receptors than Phase 1. The Project HRA (Appendix B) indicates that the unmitigated concentrations of DPM during Phase 2 construction would result in a maximum cancer risk of approximately 22.6 in one million for residents which exceeds the SCAQMD threshold of 10 in a million and 0.11 in one million for workers which is below the threshold. Non-cancer hazards for DPM would be below the SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.01 and an acute hazard index of 0.85 for residents and with a chronic hazard index computed at 0.001 and an acute hazard index of 0.55 for workers. As discussed under Phase 1 construction, **MM AQ-1** would require construction equipment to meet CARB Tier 4 Final emissions standards which would reduce DPM emissions. With the implementation of **MM AQ-1** the maximum cancer risk from Project construction would decrease to 1.21 per million for residents and 0.006 per million for workers. Additionally, chronic and acute hazards would be lowered to 0.0007 and 0.05 for residents and 0.0001 and 0.03 for workers respectively. Therefore, construction risk levels would be less than SCAQMD thresholds and impacts would be less than significant with implementation of **MM AQ-1**.

Phase 1 and Phase 2 Operational Diesel Particulate Matter

An operational phase HRA was also conducted for this Project (see **Appendix B: Health Risk Assessment**). Analysis included both on-site and off-site impacts from the diesel trucks accessing the warehouse development on nearby residential and worker receptors. Phase 1 of the Project includes warehouse land uses that are anticipated to generate 659 daily truck trips. Phase 2 involves commercial development and would not include TAC sources during operations.

Truck DPM emissions were estimated using PM₁₀ exhaust emission factors generated with CARB's On-Road Motor Vehicle Emission Inventory Model (EMFAC) 2021. EMFAC is a mathematical model that was developed to calculate emission rates from motor vehicles that operate on highways, freeways, and

local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. EMFAC, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day.

For this Project, annual average PM₁₀ emission factors were generated by running EMFAC for vehicles in the SCAQMD within the South Coast portion of Riverside County. EMFAC 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 vehicle speed, temperature, and relative humidity. Truck emissions were based on the first possible year of operations for a fleet mix of various aged vehicles, as opposed to average emissions over a 30-year window. Trucks were assumed to travel at a speed of 55 miles per hour (mph) along Cherry Valley Boulevard and 15 mph for on-site truck travel.

As with the evaluation of construction risk, air dispersion modeling for operations was performed using the U.S. EPA AERMOD dispersion model. The modeling and analysis were prepared in accordance with the SCAQMD Modeling Guidance for AERMOD.¹⁸

Idling emissions were represented in the model via line volume sources along each loading dock and 15 minutes of idling¹⁹ for each truck was assumed. Truck travel emissions were represented in the model via line volume sources along local roads and inside the facility where the trucks are expected to travel. Trucking routes were determined per the traffic impact analysis conducted for the proposed Project.

Note that the concentration estimate developed using this methodology is conservative and is not a specific prediction of the actual concentrations that would occur at the Project site any one point in time. Actual 1-hour and annual average concentrations are dependent on many variables, particularly the number and type of vehicles and equipment operating at specific distances during time periods of adverse meteorology.

A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 30-year exposure scenario using the approach described in the OEHHA *Air Toxics Program Guidance Manual for the Preparation of Health Risk Assessments* (February 2015) and the daily breathing rates, age sensitivity factors, exposure duration, and fraction of time at home specified in the SCAQMD, Permit Application Package “N” Risk Assessment Procedures for Rules 1401, 1401.1, and 212 Version 8.1; refer to Appendix B for a full discussion of modeling assumptions and calculations. The pollutant concentrations are then used to estimate the long-term cancer health risk to an individual as well as the non-cancer chronic health index. SCAQMD’s threshold for cancer risk is ten in-one-million and the acute or chronic noncancer hazard index is one. Projects that do not exceed these thresholds would not result in a significant impact.

¹⁸ South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, <http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance>, accessed October 2021.

¹⁹ An idling time of 15 minutes per truck has been used per SCAQMD recommendations. Although the Project is required to comply with CARB’s idling limit of 5 minutes, the SCAQMD recommends the on-site idling emissions should be estimated for 15 minutes of truck idling, which would take into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc.

The cancer and chronic health risks are based on the annual average concentration of PM₁₀ (used as a proxy for DPM). As DPM does not have short-term toxicity values, acute risks were conservatively evaluated using hourly PM₁₀ concentrations and the REL for acrolein. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA *Human Health Evaluation Manual* (1991) and the OEHHA Guidance Manual (2015).

As discussed previously, the Project includes PDF AQ-2, which requires all outdoor cargo handling equipment shall be powered by electricity. Although it is not considered mitigation, diesel equipment was modeled for the unmitigated scenario and electric equipment was modeled for the mitigated scenario to demonstrate the effectiveness of PDF AQ-2. In addition to these sources, emission would also be generated by backup generator associated with each warehouse building.

As discussed in the Project HRA (see **Appendix B, Health Risk Assessment**), operations without PDF AQ-2 at the closest residence would result in a maximum cancer risk of 103.0 in one million, which would exceed the SCAQMD threshold of 10 in one million. The maximum worker cancer risk would be 65.9 in one million, which also exceeds the SCAQMD threshold of 10 in one million. Implementation of PDF AQ-2 would reduce the maximum cancer risk at a residence to 1.41 in one million and 0.82 in a million for workers, both of which below the SCAQMD threshold of 10 in one million. Therefore, impacts related to cancer risk would be less than significant at nearby sensitive receptors with the implementation of PDF AQ-2. The calculations conservatively assume no cleaner technology with lower emissions in future years. As such, the carcinogenic risk would not exceed 10 in one million and impacts related to cancer risk would be less than significant.

Acute and chronic impacts were also evaluated in the HRA. An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The highest maximum chronic and acute hazard index associated with the Project would be 0.05 and 0.34, respectively. As a result, non-carcinogenic hazards are calculated to be within acceptable limits. Therefore, impacts would be less than significant.

Combined Construction and Operational Diesel Particulate Matter

The project HRA also calculated the combined risk of construction and operational exhaust emissions. Based on OEHHA *Risk Assessment Guidelines*, the exposure duration for a resident is 30 years, beginning with the third trimester. Based on the Project schedule, Phase 1 construction would begin in 2023 and be completed in 2024. Following construction, the three warehouses in Phase 1 are assumed to be fully operational and generating emissions. Phase 2 construction will begin in 2026 and be completed in 2027, during this time Phase 1 operational emissions from the warehouses would overlap with the Phase 2 construction emissions. Following the completion of Phase 2, emissions would only be generated by Phase 1 because Phase 2 operations does not include any TAC sources. The maximum unmitigated combined cancer risk for residents with 30 years of exposure is 63 per million, which exceeds the SCAQMD threshold of 10 in million. With MM AQ-1 and PDF AQ-2 incorporated, the cancer risk would be reduced to 0.98 in one million which is below the SCAQMD threshold and would result in a less than significant impact.

The combined unmitigated worker cancer risk would also exceed SCAQMD’s 10 in one million threshold. Based on OEHHA methodology worker exposure begins at age 16 and includes eight hours per day five days per week for 25 years. As discussed previously, Phase 1 would begin construction in 2023 and operations will begin in 2024. During Phase 2 construction, both construction emissions and Phase 1 operation emissions would be combined. Following completion of Phase 2 construction, the emissions for Phase 1 operations would continue. The unmitigated cancer risk for workers would be 60.9 per million, with mitigation and PDFs, the cancer risk would be reduced to 0.77 per million and impacts would be less than significant.

It should be noted that carcinogenic risks are calculated as the incremental probability of an individual developing cancer over a lifetime as a result of exposure to a potential carcinogen and are calculated using conservative modeling approaches that overestimate risk at the low exposure range predicted by the model. The oral and inhalation cancer slope factors are used to calculate the theoretical increased risk of an individual developing cancer based on the estimated daily exposure or dose, averaged over a lifetime. As shown in the Project HRA, the impacts related to cancer risk would be less than significant at nearby residential communities and surrounding businesses.

The maximum unmitigated chronic and acute hazard index for residents would be 0.03 and 0.97, respectively and the hazard index for workers would be 0.05 and 0.62. Therefore, unmitigated non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur. With implementation of MM AQ-1 and PDF AQ-2, the chronic and acute hazard index would be further reduced to 0.0009 and 0.08 for residents and 0.0007 and 0.07 for workers respectively. Non-carcinogenic hazards related to the Project would be less than significant.

Mitigation Measures

Refer to MM AQ-1 through MM AQ-6.

Level of Significance

Less than significant impact with mitigation.

Impact 4.2-4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Level of Significance: No Impact

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, impacts related to odors associated with the Project's construction-related activities would be less than significant.

Operations

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

Mitigation Measures

No mitigation is required.

Level of Significance

No Impact.

4.2.6 Cumulative Impacts

Regional

In accordance with SCAQMD's methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects in the local area include new development and general growth in the project area. The greatest source of emissions in the SCAB is mobile sources. 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 regional emissions thresholds.

Construction

The SCAB is designated nonattainment for O₃ and PM_{2.5} under both the California and federal standards and nonattainment for PM₁₀ and lead (Los Angeles County only) under the federal standards. Ozone is created by chemical reactions between NO_x and VOCs; thus, NO_x and VOCs are precursor to O₃. Construction of cumulative projects will further degrade the regional and local air quality. The project would not make a cumulative considerable contribution to PM_{2.5} or PM₁₀, but air quality from VOCs would potentially be impacted during construction activities. However, as discussed under Impact 4.2-2, implementation of MM AQ-1 and MM AQ-2 would reduce project-related construction emissions to below the SCAQMD regional significance thresholds on a project and cumulative basis. Therefore, the proposed project's contribution to cumulative air quality impacts would not be cumulatively considerable with incorporation of mitigation.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by SCAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the Project, after incorporation of mitigation would still result in emissions in excess of the SCAQMD regional emissions thresholds for ROG and NO_x. Therefore, the air pollutant emissions associated with the proposed Project would be cumulatively considerable and therefore significant.

Localized

Under SCAQMD guidance, projects that exceed the project-specific significance threshold of 10 in a million are considered to be cumulatively considerable (SCAQMD 2003). Per the MATES V study, the proposed project is in an area that has an estimated cancer risk of about 286 in a million.²⁰ Project related construction and operation of the proposed project would not exceed the SCAQMD's 10 in a million threshold. As a result, the project would not cumulatively contribute to the overall elevated levels of DPM in the SCAB. Therefore, the Project's contribution to health risk impacts in the SCAB is less than significant with mitigation incorporated.

4.2.7 Significant Unavoidable Impacts

Even with implementation of regulatory requirements, standard conditions of approval and implementation of reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to air quality plan consistency (Impact 4.2-1) and operational emissions (Impact 4.2-2).

4.2.8 References

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²⁰ South Coast Air Quality Management District, MATES V Estimated Risk, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A315&views=view_38%2Cview_1

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4.3 BIOLOGICAL RESOURCES

4.3.1 Introduction

The purpose of this section is to describe the effects on biological resources that may result from implementation of Beaumont Summit Station Specific Plan Project (Project). The following discussion addresses existing environmental conditions in the affected areas, identifies and analyzes environmental impacts of the Project, and recommends measures to reduce or avoid significant impacts anticipated from implementation of the Project. This includes construction and operations of the e-commerce and commercial buildings. In addition, existing laws and regulations relevant to biological resources are described. In some cases, compliance with these existing laws and regulations would serve to reduce or avoid certain impacts that might otherwise occur with the implementation of the Project.

The setting, context, and impact analysis in this section are based primarily on biological resource studies conducted by Rock Biological Consulting that are contained in **Appendix C**:

- Rock Biological Consulting (RBC). February 2022. *Beaumont Summit Station Project Biological Resources and MSCHP Consistency Report (Appendix C1)*;
- RBC. November 2021. *Beaumont Summit Station Aquatic Resources Delineation Report (ARDR) (Appendix C2)*; and
- RBC. February 2022. *Beaumont Summit Station Project DBESP Report (Appendix C3)*.

4.3.2 Environmental Setting

Project Location

The Project site is located south of Cherry Valley Boulevard, north of Brookside Avenue, and east/northeast of Interstate (I)-10, within the City of Beaumont, Riverside County, California. The Project site is bounded by undeveloped land to the north and west, rural residences with livestock pens to the east, and residential development to the south. The latitude and longitude of the approximate center of the review area is 33.965141, -117.019732. The Project site sits on Township 2 South, Range 1 West, and Section 30 within the El Casco 7.5-minute quadrangle, as mapped by the U.S. Geological Survey.

Topography

The Project site is primarily flat with elevations ranging from approximately 2,403 to 2,584 feet above mean sea level (amsl), with areas of lower topography within the drainages on the south and southwestern portions of the Project site and between rolling hills along the northwestern boundary of the Project site. Drainage patterns on-site trend east to west following a gradual decrease in elevation in the same direction.

Soils

Based on the Natural Resources Conservation Service (NRCS) soils data map seven soil map units, outlined below in **Table 4.3-1, Soil Mapped within Project Site** and **Exhibit 4.3-1, NRCS Soils Survey Data and NWI**,

occur within the Project site. For detailed descriptions of each soil map unit type, see the ARDR in **Appendix C2**.

Table 4.3-1: Soil Mapped within Project Site

Soil Map Unit	Soil Series/Unit	Geomorphic Surface	Taxonomic Class	NRCS Hydric Status
Greenfield sandy loam, 2 to 8 percent slopes, eroded	Greenfield	Alluvial fans, terraces	Coarse-loamy, mixed, active, thermic Typic Haploxeralfs	No
Greenfield sandy loam, 8 to 15 percent slopes, eroded	Greenfield	Alluvial fans, terraces	Coarse-loamy, mixed, active, thermic Typic Haploxeralfs	No
Ramona sandy loam, 2 to 5 percent slopes, eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No
Ramona sandy loam, 5 to 8 percent slopes, eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No
Ramona sandy loam, 8 to 15 percent slopes, severely eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No
Ramona sandy loam, 15 to 25 percent slopes, severely eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No
Terrace escarpments	N/A	Terraces	N/A	No

Source: RBC. July 2021. *Beaumont Summit Station Aquatic Resources Delineation Report*. Table 2.

Aquatic Resources

Field Visits

An initial jurisdictional assessment field visit was conducted on April 22, 2021 and an aquatic resources delineation field visit on June 3, 2021. An additional aquatic resources delineation field visit was conducted on June 7, 2021. Areas with depressions, drainage patterns, and/or wetland vegetation within the review area were evaluated, with focus on the presence of defined channels and/or wetland vegetation, soils, and hydrology. While in the field, potential aquatic resources were recorded using a hand-held Global Positioning System (GPS) unit with a level of accuracy ranging from 8 to 24 feet. Field data was further refined using aerial photographs and topographic maps with one-foot contours to ensure accuracy. For detailed information on delineation methodology, see the ARDR in **Appendix C2**. Field staff further investigated several areas with potential aquatic resource indicators, including basins, swales, erosional features, and an abandoned ditch, as described in Section 6.4 of the ARDR. These features are not anticipated to be jurisdictional under the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), or California Department of Fish and Wildlife (CDFW) regulations, policy, and/or guidance and therefore are not discussed in this section. The aquatic resources acreages and linear feet below represent the existing conditions during the time of the field surveys.

Project Site Delineated Aquatic Resources

The results provided below include the extent of delineated aquatic resources within the Project site based on observed field indicators of potential waters of the U.S., waters of the State, and CDFW streambed and associated wetland and/or riparian habitat per the methodologies discussed in Section 3 of the ARDR (**Appendix C2**).

U.S. Army Corps of Engineers

Non-wetland water (NWW)-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 displayed clear indicators of an ordinary high-water mark (OHWM), such as a break in bank slope, change in average sediment texture, and change in vegetation species and cover between the drainage and adjacent uplands. However, these features did not meet the three wetland parameters.

As such, NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 may be considered non-wetland waters of the U.S. given the presence of an OHWM. Approximately 0.78 acre (7,026 linear feet) of potential non-wetland waters of the U.S. associated with NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 occur within the Project site, as further detailed and shown in **Table 4.3-2, Aquatic Resource Summary Table: USACE** and as shown on **Exhibit 4.3-2, Corps Aquatic Resources**.

Table 4.3-2: Aquatic Resource Summary Table: U.S. Army Corps of Engineers

Aquatic Resource Name	Cowardin Code	Active Channel Width Range (Feet)	Presence of OHWM/Wetland	Dominant Vegetation	Location (lat, long)	Acre(s) ¹	Linear Feet
NWW-1	R6	4 – 6	Yes/No	Non-native Grassland	33.965908, -117.025153	0.01	71
NWW-1A	R6	6 – 6	Yes/No	Non-native Grassland	33.966006, -117.025084	0.01	73
NWW-2	R6	3 – 4	Yes/No	Non-native Grassland	33.964929, -117.023925	0.08	905
NWW-2A	R6	1 – 2	Yes/No	Mulefat Scrub	33.964977, -117.022656	<0.01	168
NWW-2B	R6	3 – 3	Yes/No	Non-native Grassland	33.965185, -117.022994	0.01	175
NWW-2C	R6	3 – 3	Yes/No	Non-native Grassland	33.964845, -117.023224	0.01	109
NWW-3	R6	4 – 8	Yes/No	Mulefat Scrub/Non-native Riparian	33.962391, -117.021747	0.37	2,553
NWW-3A	R6	3 – 6	Yes/No	Non-native Grassland	33.962760, -117.018132	0.15	1,290
NWW-3B	R6	4 – 4	Yes/No	Mulefat Scrub	33.963540, -117.022834	0.12	1,273
NWW-3B1	R6	1 – 4	Yes/No	Non-native Grassland	33.964055, -117.021934	0.03	409
Total						0.78	7,026
Source: RBC. February 2022. <i>Beaumont Summit Station Biological Resources and MSCHP Consistency Report</i> . Table 8. ³ Acreages summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.							

Regional Water Quality Control Board

NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 displayed clear indicators of an OHWM, such as a break in bank slope, change in average sediment texture,

and change in vegetation species and cover between the drainage and adjacent uplands (**Exhibit 4.3-3, RWQCB Aquatic Resources**). However, these features did not meet the three wetland parameters.

As such, NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 may be considered non-wetland waters of the State given the presence of an OHWM. Approximately 0.78 acre (7,026 linear feet) of potential non-wetland waters of the State associated with NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 occur within the Project site, as further detailed in **Table 4.3-3, Aquatic Resource Summary Table: Regional Water Quality Control Board** and as shown on **Exhibit 4.3-3**.

Table 4.3-3: Aquatic Resource Summary Table: Regional Water Quality Control Board

Aquatic Resource Name	Cowardin Code	Active Channel Width Range (Feet)	Presence of OHWM/Wetland	Dominant Vegetation	Location (lat, long)	Acre(s) ¹	Linear Feet
NWW-1	R6	4 – 6	Yes/No	Non-native Grassland	33.965908, -117.025153	0.01	71
NWW-1A	R6	6 – 6	Yes/No	Non-native Grassland	33.966006, -117.025084	0.01	73
NWW-2	R6	3 – 4	Yes/No	Non-native Grassland	33.964929, -117.023925	0.08	905
NWW-2A	R6	1 – 1	Yes/No	Mulefat Scrub	33.964977, -117.022656	<0.01	168
NWW-2B	R6	3 – 3	Yes/No	Non-native Grassland	33.965185, -117.022994	0.01	175
NWW-2C	R6	3 – 3	Yes/No	Non-native Grassland	33.964845, -117.023224	0.01	109
NWW-3	R6	4 – 8	Yes/No	Mulefat Scrub/Non-native Riparian	33.962391, -117.021747	0.37	2,553
NWW-3A	R6	3 – 6	Yes/No	Non-native Grassland	33.962760, -117.018132	0.15	1,290
NWW-3B	R6	4 – 4	Yes/No	Mulefat Scrub	33.963540, -117.022834	0.12	1,273
NWW-3B1	R6	1 – 4	Yes/No	Non-native Grassland	33.964055, -117.021934	0.03	409
Total						0.78	7,026
Source: RBC. February 2022. <i>Beaumont Summit Station Biological Resources and MSCHP Consistency Report</i> . Table 9. ¹ Acreages summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.							

California Department of Fish and Wildlife

NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 qualify as CDFW streambed with associated riparian habitat.

Approximately 7.51 acres (7,026 linear feet) of vegetated streambed and 0.97 acre of riparian habitat occur within the Project area, as further detailed in **Table 4.3-4, Aquatic Resource Summary Table: CDFW** and as shown on **Exhibit 4.3-4, CDFW Streambed and Riparian Habitats**.

Table 4.3-4: Aquatic Resource Summary Table: California Department of Fish and Wildlife

Aquatic Resource Name	Aquatic Resource Type	Vegetation Community	Width Range ¹ (Feet)	Location (lat, long)	Acre(s)	Linear Feet ²
NWW-1	Vegetated Streambed	Non-native Grassland	10 – 22	33.965912, -117.025153	0.02	72
NWW-1A	Vegetated Streambed	Non-native Grassland	8 – 24	33.966014, -117.025085	0.03	78
NWW-2	Vegetated Streambed	Non-native Grassland	14 – 56	33.964951, -117.023674	0.63	982
		Torrey’s Scrub Oak		33.964834, -117.024985	0.08	
NWW-2A	Vegetated Streambed	Mulefat Scrub	1 – 2	33.964966, -117.022542	<0.01	132
		Non-native Grassland		33.964970, -117.022752	<0.01	
	Riparian Habitat ³	Mulefat Scrub	N/A	33.964966, -117.022542	0.03	–
NWW-2B	Vegetated Streambed	Non-native Grassland	10 – 28	33.965173, -117.023011	0.08	150
NWW-2C	Vegetated Streambed	Non-native Grassland	19 – 40	33.964825, -117.023223	0.07	93
NWW-3	Vegetated Streambed	Non-native Grassland	12 – 140	33.962547, -117.021943	2.36	2,793
		Mulefat Scrub		33.963045, -117.023804	0.88	
		Eucalyptus Woodland		33.963695, -117.025272	<0.01	
		Non-native Riparian		33.962377, -117.022101	1.02	
		Blue Elderberry Stands		33.962170, -117.020330	0.11	
	Riparian Habitat ³	Mulefat Scrub	N/A	33.961528, -117.018718	0.03	–
		Non-native Riparian		33.962322, -117.022037	0.65	
		Blue Elderberry Stands		33.962269, -117.020283	0.04	
NWW-3A	Vegetated Streambed	Non-native Grassland	7 – 62	33.962783, -117.018163	0.87	1,261
		Blue Elderberry Stands		33.962425, -117.019001	0.14	
	Riparian Habitat ³	Blue Elderberry Stands	N/A	33.962362, -117.019172	0.01	–
NWW-3B	Vegetated Streambed	Non-native Grassland	20 – 60	33.963562, -117.023254	0.36	1,106
		Mulefat Scrub		33.963617, -117.022422	0.61	

Aquatic Resource Name	Aquatic Resource Type	Vegetation Community	Width Range ¹ (Feet)	Location (lat, long)	Acre(s)	Linear Feet ²
		Riversidean Sage Scrub		33.963566, -117.022903	0.07	
	Riparian Habitat ³	Mulefat Scrub	N/A	33.963610, -117.020925	0.21	–
NWW-3B1	Vegetated Streambed	Non-native Grassland	6 – 34	33.964098, -117.021923	0.18	365
Total ⁴					8.48	7,026

Source: RBC. February 2022. *Beaumont Summit Station Biological Resources and MSCHP Consistency Report*. Table 10.
¹ Corresponds with the approximate stream bank widths observed during delineation. Width range accounts for entirety of streambed delineated, not individual vegetation communities.
² Linear feet not calculated for individual aquatic resource type and vegetation community (including riparian habitat that occurs outside of delineated streambed) to avoid redundant linear foot calculation where such areas overlap.
³ Occurs outside of delineated streambed.
⁴ Acreages and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

Biological Resources

Field Visits

On April 22 and May 12, 2021, biologists surveyed the Project site and conducted vegetation mapping, a general biological survey, and habitat assessments for special-status plant and wildlife species, including species associated with Multiple Species Habitat Conservation Plan (MSHCP) survey areas and MSHCP-designated riparian/riverine and vernal pool habitats. Additionally, protocol burrowing owl (*Athene cunicularia*) surveys were conducted during the breeding season (March 1 to August 31). Biologists conducted four surveys between May 12, 2021 and July 6, 2021. Further information on methodology, including database searches and RCA MSHCP Information Map Query, can be found in Section 3 of the *Biological Resources and MSCHP Consistency Report (Appendix C1)*.

Vegetation Communities and Land Uses

The Project site supports ten vegetation communities and other land covers (see **Table 4.3-5 and Exhibit 4.3-5, Biological Resources**), as classified in accordance with Preliminary Descriptions of the Terrestrial Natural Communities of California and consistent with the MSHCP vegetation mapping classification. Vegetation within the Project site is predominantly comprised of non-native grassland. For a detailed description of each vegetation community, see Section 4.2 of the *Biological Resources and MSCHP Consistency Report*.

Table 4.3-5: Summary of Vegetation within the Beaumont Summit Station Project Site

Vegetation Community/Land Use	Project Site (acres)
Upland	
Chamise Chaparral	>0.01
Developed	48.7
Disturbed	1.5
Eucalyptus Woodland	0.12
Non-native Grassland	134.54
Riversidean Sage Scrub	0.24
Torrey’s Scrub Oak Stands	1.1
Riparian	
Blue Elderberry Stands	0.3
Mulefat Scrub	2.14
Non-native Riparian	2.32
Total	190.99 ¹
Source: RBC. 2022. <i>Beaumont Summit Station Project Biological Resources and MSCHP Consistency Report</i> . Table 2. ¹ = Acreages summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.	

Plants and Wildlife

The Project area supports a low diversity of vegetation communities and plant species diversity. A total of 29 plant species (46 percent native, 54 percent non-native) were observed during Project biological surveys. A total of 43 bird species, one reptile species, two mammal species, and one invertebrate species were observed or presumed present based on track and/or scat. Twilight/nighttime surveys were not conducted, therefore crepuscular and nocturnal animals are likely under-represented in the Project species list (Appendix B of the *Biological Resources and MSCHP Consistency Report*); however, habitat assessments were performed for all special-status species to ensure that any potentially-present rare species are adequately addressed herein. For a definition of special-status species, see Section 4.3 of the *Biological Resources and MSCHP Consistency Report*.

Narrow Endemic and Federally/State Listed Plan Species

The Project site occurs within the Narrow Endemic Plant Species Survey Area (NEPSSA) for Marvin’s onion (*Allium marvinii*) and many-stemmed dudleya (*Dudleya multicaulis*), which are MSHCP narrow endemic plant species. A habitat assessment and focused survey for both Marvin’s onion and many-stemmed dudleya was conducted on April 22, 2021 and a second focused survey was conducted on May 12, 2021. No suitable habitat for these species was observed within the Project site and no occurrences of either species was observed. No other MSCHP narrow endemic plant species were identified within or immediately adjacent to the Project site or have the potential to occur within the Project site.

No federally or state listed threatened or endangered plants were observed during general biological surveys and none have a moderate or high potential to occur on the Project site based on the lack of suitable habitats. Additionally, there are no records of federally or state listed species occurring within or immediately adjacent to the Project site.

Non-Federally/State Listed Special-Status Plant Species

Other special-status plant species include those that are California Species of Special Concern (SSC) or are a California Rare Plant Rank (CRPR) List 1 or 2. The CRPR system was created by the California Native Plant Society (CNPS), which is a statewide resource conservation organization that has developed an inventory of California's sensitive plant species. The CRPR system is recognized by the CDFW and essentially serves as an early warning list of potential candidate species for threatened or endangered status.

No non-federally/state listed plant species have a moderate or high potential to occur on the Project site based on the lack of suitable habitats. Non-federally/state-listed special-status plants with a low potential to occur on-site include Jaeger's milkvetch (*Astragalus pachypus* var. *jaegeri*), Parry's spineflower (*Chorizanthe parryi* var. *parryi*), and San Bernardino aster (*Symphyotrichum defoliatum*). Additionally, there are no records of non-federally or state listed special status species occurring within or immediately adjacent to the Project site.

Federally/State Listed Wildlife Species

One federally and state endangered species, least bell's vireo (*Vireo bellii pusillus*), was detected during protocol-level surveys the Project site; the results of the protocol least Bell's vireo are discussed below. No other federally or state listed wildlife species were documented on or adjacent to the site during the various biological surveys or are expected to occur based on the disturbed nature of the site and limited native habitat. California Natural Diversity Database (CNDDDB) and U.S. Fish and Wildlife Service (USFWS) database results do not identify federally or state listed wildlife within or immediately adjacent to the Project site. Historical occurrences of Stephens' kangaroo rat (*Dipodomys stephensi*), coastal California gnatcatcher (*Polioptila californica californica*), southwestern willow flycatcher (*Empidonax traillii extimus*), southern rubber boa (*Charina umbratica*), and crotch bumble bee (*Bombus crotchii*) have been recorded within one to three miles of the Project site, but none of these species are expected on site due to the lack of suitable habitat. No other federally or state listed species have potential to occur on the Project site.

No USFWS designated critical habitat occurs within or immediately adjacent the Project site, or within three miles of the project site.

Least Bell's Vireo

Suitable habitat for least Bell's vireo within the Project site is primarily composed of mulefat (*Baccharis salicifolia*) scrub and non-native riparian vegetation. An individual male least Bell's vireo was observed in mulefat scrub within a drainage in the southwestern portion of the site during the first two of eight focused surveys, on April 22 and May 6, 2021. The individual was observed foraging and moving frequently along the mulefat canopy. The lack of observations following the first two least Bell's vireo surveys suggests that this bird was an early season migrant that did not establish a nesting territory within the Project area. No female vireo or active nests were detected during protocol surveys.

Least bell's vireo is covered under the MSHCP as it is also associated with MSCHP riparian/riverine habitat.

Non-Federally/State Listed Special-Status Wildlife Species

The non-federally/state listed special-status wildlife species observed on-site during biological surveys include coastal whiptail (*Aspidoscelis tigris stejnegeris*), California horned lark (*Eremophila alpestris actia*), cooper's hawk (*Accipiter cooperii*), yellow warbler (*Setophaga petechia*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*); these species are also MSCHP-covered species. No other non-federally/state listed special-status wildlife species were observed during biological surveys.

The non-federally/state listed special-status wildlife species with moderate to high potential to occur include orange-throated whiptail (*Aspidoscelis hyperythra*), southern California legless lizard (*Anniella stebbinsi*), burrowing owl, loggerhead shrike (*Lanius ludovicianus*), white-tailed kite (*Elanus leucurus*), and yellow-breasted chat (*Icteria virens*). All of these species are covered species under the MSHCP with the exception of southern California legless lizard.

Burrowing Owl

The RCA MSHCP Information Map revealed that the Project is located within the MSHCP Burrowing Owl Survey Area. Suitable burrowing owl habitat can be found in annual and perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Suitable burrowing owl habitat may also include trees and shrubs if the canopy covers less than 30 percent of the ground surface. Burrows are the essential component of burrowing owl habitat; both natural and artificial burrows provide protection, shelter, and nests for burrowing owl. Burrowing owl typically use burrows made by rodents, such as ground squirrels or badgers, but may also use human-made structures, such as concrete culverts; concrete, asphalt, or wood debris piles; or openings beneath concrete or asphalt pavement.

Suitable habitat for burrowing owl was observed within the Project site. California ground squirrels (*Otospermophilus beecheyi*), colonial burrows and burrows of a suitable size to support burrowing owl were observed throughout the non-native grassland within the Project site. Therefore, protocol burrowing owl surveys were conducted during the breeding season (March 1 to August 31) in accordance with the MSHCP. California ground squirrels were active during all surveys, although increased activity was observed along the southern portion of the Project site. Although the Project site has moderate potential to support burrowing owl, no burrowing owl(s) or burrowing owl sign were observed on-site during the protocol surveys.

MSCHP Riparian/Riverine Areas and Vernal Pools

The Project site supports several drainages and riparian areas that meet the MSHCP definition of riparian/riverine features; the Project site does not support areas that meet the MHSCP definition of a vernal pool.

The on-site drainages and associated tributaries (NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1), described as potentially CDFW jurisdictional resources, meet the MSHCP definition of riparian/riverine features as they contain freshwater flow during "a portion of the year," specifically after rain events. Based on the results of the jurisdictional aquatic resources delineation, all on-site drainages and associated tributaries are classified as "ephemeral," and the primary known hydrologic source is direct precipitation. NWW-3 also receives runoff from

development south of the review area that is collected and conveyed on-site through a culverted storm drain outlet.

Additionally, NWW-2A, NWW-3, NWW-3A, and NWW-3B support riparian habitat dominated by trees or shrubs which occur close to or which depend upon soil moisture from a nearby fresh water source. Specifically, NWW-2A, NWW-3, and NWW-3B support mulefat scrub; NWW-3 supports non-native riparian habitat that is dominated by the invasive tree-of-heaven (*Ailanthus altissima*); and NWW-3 and NWW-3A support blue elderberry (*Sambucus nigra ssp. caerulea*) stands. Therefore, the features which are described as CDFW jurisdictional riparian habitat meet the definition of MSHCP riparian habitat. Additionally, the mulefat scrub within and adjacent to NWW-3 and NWW-3B provide suitable habitat for least Bell's vireo, an MSHCP riparian/riverine wildlife species.

4.3.3 Regulatory Setting

Federal

Federal Endangered Species Act

The federal Endangered Species Act of 1973 (ESA; 16 U.S.C. § 1531 et seq.), as amended, provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed species. The ESA regulates the “take” of any endangered fish or wildlife species, per Section 9. As development is proposed, the responsible agency or individual landowner is required to consult with the USFWS to assess potential impacts on listed species (including plants) or their critical habitat, pursuant to Sections 7 and 10 of the ESA. USFWS is required to make a determination as to the extent of impact a project would have on a particular species. If it is determined that potential impacts on a species would likely occur, measures to avoid or reduce such impacts must be identified. USFWS may issue an incidental take statement, following consultation and the issuance of a Biological Opinion. This allows for take of the species that is incidental to another authorized activity, provided that the action will not adversely affect the existence of the species. Section 10 of the ESA provides for issuance of incidental take permits to non-federal parties with the development of a habitat conservation plan (HCP); Section 7 provides for permitting of federal projects.

Clean Water Act

Pursuant to Section 404 of the CWA (33 U.S. Code § 1344), the USACE is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which include those waters listed in 33 CFR 328.3 (a) (as amended at 85 Federal Register 22250, April 21, 2020; Navigable Waters Protection Rule). The USACE, with oversight from the U.S. Environmental Protection Agency (U.S. EPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit (SIP) for more than minimal impacts to waters of the U.S. as determined by the USACE. Substantial impacts on waters of the U.S. may require an Individual Permit. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit (NWP).

A water quality certification or waiver pursuant to Section 401 of the CWA (33 U.S. Code § 1341) is required for all Section 404 permitted actions. The RWQCB, a division of the State Water Resources

Control Board (SWRCB), provides oversight of the 401-certification process in California. The RWQCB is required to provide Water Quality Certification for licenses or permits that authorize an activity that may result in a discharge from a point source into a water of the U.S. Water Quality Certification authorization “is limited to assuring that a discharge from a Federally licensed or permitted activity will comply with water quality requirements” (40 CFR 121.3).

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA (33 U.S. Code § 1342).

Navigable Waters Protection Rule

The U.S EPA and USACE published the Navigable Waters Protection Rule (Final Rule) on April 21, 2020, in order to define the scope of waters subject to federal regulation under the CWA. The Final Rule went into effect nationwide on June 22, 2020. Paragraph (a) of the Final Rule identifies four categories of waters that are “waters of the United States,” these waters are referred to as “jurisdictional”; paragraph (b) of the Final Rule identifies those waters and features that are excluded from the definition of “waters of the United States”; and paragraph (c) of the Final Rule defines applicable terms.

The term “Waters of the U.S.” means:

- 1) The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide;
- 2) Tributaries;
- 3) Lakes and ponds, and impoundments of jurisdictional waters; and
- 4) Adjacent wetlands.

The USACE typically regulates as waters of the U.S. any body of water displaying an OHWM. USACE jurisdiction over non-tidal waters of the U.S. extends laterally to the OHWM or beyond the OHWM to the limit of any adjacent wetlands, if present. The OHWM is defined as “that line on the shore established by the fluctuations 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 area.” Jurisdiction typically extends upstream to the point where the OHWM is no longer perceptible.

Permits authorized by USACE under the Act typically contain mitigation to offset unavoidable impacts on wetlands and other waters of the U.S. in a manner that achieves no net loss of wetland acres or values.

Executive Order 11990, Protection of Wetlands

This Executive Order from May 1977 establishes a national policy to avoid adverse impacts on wetlands whenever there is a practicable alternative. On projects with federal actions or approvals, impacts on wetlands must be identified in the environmental document. Alternatives that avoid wetlands must be considered. If wetland impacts cannot be avoided, then all practicable measures to minimize harm to

those wetlands must be included. This must be documented in a specific ‘Wetlands Only Practicable Alternative Finding’ in the final environmental document for the proposed project.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA; 16 U.S.C. § 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and listed at 50 Code of Federal Regulations (CFR) 10.13. The USFWS enforces the MBTA, which prohibits “by any means or in any manner, to pursue, hunt, take, capture, [or] kill” any migratory bird, or attempt such actions, except as permitted by regulation.

Federal Bald and Golden Eagle Protection

This act was originally passed in 1940 and provides for the protection of the bald eagle and the golden eagle (as amended in 1962) by prohibiting the take, possession, sale, purchase, barter, offer to sell, purchase or barter, transport, export or import, of any bald or golden eagle, alive or dead, including any part, nest or egg, unless allowed by permit. ‘Take’ includes pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb. The 1972 amendments increased civil penalties for violating provisions of the Act to a maximum fine of \$5,000- or one-year imprisonment with \$10,000 or not more than two years in prison for a second conviction. Felony convictions carry a maximum fine of \$250,000 or two years of imprisonment. The fine doubles for an organization.

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA; California Public Resources Code [PRC] § 21000 et seq.) was established in 1970 as California’s counterpart to the National Environmental Policy Act (NEPA). CEQA requires state and local agencies to identify significant environmental impacts of their actions and to avoid or mitigate those impacts, where feasible.

CEQA applies to certain activities of state and local public agencies. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project." A project is an activity undertaken by a public agency or a private activity, which must receive some discretionary approval (meaning that the agency has the authority to deny the requested permit or approval) from a government agency that may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment.

California Endangered Species Act and Natural Community Conservation Planning Act

The California Endangered Species Act of 1984 (CESA; California Fish and Game Code [CFG] § 2050 et seq.), in combination with the California Native Plant Protection Act of 1977 (CFG § 1900 et seq.), regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the state. California also lists species of special concern based on limited distribution; declining populations; diminishing habitat; or unusual scientific, recreational, or educational value. CDFW is responsible for assessing development projects for their potential to impact listed species and their

habitats. State-listed special-status species are addressed through the issuance of a 2081 permit (Memorandum of Understanding).

In 1991, the California Natural Community Conservation Planning (NCCP) Act (CFGC § 2800 et seq.) was approved and the NCCP Coastal Sage Scrub program was initiated in southern California. The NCCP program was established “to provide for regional protection and perpetuation of natural wildlife diversity while allowing compatible land use and appropriate development and growth.” The NCCP Act encourages preparation of plans that address habitat conservation and management on an ecosystem basis rather than one species or habitat at a time.

Native Plant Protection Act of 1977

The Native Plant Protection Act (NPPA)(e.g., CFGC §§ 1900-1913) directs CDFW to carry out the legislature’s intent to “preserve, protect and enhance rare and endangered plants in this State.” The NPPA gives the California Fish and Game Commission the power to designate native plants as endangered or rare, since CESA does not explicitly cover rare plants. Accordingly, the CDFW’s Wildlife and Habitat Data Analysis Branch maintains a ‘special plants’ list of approximately 2,000 native plant species, subspecies or varieties that are tracked by the CNDDDB. The NPPA prohibits the taking of listed plants from the wild and requires notification of the CDFW at least 10 days in advance of any change in land use which would adversely impact listed plants. This requirement allows CDFW to salvage plants that would otherwise be destroyed.

The CNPS publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California. The inventory assigns a ranking status. Plants on the 1A, 1B and 2 lists of the CNPS Inventory consist of plants that may qualify for listing and CDFW requires that they be addressed under CEQA.

Oak Woodlands Conservation Act 1360

The Oak Woodlands Conservation Act is intended to work in concert with local planning and zoning strategies to conserve oak woodlands. Jurisdictions may prepare an Oak Woodlands Management Plan and thereby qualify for State of California financial incentives to protect the oak resources described therein. Through this Act, it is the State of California’s intent to support and encourage voluntary, long-term private stewardship and conservation of California’s oak woodlands by offering landowners financial incentives to protect and promote biologically functional oak woodlands over time and encourage local land use planning that is consistent with the preservation of oak woodlands, particularly special oak woodlands habitat elements. The Oak Woodlands Conservation Act also establishes a fund for oak woodlands conservation to which future appropriations for oak woodlands protection may be made.

California Fish and Game Code Section 1600 - 1602

Pursuant to Division 2, Chapter 6, § 1602 of the CFGC, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for “any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake” (CFGC § 1602). CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are

delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources (e.g., riparian or wetland areas not supported by a river, lake, or stream). CDFW reviews the proposed actions and, if necessary, submits (to the applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and the applicant is the Lake or Streambed Alteration Agreement.

California Fish and Game Code Sections 3503, 3511, 3513, 3801, 4700, 5050, and 5515

CDFW protects and manages fish, wildlife, and native plant resources within California. The California Fish and Game Commission and/or CDFW are responsible for issuing permits for the take or possession of protected species. The following sections of the CFGC address protected species: § 3511 (birds), § 4700 (mammals), § 5050 (reptiles and amphibians), and § 5515 (fish). In addition, the protection of birds of prey is provided for in §§ 3503, 3513, and 3800 of the CFGC

Unlawful Take or Destruction of Nests or Eggs (Fish and Game Code Sections 3505.5-3513)

Section 3503.5 of the CFGC specifically protects birds of prey, stating:

It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

Section 3513 of the CFGC duplicates the federal protection of migratory birds, stating:

It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act.

California Wetlands Conservation Policy

California wetlands policy is more restrictive than Federal wetlands policy. The goal of California Wetlands Conservation Policy (1993) is to ensure no net loss of wetlands within the State. This policy, incorporated in an executive order by then Governor Pete Wilson, also encourages a long-term net gain in the State's quantity, quality, and permanence of wetlands acreage and values. Interpretation of this order indicates that any developer wishing to fill in wetlands for construction for new development must perform mitigation in the form of constructed wetlands elsewhere at ratios ranging from 2:1 to 10:1. In addition to the USACE, State regulatory agencies claiming jurisdiction over wetlands include the CDFW and the SWRCB.

Regional Water Quality Control Board

Under Section 401 of the CWA, the RWQCB must certify that actions receiving authorization under Section 404 of the CWA also meet State water quality standards. The RWQCB also regulates waters of the State under the Porter-Cologne Act Water Quality Control Act (Porter-Cologne Act) (see below). 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. The RWQCB typically requires

compensatory mitigation for impacts on wetlands and/or waters of the State. 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. Army Corps of Engineers* 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.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (California Water Code § 13000 et seq.) provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis.

The RWQCBs have primary responsibility for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Water Quality Control Act.

Pursuant to the Porter-Cologne Water Quality Control Act, the state is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if a Section 404 permit is not required for the activity. “Waste” is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Regional

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP is a comprehensive habitat conservation/planning program for Western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to special-status species and associated native habitats.

Through agreements with the USFWS and CDFW, the MSHCP designates 146 special-status animal and plant species as Covered Species, of which the majority have no project-specific survey/conservation requirements. The MSHCP provides mitigation for project-specific impacts to these species for projects that are compliant/consistent with MSHCP requirements, such that the impacts are reduced to below a level of significance pursuant to CEQA.

The Covered Species that are not yet adequately conserved have additional requirements for these species to ultimately be considered ‘adequately conserved.’ A number of these species have survey requirements based on a project’s occurrence within a designated MSHCP survey area and/or based on the presence of suitable habitat. These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by NEPSSA; Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas (CAPSSA); animal species (burrowing owl,

mammals, amphibians, and invertebrates) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with riparian/riverine areas and vernal pool habitats, including least Bell’s vireo, southwestern willow flycatcher, western yellow-billed cuckoo (*Coccyzus americanus*), and three species of fairy shrimp (MSHCP Volume I, Section 6.1.2). An additional 28 species (MSHCP Volume I, Table 9.3) not yet adequately conserved have species-specific objectives for the species to become adequately conserved. However, these species do not have project-specific survey requirements.

The goal of the MSHCP is to have a total Conservation Area in excess of 500,000 acres, including approximately 347,000 acres on existing Public/Quasi-Public Lands, and approximately 153,000 acres of Additional Reserve Lands targeted within the MSHCP Criteria Area. The MSHCP is divided into 16 separate Area Plans, each with its own conservation goals and objectives. Within each Area Plan, the Criteria Area is divided into Subunits, and further divided into Criteria Cells and Cell Groups (a group of criteria cells). Each Cell Group and ungrouped, independent Cell has designated “criteria” for the purpose of targeting additional conservation lands for acquisition. Projects located within the Criteria Area are subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine if lands are targeted for inclusion in the MSHCP Reserve. In addition, all projects located within the Criteria Area are subject to the Joint Project Review (JPR) process, where the project is reviewed by the Regional Conservation Authority (RCA) to determine overall compliance/consistency with the biological requirements of the MSHCP.

Local

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a biological resource report is required for an implementing development project if: native soils and habitats such as wetlands are within, or in proximity to the project area, and/or construction activities will result in trenching, excavation of undisturbed soils.

City of Beaumont General Plan

General Plan (GP) goals and policies that may reduce potential Project impacts to biological resources include:

Land Use and Design Element

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 3.1.12 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

Community Facilities and Infrastructure Element

Goal 7.5: **Manage and effectively treat storm water to minimize risk to downstream resources.**

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 7.5.5 Require hydrologic/hydraulic studies and WQMPs to ensure that new developments are redevelopment projects will not cause hydrologic or biologic impacts to downstream receiving waters, including groundwater.

Conservation and Open Space Element

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

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

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

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

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

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

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 8.8: **A City where the natural and visual character of the community is preserved.**

Policy 8.8.1 Promote the maintenance of open space through the implementation of the General Plan.

Policy 8.8.2 Protect and preserve open space and natural habitat wherever possible.

Policy 8.8.3 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

Policy 8.8.4 Require the provision of open space linkages and conservation between development projects, consistent with the conservation efforts targeted in the MSHCP.

Policy 8.8.6 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

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

Policy 8.10.1 Work with landowners and government agencies in promoting development concepts that are sensitive to the environment and consider the preservation of natural habitats and further the conservation goals of the MSHCP.

Policy 8.10.2 Work with landowners and government agencies in identifying areas within the City of Beaumont and its Sphere of Influence that should be preserved as open space for passive recreation, resource management, or public safety and which meet the City’s preservation obligations per the MSHCP.

4.3.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning biological resources. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- 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 Wildlife or U.S. Fish and Wildlife Service;
- 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 Wildlife or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Methodology and Assumptions

The Project site and its associated design are evaluated against the aforementioned significance criteria as the basis for determining the level of impacts related to biological resources. This analysis considers existing regulations, laws, and standards that serve to avoid or reduce potential environmental impacts.

Feasible mitigation measures are recommended, when warranted, to avoid or lessen the Project's significant adverse impacts.

Approach to Analysis

This analysis of impacts on biological resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site, and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on the aforementioned biological resources studies; review of maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a project would or would not result in "substantial" adverse effects on biological resources considers how the potential for development and operation of the site would affect the resources.

4.3.5 Impacts and Mitigation Measures

Impact 4.3-1 *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Impacts on MSCHP Narrow Endemic or Federally/State Listed Plant Species

The Project would not impact federally and/or state listed or MSHCP Narrow Endemic Plant species as none are present or have moderate to high potential to occur within the Project site.

Impacts on Non-Listed Special Status Plant Species

The Project would not impact special-status plants as none are present or have a moderate to high potential to occur within the Project site.

Impacts on Federally/State Listed Wildlife Species

An individual male Least Bell's vireo was detected within the mulefat scrub in the western portion of the Project site during early protocol-level surveys (i.e., surveys one and two of eight protocol surveys). However, least Bell's vireo was not detected during the remaining protocol-level surveys. This species still has moderate to high potential to occur within the Project site due to the presence of suitable habitat. This Project would result in the removal of suitable mulefat scrub habitat (1.14 acres) which could result in significant impacts to least Bell's vireo. Additionally, suitable mulefat scrub and non-native riparian habitat occurs south of to the grading footprint. Project-specific Mitigation Measure (MM) BIO-1 details the strategy to avoid vegetation removal during the bird breeding season. With the implementation of this measure, impacts to least Bell's vireo would be less than significant.

The Project would not impact any other federally and/or state listed wildlife species as no other species are present or have potential to occur on-site.

Impacts on Non-Listed Special-Status Wildlife Species

The non-listed special status wildlife species detected on-site during all biological surveys includes coastal whiptail, California horned lark, cooper’s hawk, yellow warbler, and San Diego black-tailed jackrabbit. The Project also has moderate to high potential to support orange-throated whiptail, loggerhead shrike, white-tailed kite, and yellow-breasted chat. The Project would result in habitat loss for each of these species. However, these species are considered adequately covered under the MSHCP and with payment of MSHCP Local Development Mitigation Fees to mitigate impacts on native vegetation, impacts on these species would be considered less than significant.

Southern California legless lizard is a California Species of Special concern that has moderate potential to occur within the Project due to the presence of suitable habitat and is not covered under the MSHCP. A majority of the moderately suitable habitat for southern California legless lizard within the Project site occurs within the drainage south of the grading footprint, which would be avoided during construction of the Project. However, the Project would result in removal of some suitable habitat within the smaller drainages in the northeast portion of the site, which would be adverse. Payment of MSHCP Local Development Mitigation Fees provides habitat-based mitigation within the plan area for all wildlife and plant species, including MSHCP-covered species and Species of Special Concern, impacted due to the loss of suitable habitat from covered projects. As such, loss of habitat for Species of Special Concern would be offset through this habitat-based mitigation under the MSHCP such that the loss of habitat resulting from the Project would not constitute significant impacts. These species are considered adequately covered under the MSHCP; habitat-based impacts on non-listed special-status wildlife species would be less than significant, conditional upon satisfaction of previous mitigation requirements.

Although not detected during protocol surveys, the Project site has moderate potential to support burrowing owl which is a California Species of Special Concern. To avoid impacts on burrowing owl, a pre-construction survey will be required pursuant to the MSHCP. Through compliance with the MSHCP guidelines and **MM BIO-2**, impacts on burrowing owls would be less than significant.

Impacts on Nesting Birds

The Project has the potential to impact active bird nests if vegetation is removed or ground disturbing activities are initiated during the nesting season (February 1 to August 31). All habitat and land cover within the Project site has the potential to support nesting birds. The tree and shrub communities have the potential to support a variety of sensitive and non-sensitive avian species. The non-native grassland and disturbed habitats have the potential to support ground nesting species, such as western meadowlark (*Sturnella neglecta*) and California horned lark. Even the developed portions of the Project still have the potential to support non-sensitive species such as house finch (*Haemorhous mexicanus*). Impacts on nesting birds are prohibited by the MBTA and CFGC. Project-specific **MM BIO-3** which would avoid Project impacts on nesting birds. With the implementation of this measure, impacts on nesting birds would be less than significant.

Mitigation Measures

MM BIO-1 Project activities shall not be initiated within 100 feet of any least Bell’s vireo suitable habitat area(s) during the species’ breeding season (March 15-August 31) unless a negative USFWS protocol survey has been conducted within one year of construction kickoff and findings were negative.

If groundbreaking activities occur outside the least Bell’s vireo nesting season (i.e., September 16-March 14), a qualified biologist shall perform a presence/absence survey within suitable habitat on-site, and shall continue these surveys on a monthly basis, especially as breeding season commences.

If least Bell’s vireo nesting is discovered, either during protocol surveys, monthly presence/absence surveys, or incidentally, no Project activities shall occur within 300 feet of any least Bell’s vireo nest site until it has been confirmed that the young have fledged, and the nest is no longer active. A qualified biologist shall always be present when construction crews are working within 1/8 mile surrounding an identified least Bell’s vireo nest site to ensure that the birds do not react unfavorably to Project activities. If the qualified biologist observes signs of agitation stemming from Project activities, the activities shall cease and not resume until the birds’ behavior normalizes. If the birds continue to exhibit signs of agitation, Project activities shall be adjusted to avoid impacts on nesting least Bell’s vireo. Additionally, in the presence of least Bell’s vireo nests, noise level from Project activities shall not to exceed 65 dBA at the edge of occupied habitat. If this is not possible, a noise barrier shall be constructed to keep noise at or below 65 dBA to avoid adverse impacts to any least Bell’s vireo nest/s.

During the least Bell’s vireo breeding season, artificial light shall not be cast into suitable habitat.

A qualified biologist shall conduct a training session for Project personnel prior to grading in conformance with MSCHP best management practices requirements. The training shall include a description of least Bell’s vireo and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished.

MM BIO-2 A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are documented on-site, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.

MM BIO-3 Vegetation clearing and ground disturbing activities should be conducted outside of the nesting season (February 1 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests.

Level of Significance

Less than significant impact with mitigation incorporated.

Impact 4.3-2 *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Native Vegetation

The Project would primarily result in permanent impacts on upland vegetation communities and land uses, including 103.8 acres of non-native grassland and 48.37 acres of developed land. Additional habitats that would be directly affected by the Project include impacts on >0.01 acre of chamise chaparral, 1.5 acres of disturbed land, 0.1 acre of eucalyptus woodland, 1.14 acres of mulefat scrub, 0.23 acre of Riversidean sage scrub, and 1.09 acres of Torrey’s scrub oak (*Quercus acutidens*) stands (see **Table 4.3-6**). Chamise chaparral and Riversidean sage scrub are native communities that are common, widespread, and abundant in the state. Mulefat scrub is not considered a sensitive vegetation community by CDFW; however, this habitat is part of jurisdictional resources on-site and is therefore protected. Torrey’s scrub oak is not identified by state or federal agencies as a sensitive species or habitat; however, because this vegetation is mapped unusually due to its monocultural characteristics, it is being treated as scrub oak chaparral for the purposes of this impact analysis.

Eucalyptus woodland and non-native grassland are common naturalized vegetation communities. Additionally, disturbed habitat would be impacted; this land cover type provides minimal biological value. The developed habitat provides minimal-to-no biological value.

Table 4.3-6: Beaumont Summit Station Project Site Vegetation Communities/Land Use Impacts

Vegetation Community/Land Use	Project Site Impacts (acres)
Upland	
Chamise Chaparral	>0.01
Developed	48.37
Disturbed	1.5
Eucalyptus Woodland	0.1
Non-native Grassland	103.8
Riversidean Sage Scrub	0.23
Torrey’s Scrub Oak Stands	1.09
Riparian	
Mulefat Scrub	1.14
Total	156.23 ¹
Source: RBC. 2022. <i>Beaumont Summit Station Project Biological Resources and MSCHP Consistency Report</i> . Table 11.	
¹ = Acreages summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.	

Jurisdictional Aquatic Resources

As detailed in the *Biological Resources and MSHCP Consistency Report (Appendix C-1)*, the Project would permanently impact approximately 0.25 acre (3,072 linear feet) of non-wetland waters of the U.S./State that are potentially jurisdictional by the USACE and RWQCB, and 2.17 acres (3,072 linear feet) of vegetated streambed and 0.24 acre of associated riparian habitat that are potentially jurisdictional by the CDFW.

Permitting through the USACE, RWQCB, and CDFW would be required for impacts on non-wetland waters of the U.S. jurisdictional by the USACE, non-wetland waters of the State jurisdictional by the RWQCB, and vegetated streambed and associated riparian habitat jurisdictional by the CDFW. The Project applicant would be responsible for acquiring the necessary authorizations required by the regulatory agencies and associated compensatory mitigation requirements (see **MM BIO-4**).

Riparian/Riverine Areas and Vernal Pools

MSHCP riparian/riverine areas occur on the Project site. The Project’s CDFW-jurisdictional vegetated streambed meets the definition of MSHCP riverine, and the CDFW-jurisdictional riparian meets the definition of MSHCP riparian habitat; impacts to CDFW-jurisdictional resources are equal to impacts to MSHCP riparian/riverine. According to the Project DBESP Report (**Appendix C3**), the Project site contains approximately 8.48 acres of MSHCP riparian/riverine areas, as defined by Section 6.1.2 of the MSHCP, of which, 2.41 acres (0.24 acre of MSHCP riparian habitat and 2.17 acres of MSCHP riverine habitat) would be directly impacted by construction; approximately 6.07 acres of MSHCP riparian/riverine areas would be avoided on site. The on-site MSHCP riparian/riverine areas coincide with CDFW-jurisdictional vegetated streambed and associated riparian habitat. To address impacts to riparian/riverine areas, **MM BIO-4** is proposed, which would mitigate direct impacts at a 2:1 ratio.

Mitigation Measures

MM BIO-4 Prior to any ground-disturbing activity near jurisdictional features, applicable permits shall be obtained through the USACE, RWQCB, and CDFW for impacts on jurisdictional features. Based on the results of the aquatic resources delineation for the proposed

Project, the proposed Project would permanently impact 0.25 acre of USACE-jurisdictional non-wetland waters of the U.S. and RWQCB-jurisdictional non-wetland waters of the State (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1). Additionally, the proposed Project would permanently impact 2.17 acres of CDFW-jurisdictional vegetated streambed (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1) and 0.24 acre of CDFW-jurisdictional riparian habitat (i.e., NWW-2A and NWW-3B). The Project applicant shall be obligated to implement/comply with the permit conditions and mitigation measures required by the resource agencies regarding impacts on their respective jurisdictions.

A minimum 1:1 mitigation ratio (0.25 acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. Compensatory mitigation to offset impacts to jurisdictional aquatic resources may be implemented through off-site, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with purchase confirmation.

Level of Significance

Less than significant impact with mitigation incorporated.

Impact 4.3-3 *Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Level of Significance: No Impact

As discussed in **Section 4.3.2, Environmental Setting**, RBC conducted three separate field visits: April 22, June 3, and June 7, 2021. Field staff examined the potential for wetland waters of the U.S. and State and CDFW-jurisdictional wetlands. Data was collected at three representative Wetland Data Form Points (WDP) within the Project site, one within NWW-2, one within NWW-3, and one within Basin-4, to determine the presence or absence of jurisdictional wetlands (**Exhibits 4.3-2 – 4.3-5**). The delineated aquatic features on-site did not meet the appropriate wetland parameters to qualify as wetland waters of the U.S./State or CDFW-jurisdictional wetlands based on the data collected during the field visits. No areas within the Project site meet the MSHCP definition of a vernal pool. Because no State or federally protected wetlands were identified on the Project site, no impact would occur.

Mitigation Measures

No mitigation is necessary.

Level of Significance

No impact.

Impact 4.3-4 ***Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Level of Significance: Less than Significant Impact

The Project site is situated at the northern end of the City of Beaumont and occurs immediately north of a developed residential area. Land located north of the site, north of Cherry Valley Boulevard, has been graded in preparation for planned industrial development, and nearby areas to the west and immediately south are highly developed. The site is not identified as a wildlife corridor or criteria area under the MSHCP, and does not serve as a regional wildlife corridor. The drainages in the southwest portion of the site likely serve as minor local wildlife corridors and avian ‘stepping stone’ corridors. The largest drainage (Planning Area 3) would not be developed as part of the Project so it would continue to function as a local wildlife corridor. Significant impacts on wildlife corridors are not anticipated with Project implementation.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.3-5 ***Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Level of Significance: Less than Significant Impact

Implementation of the Project would be subject to all applicable Federal, State, regional, and local policies and regulations related to the protection of biological resources as outlined above in **Section 4.3.3, Regulatory Setting**. The Project would be constructed in compliance with the requirements of the Beaumont GP and the Beaumont Municipal Code. The Beaumont GP provides goals and policies for the conservation of biological resources. Goal 8.5 calls for a City that preserves and enhances its natural resources and Policy 8.5.1 calls for the minimization of the loss of sensitive species and critical habitat areas in areas planned for future development. Policy 8.5.3 encourage new development to support a diversity of native species and manage invasive species. The Project would use drought tolerant and/or native plant materials. Native tree species considered in the landscape concept (Section 4.6.1 of the Specific Plan) include white alder (*Alnus rhombifolia*), western redbud (*Cercis occidentalis*), and various *Quercus* species.

The City does not have a tree preservation policy or ordinance. An application and approval from the City is required for any removal of front yard/street tree or trees. As described above, no street trees occur on-site and no residential structures and associated front yards occur on site. There are occasional trees near the outbuildings at the east of the site; however, these do not appear to meet the definition of street

or yard trees. As such, the Project would comply with City of Beaumont requirements and no street tree approvals would be required, as no impacts to such resources would occur with project implementation.

Based on compliance with all local policies and ordinances, impacts are considered to be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.3-6 ***Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

The Project site is not located within the MSHCP Criteria Area. As such, the Project site is not targeted for conservation by the MSHCP to meet Reserve Assembly goals. The Project is not subject to the HANS or JPR processes.

Protection of Riparian/Riverine Areas and Vernal Pools and Associated Species (MSHCP Section 6.1.2)

Riparian/riverine areas are defined by the MSHCP as “lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with freshwater flow during all or a portion of the year.” According to the Project DBESP Report (**Appendix C3**), NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 meet the MSHCP definition of riparian/riverine areas as they contain freshwater flow during “a portion of the year,” specifically after rain events.

Additionally, NWW-2A, NWW-3, NWW-3A, and NWW-3B support riparian habitat dominated by trees or shrubs “which occur close to or which depend upon soil moisture from a nearby fresh water source.” Specifically, NWW-2A, NWW-3, and NWW-3B support mulefat scrub; NWW-3 supports non-native riparian habitat that is dominated by the invasive tree-of-heaven; and NWW-3 and NWW-3A support blue elderberry stands. Therefore, the features which are described as CDFW-jurisdictional riparian habitat meet the definition of MSHCP riparian habitat.

Additionally, the mulefat scrub within and adjacent to NWW-3 and NWW-3B provide suitable habitat for least Bell’s vireo, an MSHCP riparian/riverine wildlife species. An individual male least Bell’s vireo was observed during the first two of eight protocol surveys foraging and moving frequently along the mulefat canopy of NWW-3. The lack of observations following the first two least Bell’s vireo surveys suggests that this bird was an early season migrant that did not establish a nesting territory within the Project area. No female vireo or active nests were detected during protocol surveys. The riparian/riverine features within

the Project site do not, however, support suitable habitat for southwestern willow flycatcher, or western yellow-billed cuckoo; these species prefer dense native riparian woodlands and forests which are absent from the Project site. Therefore, there is very low to no potential for southwestern willow flycatcher or western yellow-billed cuckoo to occur within the Project site, and no focused surveys for these species were conducted.

The Project would result in permanent, direct impacts on NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3B, NWW-3B1, and a small portion of NWW-3A. The Project applicant designed the proposed Project to avoid impacts on NWW-3, the primary and highest quality riparian/riverine resource within the project boundary, as well as a majority of NWW-3A (a tributary of NWW-3).

The 2.41 acres of on-site MSHCP riparian/riverine resources within the Project impact area provide minimal aquatic resource functions due to the highly disturbed nature of the property (e.g., regularly mowed, grazed, and farmed land) and historic degradation and runoff into the on-site aquatic features from previous on-site farming operations. Furthermore, the Project was designed to avoid impacts on NWW-3, the primary and highest quality riparian/riverine resource within the project boundary.

The purchase of re-establishment and/or rehabilitation credits and preservation of 4.82 acres of high-quality sensitive resources at the Riverpark Mitigation Bank to offset impacts to 2.41 acres of highly disturbed MSHCP riparian/riverine resources meet the criteria of a biologically equivalent or superior alternative. See **MM BIO-4**.

Protection of Narrow Endemic Plants (MSHCP Section 6.1.3)

Volume I, Section 6.1.3 of the MSHCP requires that within identified NEPSSA, site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present.

The Project site is located within a NEPSSA, which identifies the target species Marvin's onion and many-stemmed dudleya. The Project site does not contain appropriate soils or suitable habitat for these species, and therefore the Project would not impact Narrow Endemic Plants. There will be no unavoidable direct or indirect impacts to narrow endemic plant species resulting from the Project.

The Project would be consistent with Volume I, Section 6.1.3 of the MSHCP.

Guidelines Pertaining to the Urban/Wildland Interface (MSHCP Section 6.1.4)

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect impacts associated with locating public and private developments in proximity to an MSHCP Conservation Area. The Project is not located in proximity to an MSHCP Conservation Area, and therefore the Urban/Wildland Guidelines do not apply to the Project.

Additional Survey Needs and Procedures (MSCHP Section 6.3.2)

Volume I, Section 6.3.2 of the MSHCP requires habitat assessments and focused surveys for projects located within the Criteria Area Plant Species Survey Areas, Burrowing Owl, Mammal, Amphibian, and

Invertebrate Survey Areas. The Project site is located with the MSHCP Burrowing Owl Survey Area, and NEPSSA for Marvin’s onion and many-stemmed dudleya, but not the Criteria Area Plant Species Survey Areas, Mammal, Amphibian, or Invertebrate Survey Areas. The site does not support suitable habitat for Narrow Endemic Plant Species Marvin’s onion or many-stemmed dudleya, and these species were not detected during 2021 surveys. A focused burrowing owl survey was conducted in 2021 and was negative; however, suitable habitat for this species occurs on the Project site. Pre-construction burrowing owl surveys would be required to comply with MSHCP Objective 6 for burrowing owls. With the implementation of this measure (**MM BIO-2**), the Project would be consistent with Volume I, Section 6.3.2 of the MSHCP.

Furthermore, as identified in the DBESP (**Appendix C3**):

- There would be no unavoidable direct or indirect impacts to CASSA plant species resulting from the Project.
- There would be no unavoidable direct or indirect impacts to burrowing owl with the Project.
- There would be no unavoidable direct or indirect impacts to MSHCP mammal species resulting from the Project.
- There would be no unavoidable direct or indirect impacts to MSHCP amphibian species resulting from the Project.
- There would be no unavoidable direct or indirect impacts to Delhi Sands flower-loving fly resulting from the Project.

The Project is consistent with MSHCP Section 6.3.2.

Conclusion of MSHCP Consistency

The Project would be consistent with the biological requirements of 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 MSHCP Reserve assembly requirements. The Project would be consistent with the goals/objectives of the MSHCP with the implementation of the proposed mitigation and avoidance measures described in this analysis.

In addition, implementation of the Project would require payment of MSHCP Local Development Mitigation Fees. Based on the local development mitigation fee schedule for fiscal year 2022 (effective July 1, 2021 – December 31, 2021), fees would be \$11,982/acre for commercial and industrial development and \$2,935/acre for low-density residential.

Mitigation Measures

MMs BIO-2 and BIO-4.

Level of Significance

Less than significant impact.

4.3.6 Cumulative Impacts

Cumulative impacts are defined as the direct and indirect effects of a proposed project which, when considered alone, would not be deemed a substantial impact, but when considered in addition to the impacts of related projects in the area, would be considered potentially significant. 'Related projects' refers to past, present, and reasonably foreseeable probable future projects, which would have similar impacts to the Project. There is a related project located directly north (across Cherry Valley Boulevard) of the Project site that has recently been graded in preparation of the development of industrial land uses. In addition, areas to the west and south of the Project site are developed. Development of the Project site and the surrounding existing and future development precludes the area as a wildlife corridor and eliminates the potential for impacts to go beyond the Project site.

The Project site is relatively disturbed and does not support significant stands of native vegetation, with the possible exception of the riparian habitat in the southwestern portion of the site which would remain undeveloped. Further, the Project would be fully compliant with the regional MSHCP which protects biological resources regionally such that cumulative impacts within the plan area are avoided. As such, the Project would not result in significant cumulative effects.

4.3.7 Significant Unavoidable Impacts

No significant unavoidable biological resources impacts have been identified.

4.3.8 References

City of Beaumont. 2020. *Beaumont General Plan*.

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

City of Beaumont. 2020. *Draft Program Environmental Impact Report, Beaumont General Plan, SCH*

No. 2018031022. <https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720>.

City of Beaumont. ND. *Application for Tree Removal*.

<http://beaumontca.gov/DocumentCenter/View/30576/Tree-Removal-Application>.














RBC. November 2021. *Beaumont Summit Station Aquatic Resources Delineation Report*.

RBC. February 2022. *Beaumont Summit Station Project Biological Resources and MSCHP Consistency Report*.

RBC. February 2022. *Beaumont Summit Station Project DBESP Report*.

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LEGEND

-  ARDR Review Area
-  Wetland Data Form Point (WDP)
- National Wetlands Inventory (NWI)**
-  Riverine
- Soils**
-  Gorgonio loamy sand, deep, 2 to 8 percent slopes
-  Greenfield sandy loam, 2 to 8 percent slopes, eroded
-  Greenfield sandy loam, 8 to 15 percent slopes, eroded
-  Hanford coarse sandy loam, 2 to 8 percent slopes
-  Ramona sandy loam, 2 to 5 percent slopes, eroded
-  Ramona sandy loam, 5 to 8 percent slopes, eroded
-  Ramona sandy loam, 5 to 8 percent slopes, severely eroded
-  Ramona sandy loam, 8 to 15 percent slopes, severely eroded
-  Ramona sandy loam, 15 to 25 percent slopes, severely eroded
-  Terrace escarpments

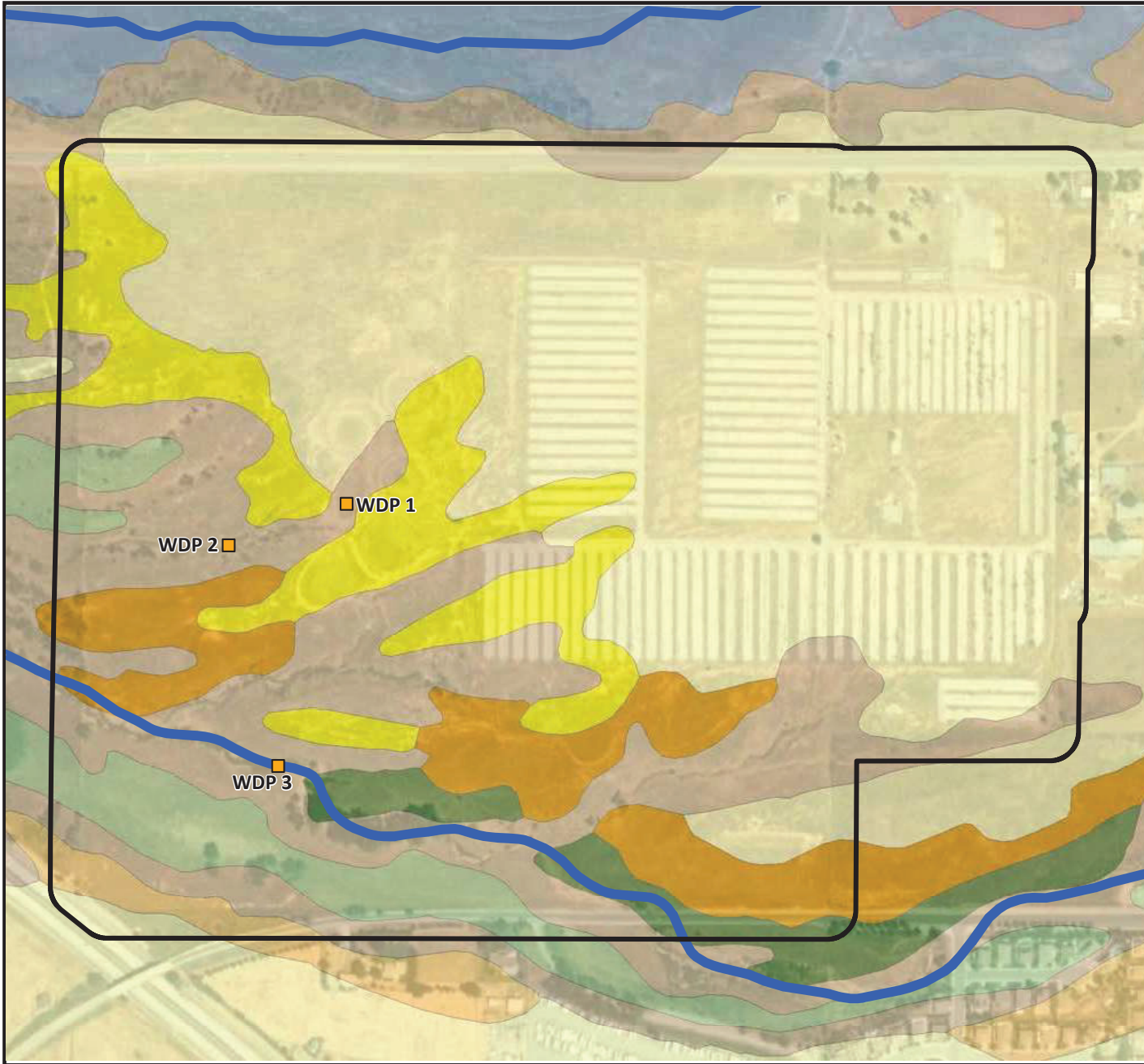
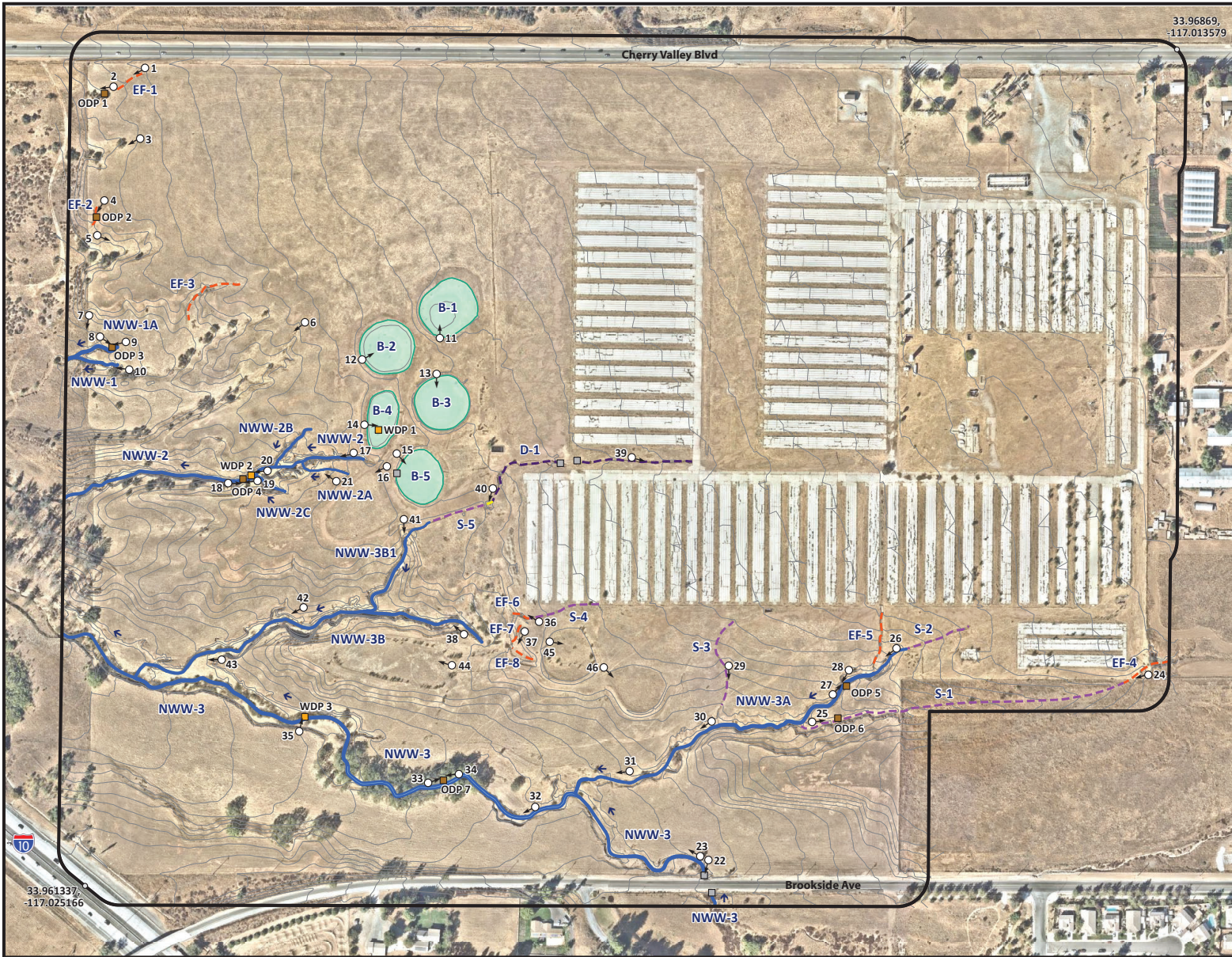


Exhibit 4.3-1: NRCS Soils Survey Data and NWI
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont

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LEGEND

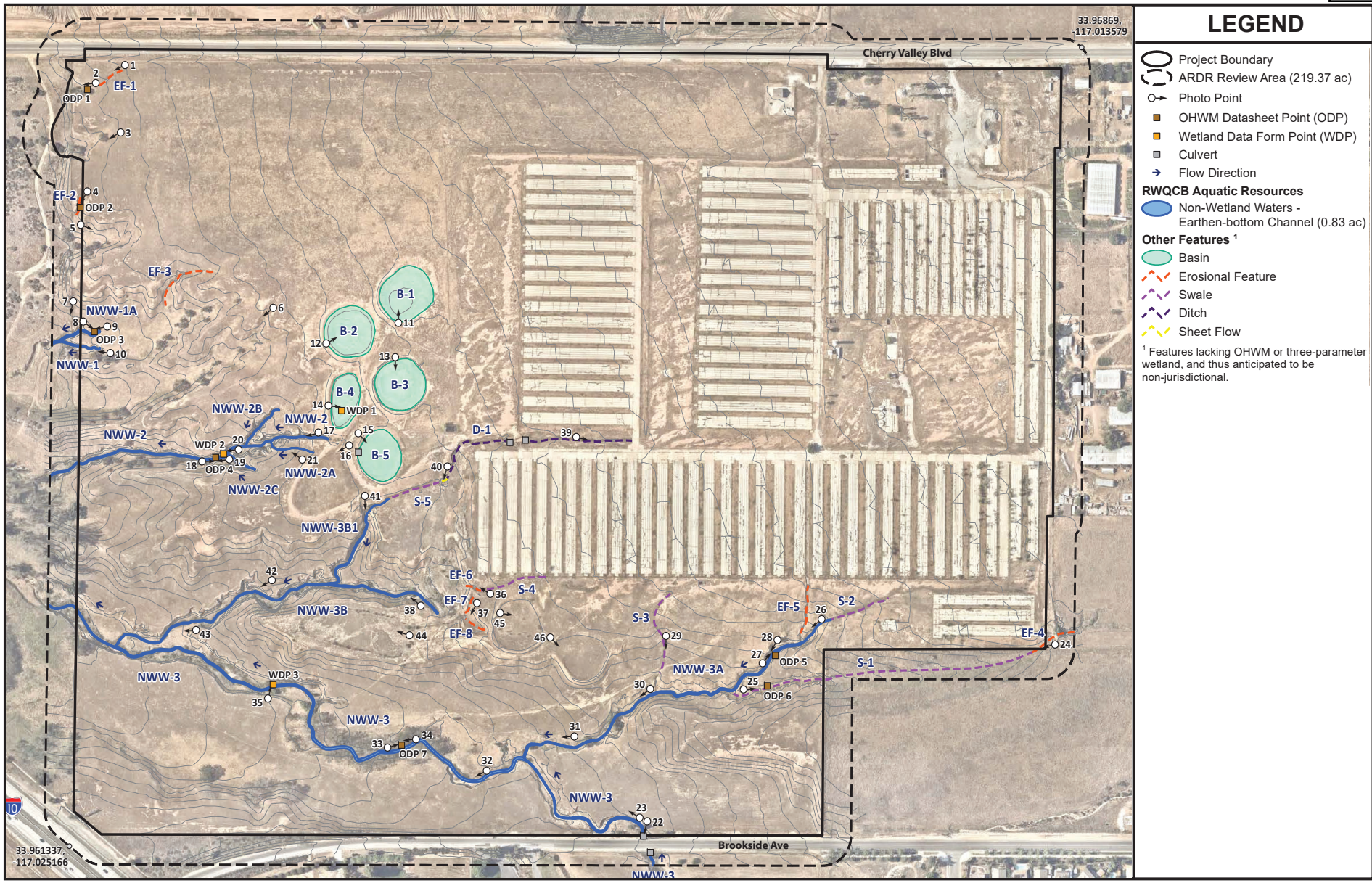
- ARDR Review Area (215.96 ac)
- Photo Point
- OHWM Datasheet Point (ODP)
- Wetland Data Form Point (WDP)
- Culvert
- Flow Direction
- Corps Aquatic Resources ¹**
- Non-Wetland Waters - Earthen-bottom Channel (0.83 ac)
- Other Features ²**
- Basin
- Erosional Feature
- Swale
- Ditch
- Sheet Flow

¹ All aquatic resources with an OHWM are not expected to be Corps-jurisdictional via the AJD process.
² Features lacking OHWM or three-parameter wetland, and thus anticipated to be non-jurisdictional.

Exhibit 4.3-2: Corps Aquatic Resources
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont



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LEGEND

- Project Boundary
 - ARDR Review Area (219.37 ac)
 - Photo Point
 - OHWM Datasheet Point (ODP)
 - Wetland Data Form Point (WDP)
 - Culvert
 - Flow Direction
 - RWQCB Aquatic Resources**
 - Non-Wetland Waters - Earthen-bottom Channel (0.83 ac)
 - Other Features ¹**
 - Basin
 - Erosional Feature
 - Swale
 - Ditch
 - Sheet Flow
- ¹ Features lacking OHWM or three-parameter wetland, and thus anticipated to be non-jurisdictional.

Exhibit 4.3-3: RWQCB Aquatic Resources
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont



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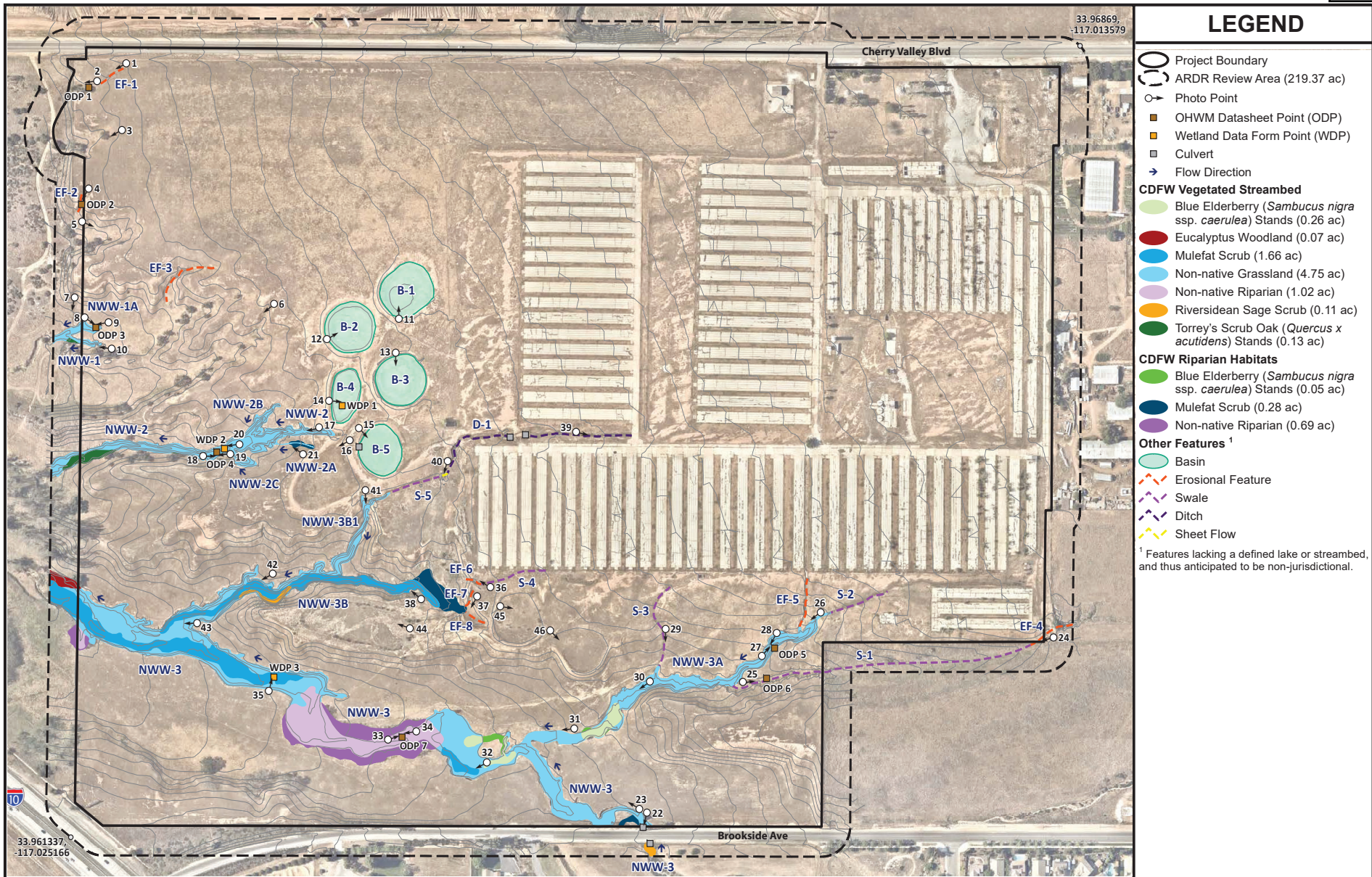


Exhibit 4.3-4: CDFW Streambed and Riparian Habitats
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont



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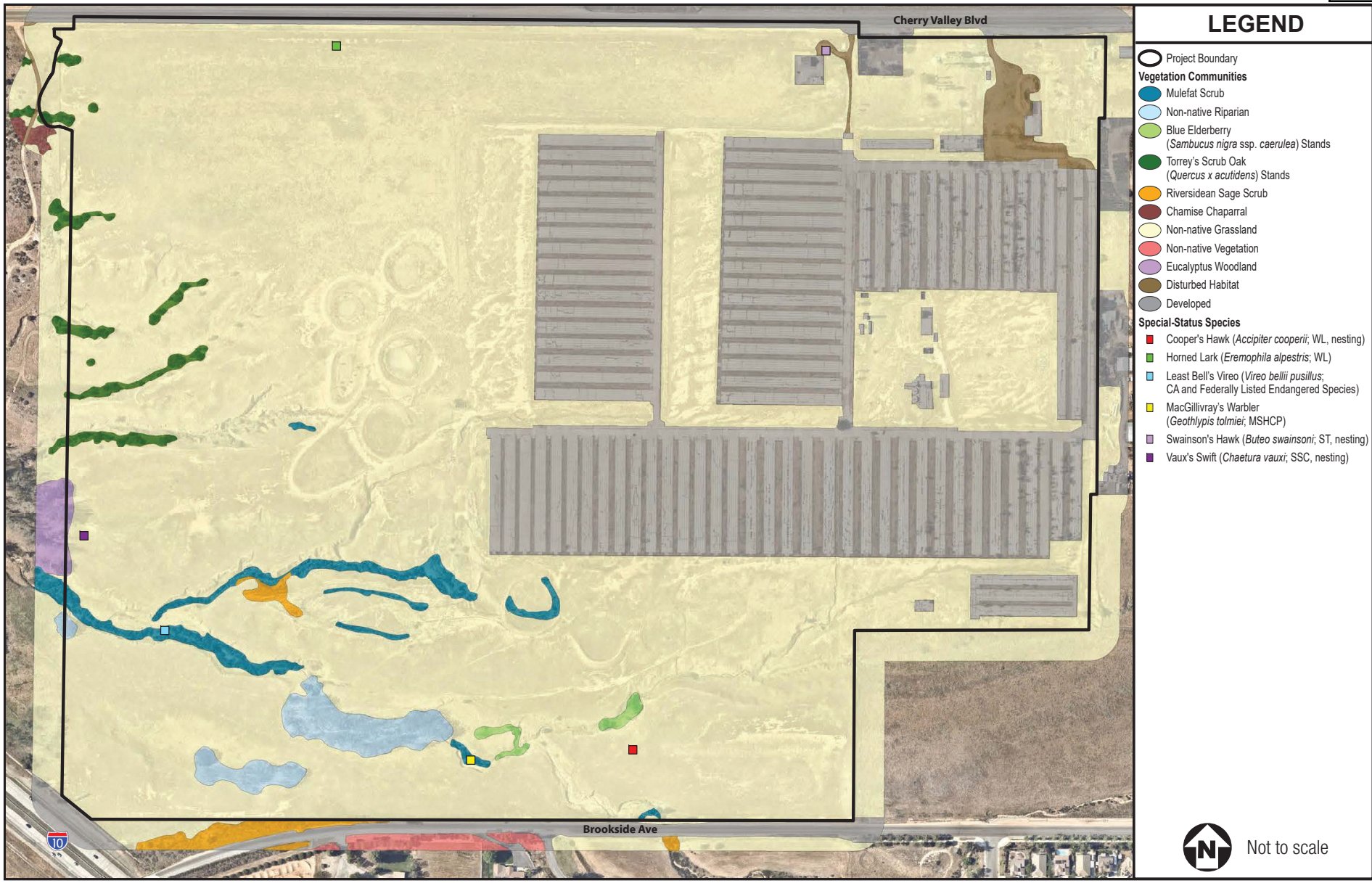


Exhibit 4.3-5: Biological Resources
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont



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4.4 CULTURAL RESOURCES

4.4.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to cultural resources, identify potential impacts that could result from Beaumont Summit Station Specific Plan Project (Project) implementation, and as necessary, recommend mitigation to avoid or reduce the significance of impacts.

Information in this section is based primarily on the following sources that are contained in **Appendix D, Cultural Resources Assessment**:

- PaleoWest. August 2021. *Cultural Resources Assessment for the Beaumont Summit Station Project, Riverside County, California.*

Additional resource information was obtained from available public resources, including among others, the City of Beaumont General Plan (GP). Additionally, the Native American Heritage Commission (NAHC) letter in response to the Project's Notice of Preparation is provided in **Appendix K** and provides guidance on Assembly Bill (AB) 52 and Senate Bill (SB) 18 compliance.

Cultural Resources Terminology and Concepts

Key terms and concepts used in this section to describe and assess the potential cultural resource impacts are defined below:

Archeological Site. A site is defined by the National Register of Historic Places (NRHP) as the place or places where the remnants of a past culture survive in a physical context that allows for the interpretation of these remains. Archeological remains usually take the form of artifacts (e.g., fragments of tools, vestiges of utilitarian or non-utilitarian objects), features (e.g., remnants of walls, cooking hearths, or midden deposits), and ecological evidence (e.g., pollen remaining from plants that were in the area when the activities occurred). Prehistoric archaeological sites generally represent the material remains of Native American groups and their activities dating to the period before European contact. In some cases, prehistoric sites may contain evidence of trade contact with Europeans. Ethnohistoric archaeological sites are defined as Native American settlements occupied after the arrival of European settlers in California. Historic archaeological sites reflect the activities of non-native populations during the Historic period.

Artifact. An object that has been made, modified, or used by a human being.

Cultural Resource. A cultural resource is a location of human activity, occupation, or use identifiable through field inventory, historical documentation, or oral evidence. Cultural resources include archaeological resources and built environment resources (sometimes known as historic architectural resources), and may include sites, structures, buildings, objects, artifacts, works of art, architecture, and natural features that were important in past human events. They may consist of physical remains or areas where significant human events occurred, even though evidence of the events no longer remains. Cultural resources also include places that are of traditional, cultural, or religious importance to social or cultural groups.

Cultural Resources Study Area (or study area). All areas of potential permanent and temporary impacts for a reasonable worst-case development within a project site and off-site impact areas.

Ecofact. An object found at an archaeological site that has an archaeological significance but has not been technologically altered, such as seeds, pollens, or shells.

Ethnographic. Relating to the study of human cultures. “Ethnographic resources” represent the heritage resource of an ethnic or cultural group, such as Native Americans or African, European, Latino, or Asian immigrants. They include traditional resource-collecting areas, ceremonial sites, value-imbued landscape features, cemeteries, shrines, or ethnic neighborhoods.

Historic Period. The period that begins with the arrival of the first non-native population and thus varies by area.

Historical Resource. This term is used for the purposes of California Environmental Quality Act (CEQA) and is defined in the *State CEQA Guidelines* (14 California Code of Regulations [CCR] §15064.5) as: (1) a resource listed in, or determined to be eligible for listing in the California Register of Historical Resources (CRHR); (2) a resource included in a local register of historical resources, as defined in Public Resources Code (PRC) § 5020.1(k) or identified as significant in a historical resource survey meeting the requirements which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Historical resources may also include tribal cultural resources including sites, features, places, cultural landscapes, sacred places, objects, and/or archeological resources with value to a California Native American Tribe per PRC §21074.

Isolate. An isolated artifact or small group of artifacts that appear to reflect a single event, loci, or activity. Isolates typically lack identifiable context and thus have little interpretative or research value. Isolates are not considered to be significant under CEQA and do not require avoidance mitigation (PRC § 21083.2 and *State CEQA Guidelines* §15064.5). All isolates located during the field effort, however, are recorded and the data are transmitted to the appropriate California Historical Resources Information System (CHRIS) Information Center.

Lithic. Of or pertaining to stone. Specifically, in archaeology, lithic artifacts are chipped or flaked stone tools, and the stone debris resulting from their manufacture.

Native American Sacred Site. An area that has been, or continues to be, of religious significance to Native American peoples, such as an area where religious ceremonies are practiced or an area that is central to their origins as a people.

Prehistoric Period. The era prior to 1772. The later part of the prehistoric period (post-1542) is also referring to as the protohistoric period in some areas, which marks a transitional period during which native populations began to be influenced by European presence resulting in gradual changes to their lifeways.

Stratigraphy. The natural and cultural layers of soil that make up an archaeological deposit, and the order in which they were deposited relative to other layers.

Tribal Cultural Resource. This term refers to a site, feature, place, cultural landscape, sacred place, object, or archaeological resource with cultural value to a California Native American tribe that is listed or eligible for listing in national, California, or local registers. A lead agency also has the discretion to determine that a resource is a tribal cultural resource if the determination is supported by substantial evidence. Tribal cultural resources are addressed in **Section 4.16, Tribal Cultural Resources**.

Unique Archeological Resource. This term is used for the purposes of CEQA and is defined in PRC § 21083.2(g) as 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 either contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; has a special and particular quality such as being the oldest of its type or the best available examples of its type; or, is directly associated with a scientifically recognized important prehistoric or historic event or person.

4.4.2 Environmental Setting

As discussed in the Cultural Resource Assessment, the City of Beaumont (City) is within the San Geronio Pass region of southern California, south of the San Bernardino Mountains, within the San Jacinto Mountains of the Peninsular Ranges geomorphic province of California. The region surrounding the City is a geologically complex area, in part due to movement along the San Andreas fault, Banning fault, San Geronio fault, and others. Annual precipitation in the area ranges from 18 to 20 inches. The City encompasses a portion of the South Coast Bioregion that is sparsely vegetated with scrub brush and grasses and populated by a variety of reptiles, small mammals, birds, and insects.

The Peninsular Ranges extend approximately 125 miles from the Los Angeles Basin to the tip of Baja California and are bounded by the Elsinore fault zone and the Colorado Desert in the east and the Pacific Coast on the west. The geology in the northern reaches of the range, including the San Jacinto Mountains, consists of Paleozoic gneiss, schist, and other older metamorphic rocks; Mesozoic granitic rocks of the southern California batholith; and Cenozoic marine and terrestrial deposits. The highest point in the range is San Jacinto Peak at 10,805 feet above mean sea level.¹

See **Section 4.16, Tribal Cultural Resources** for the Ethnographic Setting.

Prehistoric Setting

Native American occupation of the Colorado Desert is typically divided into four cultural periods: San Dieguito (circa 12,000–7,000 years B.P.); Pinto (circa 7,000–4,000 B.P.); Amargosa (circa 4,000–1,200 B.P.); and the Late Prehistoric Period (circa 1,200–200 B.P.). These cultural periods exclude the controversial “Early Man” pre-projectile point materials from Calico. The prehistoric cultural setting

¹ PaleoWest. July 2021. Cultural Resources Assessment for the Beaumont Summit Station Project, Riverside County, California.

discussed below begins at the Late Prehistoric Period based on information on known cultural resources located within the Project vicinity.

Late Prehistoric Period

The Late Prehistoric Period in the Colorado Desert is marked by the introduction of new artifact types and technological innovations of the previous Amargosa Period of the Late Archaic and defined as the Patayan Pattern. This period is characterized by the introduction of ceramics, including Tizon Brown Ware from the Peninsular Ranges, Colorado Buff Wares from the Colorado River region, and the Salton Buff Ware from the Lake Cahuilla shoreline. New projectile point types, including Desert Side-notched and Cottonwood Triangular points, signify the introduction of the bow and arrow hunting technology, marking a pre-ceramic phase of the expansion of the earlier Amargosa assemblages perhaps as early as 1,500 B.P. Techniques of floodplain horticulture were also introduced to the inhabitants along the Colorado River at the same time as ceramics. Additionally, burial practices changed from extended inhumations to cremated remains, sometimes buried in ceramic vessels. Typical of the Hohokam culture from southern Arizona, these traits were introduced to the Colorado River inhabitants and gradually spread west to the Peninsular Ranges and Coastal Plains of southern California.

The Patayan Pattern is typified by several differing settlement and subsistence systems. Dispersed seasonal settlements, known as rancherías, were found along the Colorado River. These settlements were composed of jacal (i.e., adobe-style) structures, semi-subterranean pit houses, ramadas, or brush huts, depending on the season and types of settlement. Larger rancherías would disperse to upper terraces of the Colorado River and to special collection areas during the summer months, coinciding with the flood phase of the river, returning to the lower terraces for plant harvesting. At the eastern base of the Peninsular Ranges, the settlement pattern was typified by dispersed rancherías or villages situated at the mouths of canyons supporting perennial streams, at the base of alluvial fans near springs, or down on the valley floor where a shallow water table allowed wells to be dug (e.g., at Indian Wells). In addition to these sites, specialized sites were located in all of the microenvironmental zones that were exploited seasonally. Archaeologically, these specialized sites can range in characteristics from bedrock milling features and pot-drops along trails; to chipping stations and quarries; to temporary camps containing bone, shell, ceramics, flaked and ground stone tools; and ornamental items such as beads and pendants, as well as other occupational debris.²

Historical Setting

City of Beaumont

The Project is within an area that was historically sparsely populated into the late nineteenth century. An 1890 General Land Office (GLO) land patent indicates the Project area was part of 160 acres in the southeast quarter of Section 30 in Township 2 South, Range 1 West granted to Josiah McCoy; however, the 1901 U.S. Geological Survey (USGS) map does not indicate the property had been developed. By the early twentieth century, rural residential properties with scattered orchards were being developed in the region; however, the Project area, which has a creek, remained undeveloped in the late 1930s.

² Ibid.

The Project area, which lies northwest of the townsite of Beaumont and west of the community of Cherry Valley, was advertised in the mid-1880s by the Cherry Valley Land and Water Company for sale for agriculture. An experimental agricultural station was established in Beaumont in 1909 to grow a variety of apples, and 120 acres north of the Beaumont townsite was cleared to sell for eucalyptus and grape cultivation, and for the development of poultry ranches. At the time, the demand for acreage to establish poultry ranches far exceeded what was available.

Some of the earliest poultry ranches in the vicinity were established around 1909. L. R. Walton, president of the Poultry Breeders' Association of Southern California, purchased 14 acres in Beaumont near the intersection of Cherry Valley Boulevard and Beaumont Avenue, east of the Project area. Walton was credited to have the "finest poultry ranches...in the state," and he and his wife "as poultry experts proclaim this is the best poultry raising country they have found in the state."

During the 1930s and early 1940s, fruit orchards were the predominant crops in the area; however, droughts were a major stressor on the local economy. In 1934, federal aid was sought for the Cherry Valley region during a drought period when only 15 to 20 percent of normal rain fell, resulting in the region's orchardists seeking famine relief. Orchard crops, which were largely the main economic driver of the region, were heavily reliant on sufficient water to irrigate. By the 1940s, peaches were the leading crop in Cherry Valley, and local grange, agricultural extension service, and the Agricultural Adjustment Act (AAA) bureau worked with individual ranchers to submit agricultural plans for the upcoming year to receive payments from the 1941 Agricultural Conservation Program. Cherry, peach, prune, and plum growers in the Cherry Valley and Beaumont region, as well as poultry ranchers, were the agricultural groups involved in the program to prevent overproduction and stabilize market values. By 1940, many ranchers in the region expressed interest in going into the poultry business, and presentations for poultry feeding and management were planned for the spring of 1941.

By the late 1940s, wrestling personality "Gorgeous George" and his business partner Herald Patton purchased the land adjacent to the Project area to establish a turkey ranch. A single-story Ranch style house was constructed at the northwest corner of the property in the late 1940s for Gorgeous George and his wife and a second residence was constructed circa 1951 for Patton and his wife. As part of the ranch development, turkey shelters, a processing plant, and other buildings were constructed on the parcel. Turkeys were raised on the property, processed, and sold to local grocery stores. The 1940 Riverside County Crop report livestock estimated there were 225,000 market turkeys and 2 million hatching eggs that year valued at \$776,250. By 1950, County livestock estimates of 284,500 market turkeys and 2,875,000 hatchings were valued at \$2.6 million, an increase of 25 percent from the previous decade. However, the poultry market (hens and eggs) had grown over 350 percent within the same timeframe, and the number of poultry hens increased to 1.875 million hens laying 22.5 million dozen eggs. In total the poultry and turkey industries accounted for 37 percent of the total County livestock valuation of \$37.5 million, more than beef cattle and dairy cattle. By 1960, the value of the poultry industry in the County was estimated at \$19.75 million and the turkey industry lagged at only \$6.6 million. In total, the poultry and turkey industries accounted for 38 percent of the total livestock valuation of \$57 million for the County.

As the poultry market continued to grow in Riverside County, Gorgeous George sold his turkey ranch in 1961 to Frank Draeger. Two years later, the property was sold to Bud Manheim who converted the turkey ranch property into an egg farm. Approximately 36 turkey shade structures and the processing building were removed and approximately 60 new chicken houses, a new egg processing plant, and other supporting buildings were constructed on the property soon thereafter.

From the early 1960s, members of the Manheim family, through their company Sunny-Cal Egg & Poultry Company, developed and operated an egg farm on the original Gorgeous George property and expanded their facility onto the Project area between 1978 and 1980 with the construction of additional chicken houses. By 1980, eggs accounted for almost \$76 million of the \$354 million total livestock estimates for the County; however, the poultry industry had been surpassed by dairy cattle as the County's leading agricultural market. During the 1980s and 1990s, egg valuation trends continued to increase and peaked at \$170 million in 1999; however, after that year, valuations declined as the price per dozen eggs unit decreased. Between 1999 and 2005, County egg valuations plummeted by \$52 million, and by late 2005 Sunny-Cal shuttered the egg farm after determining it was no longer economically feasible. After the closure of the Sunny-Cal facility, County egg production dropped by 2 million the following year.

After the closure of the Sunny-Cal Egg facility in late 2005, the egg farm buildings and structures within the Project area and adjacent property were demolished leaving the concrete foundations in place. The late 1940s constructed Ranch house was demolished circa 2016-2018; however, landscaping associated with the house remains in place. The remaining concrete block, single-story gable roof utility building was constructed circa 2006-2009 within an enclosed fence line with exterior equipment at the northeast corner of the Project area.³

Project Cultural Resources Inventory

A literature review and records search was requested from the Eastern Information Center (EIC), University of California, Riverside, on April 28, 2021. This inventory request included the Project area and a one-mile radius around the Project area, collectively termed the Project study area. The objective of the records search was to identify prehistoric or historical cultural resources that have been previously recorded within the study area during prior cultural resource investigations.

As part of the cultural resources inventory, historical maps and aerial images were also examined to characterize the developmental history of the Project area and surrounding area. The NAHC was also contacted to request a review of the Sacred Lands File (SLF) to identify any known Native American cultural resources that may be present in the Project area. A summary of the results of the record search and background research are provided below.

Records Search Results and Additional Sources

At the time the cultural resource assessment was drafted, the EIC had not returned the results of the literature review and records search. An archaeological resource survey was completed on the Project area in 2013. The records search conducted for that effort did not identify any cultural resources within the Project area and no resources were documented during the survey effort. Additional sources

³ Ibid.

consulted during the cultural resource literature and data review include historical maps, the National Register of Historic Places (NRHP), the Office of Historic Preservation Archaeological Determinations of Eligibility, and the Office of Historic Preservation Built Environment Resources Directory.

As part of the cultural resource assessment, the NAHC was contacted on April 28, 2021, for a review of the SLF. The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area of potential effects. The NAHC responded on May 17, 2021, stating that the SLF was completed with negative results. However, NAHC noted that the absence of specific site information in the SLF does not indicate the absence of cultural resources within the Project Area of Potential Effect (APE).

Field Investigation and Results

A cultural resources survey of the Project area was completed from June 8 – 11, 2021. The fieldwork effort included an intensive pedestrian survey of the entire Project which was conducted by walking a series of parallel transects spaced at 10- to 15-meter (33- to 49-feet) intervals. The archaeologists carefully inspected all areas within the Project area likely to contain or exhibit sensitive cultural resources to ensure discovery and documentation of any visible, potentially significant cultural resources within the Project area. No prehistoric archaeological resources were observed during the survey; however, three historic period archaeological sites (21-0281-EH-001H, -002H, and -004H) were documented and evaluated for listing on the CRHR as they were all constructed prior to 1976. A description and evaluation summary for each of these resources is provided below.

Site 21-0218-EH-001H

This resource represents the archaeological remains of a residential structure. The site consists of a concrete pad foundation, a concrete rubble pile, and a series of trees surrounding the foundation. The foundation is partially covered by the concrete rubble pile and is cracked throughout with sections missing. The site is enclosed in a chain-link fence. The area south of the rubble has an elevated smaller platform with a flat, thin brick layer on top.

Based on a review of historic aerial images and archival research, the foundation appears to be what remains of a house foundation that formerly belonged to wrestling personality “Gorgeous George.” Aerial imagery indicates the historic residence was built as early as 1959 and was demolished as recently as 2020 or early 2021. Aerial images suggest the residence was a large house with a pool on the south side. The chain link fence currently surrounding the property was likely put in place either for or after the demolition as a safety precaution.

CRHR Eligibility

According to archival research, the single-family residential structure was built in 1949 and was an asymmetrical, one-story ranch-style house with a low-pitched roof. As previously stated, this home belonged to wrestling personality “Gorgeous George” and was built when he and his business partner, Herald Patton, developed the property for turkey farming. The residence was evaluated in 2004 by The Keith Companies as part of a potential historic district, the Gorgeous George historic district. The

evaluation concluded that the residence is not eligible for listing on the CRHR. At the time of the evaluation, it was noted that the house and pool maintained high architectural integrity; however, they did not possess architectural uniqueness and, as such, did not hold any architectural value. Since the 2004 evaluation, the residence and associated features have been demolished. The site now contains the remnants of these structures. PaleoWest concurs with the original evaluation recommendations made for this resource. The current condition of the site has not revealed any new data or information and, as such, the 20-0281-EH-001H is not recommended eligible for listing on the CRHR.

Site 21-0218-EH-002H

This resource represents the archaeological remains of a residential structure. The site consists of a concrete pad and a rubble pile. There is a large rubble pile covering the western side of the pad as well as an overgrowth of vegetation making the measurements approximate. The pad is cracked and weathered. The site is partially enclosed in a chain-link fence.

Based on a review of historic aerial images, the pad appears to be what remains of a long driveway that was positioned on the north side of a residential structure that is no longer extant. Archival research indicates the residence belonged to Herald Patton. Aerial imagery indicates the historic residence and driveway were built as early as 1966 and were demolished as recently as 2020 or early 2021. Aerial images suggest the residence was a moderately sized house with a long driveway to ingress/egress from the east rather than directly from Cherry Valley Boulevard. The chain-link fence currently partially surrounding the property was likely put in place either for or after the demolition as a safety precaution.

CRHR Eligibility

According to archival research, the single-family residential structure was built in 1951 and was a small, simple ranch-style house on a concrete pad. As previously stated, this home belonged to Herald Patton, who was a business partner of wrestling personality “Gorgeous George.” The house was built after “Gorgeous George” and Herald Patton developed the property for turkey farming. The residence was evaluated in 2004 by The Keith Companies as part of a potential historic district, the Gorgeous George historic district. The evaluation concluded that the residence is not eligible for listing on the CRHR. At the time of the evaluation it was noted that the house had been significantly altered over the years and had a very low architectural integrity and, as such, do not hold any architectural value. At the time of this evaluation the residence was not documented on California Department of Parks and Recreation (DPR) forms; however, a recommendation was made to record the resource prior to any potential demolition activities.

Since the 2004 evaluation, the residence has been demolished. The site now contains the remnants of what appears to be the long driveway leading to the house. PaleoWest concurs with the original evaluation recommendations made for this resource. The current condition of the site has not revealed any new data or information and, as such, the 20-0281-EH-002H is not recommended eligible for listing on the CRHR.

Site 21-0218-EH-004H

This site includes the historic age portion of what remains of a poultry farming facility. The site includes the following features:

- a cinder block building (formerly a turkey barn)
- a series of large linear and parallel concrete foundations (formerly shade and roost structures)
- a set of rectangular cinder block wells
- a set of large steel water tanks with an associated small wooden electrical building
- another wooden building housing a toilet and shower stalls
- a series of cylindrical concrete silo foundations with associated wood/chicken feed processing building
- a small concrete building foundation

This facility was originally a turkey ranch developed by wrestling personality “Gorgeous George” and his business partner Herald Patton in the late 1940s. The property originally included a large sheet-metal turkey brooder house, more than 36 sheet-metal turkey houses (for shade and roosting), and a sheet-metal processing building. Many of these structures were subsequently removed when the ranch was converted to an egg farm after a couple of ownership transitions in 1961 and 1963.

CRHR Eligibility

In 2004, an evaluation of the extant structures was conducted by The Keith Companies. This evaluation included the “Gorgeous George Turkey Brooder House/Turkey Barn” and associated structures as part of a potential historic district, the Gorgeous George historic district. The evaluation concluded that the turkey barn and associated structures do not retain sufficient integrity to be eligible for listing on the CRHR. The barn and associated structures had been compromised by modern alterations and maintenance over the years. In addition, while the original structures on the property were associated with “Gorgeous George,” the majority of the original structures were removed and/or had been significantly altered by the time the evaluation was conducted. As such, the poultry farming complex was not recommended eligible for listing on the CRHR.

Since the 2004 evaluation, more of the associated structures have been demolished. The site now contains the remnants of these structures. PaleoWest concurs with the original evaluation recommendations made for this resource. The current condition of the site has not revealed any new data or information and, as such, the 20-0281-EH-004H is not recommended eligible for listing on the CRHR.

4.4.3 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) was passed in 1966 and is codified in Title 16, Section 470 et seq. of the U.S. Code (USC). The goal of the Act is to ensure federal agencies act as responsible stewards of our nation's resources when their actions affect historic properties. Among the regulations of the NHPA,

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Properties (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. See Title 36 Code of Federal Regulations (CFR) Part 800, “Protection of Historic Properties.”

Section 106 applies when two thresholds are met: 1) there is a federal or federally licensed action, including grants, licenses and permits, and 2) that action has the potential to affect properties listed in or eligible for listing in the NRHP. Section 106 requires each federal agency to identify and assess the effects of its actions on historic resources. The responsible federal agency must consult with appropriate state and local officials, Indian Tribes, applicants for federal assistance and members of the public, and consider their views and concerns about historic preservation issues when making final project decisions. The agency should also plan to involve the public and identify any other potential consulting parties. If the agency determines that it has no undertaking or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.

Pursuant to Section 106, impacts to a cultural site or artifact must be declared “significant,” “potentially significant” or “not significant.” Under NHPA regulations, impacts to “significant” archeological sites must be mitigated for, while “not significant” archeological remains need not. A “potentially significant” determination is utilized when there is not enough information to make a conclusive ruling. NHPA mitigation would not be necessary for archeological sites avoided during development.

National Register of Historic Places

Developed in 1981 pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by federal, state and local governments, private groups and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the NRHP is initiated through an application submitted to the State Office of Historical Preservation (OHP). Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer (SHPO). All NRHP listings for sites in California are also automatically added to the CRHR by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA [National Environmental Protection Act]) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

National Historic Landmarks Program

The National Historic Landmarks Program, developed in 1982 and as authorized by the Historic Site Act, identifies and designates National Historic Landmarks (NHLs) to “encourage the long-range preservation of nationally-significant properties that illustrate or commemorate the history and prehistory of the U.S.” The program is administered by the Department of the Interior pursuant to 36 CFR Section 65.5. Unlike any of the other state or federal registries, sites listed on the NHL are explicitly preserved and protected from harm under federal law.

Antiquities Act of 1906

The only federal law protecting fossil resources on public lands is the Antiquities Act of 1906 (16 USC 431-433). Enacted when Theodore Roosevelt was president, the Antiquities Act was designed to protect nonrenewable fossil and cultural resources from indiscriminate collecting. NEPA (42 USC 4321) directs Federal agencies to use all practicable means to “...preserve important historic, cultural, and natural aspects of our national heritage...”.

Actions by the U.S. Army Corps of Engineers

Appendix C of Title 33 CFR Section 325 establishes procedures to be followed by the U.S. Army Corps of Engineers (USACE) to fulfill the requirements of the NHPA, as well as other applicable historic preservation laws and Presidential directives related to historic resources potentially affected by USACE actions (including issuance of permits pursuant to the federal Clean Water Act [CWA]). It specifies that when a project’s authorization requires a federal action (for example, issuance of permit pursuant to Section 404 of the CWA), the project must comply with the requirements of Section 106 of the NHPA.

State

Assembly Bill 52 and Senate Bill 18 are addressed in **Section 4.16, Tribal Cultural Resources**.

California Register of Historical Resources

The State’s OHP manages and oversees the CRHR, which is intended to serve as “an authoritative guide to the state’s significant historical and archeological resources.” As outlined in PRC § 5020 et seq., resources listed must meet one of four “significance criteria” related to events, people, construction/artistic value or information. Sites must also retain sufficient integrity to convey their significance. The CRHR includes a number of type resources, including: all properties listed in or determined formally eligible for listing in the NRHP; all California Historical Landmarks from #770 onward; specific California Historical Landmarks issued prior to #770 and certain California Points of Historical Interest, as deemed appropriate for listing by the California Historic Resources Commission; and, any properties nominated per OHP regulations. California Historical Landmarks are intended to recognize resources of statewide significance. Points of Historical Interest recognize resources of local or countywide significance. Lastly, as mentioned above, all NRHP listings within California are automatically added to the CRHR. The listing of a site on a California State register does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA review to be satisfied prior to any discretionary action occurring that might adversely affect the resource.

California Code of Regulations

CCR Title 14 § 1427 recognizes that “California’s archaeological resources are endangered by urban development and population growth and by natural forces.” Accordingly, the State Legislature finds that “these resources need to be preserved in order to illuminate and increase public knowledge concerning the historic and prehistoric past of California.” Lastly, it states that any person “not the owner thereof, who willfully injures, disfigures, defaces or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a

misdemeanor.” The code also specifies that it is a misdemeanor to “alter any archaeological evidence found in any cave or to remove any materials from a cave.”

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code (HSC) collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

California Environmental Quality Act

The Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess the project’s impact on cultural resources (PRC §§ 21082, 21083.2 and 21084 and CCR § 10564.5). The first step in the process is to identify cultural resources that may be impacted by the project and then determine whether the resources are “historically significant” resources.

CEQA defines historically significant resources as “resources listed or eligible for listing in the California Register of Historical Resources (CRHR)” (PRC § 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the following criteria for listing on the CRHR:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
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; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history (PRC § 5024.1).

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed “historically significant,” then project alternatives and mitigation measures must be considered.

Local

Beaumont General Plan

The Beaumont GP Update serves as the City's blueprint for future development and decision-making. Goals and policies relevant to the Project that pertain to cultural resources include:

Conservation and Open Space Element

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 AB 52 and SB 18.

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.

Beaumont Municipal Code Section 17.02.125 – Certificates of Appropriateness

This section outlines the process intended to provide various levels of historic protection and to preserve existing elements of historic resources in the City, a certificate of appropriateness. The establishment of a certificate of appropriateness is intended to protect structures of historic significance including areas of architectural, cultural, historic, economic, political, and social importance from the adverse effects of any alteration, demolition, or removal. A certificate of appropriateness is required for the exterior alteration, demolition, removal or relocation of any historic resource or potential historic resource. A historic resource is defined as: a resource identified in a City-approved historic or cultural resources study; a structure over 50 years old; and/or a structure potentially eligible for registration on a local, state, or national register. Minor modifications that do not involve new construction, additions to, or demolition of existing structures shall be reviewed and approved or denied by the Community Development Director. Modifications that do not meet the criteria for Community Development Director review shall be reviewed and approved or denied by the City Planning Commission after a public hearing.

4.4.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning cultural resources. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5; or

- Disturb any human remains, including those interred outside of formal cemeteries.

Methodology and Assumptions

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

Approach to Analysis

This analysis of impacts on cultural resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on site conditions at the time of NOP distribution (September 22, 2021); field reconnaissance conducted by PaleoWest; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that any components of the Project may result in "substantial" adverse effects on historical and archaeological resources and human remains considers the existing site's historical resource value and the severity of the Project implementation on resources that may be considered historical.

4.4.5 Impacts and Mitigation Measures

Impact 4.4-1 *Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Level of Significance: No Impact

Construction and Operations

There are no historic-age resources present on the Project site. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5. No impact would occur.

Mitigation Measures

No mitigation is required.

Level of Significance

No impact.

Impact 4.4-2 *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction

Construction of the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5. As a result of the cultural resource records search and intensive pedestrian survey, three historic period archaeological sites were documented on the property (21-0281-EH-001H, -002H, and -004H). These resources consist of the remnants of two residential structures and the remnants of a large poultry farming facility, all of which were constructed in the late 1940s and early 1950s. These resources were previously evaluated, when they were still extant, and did not meet the criteria for listing on the CRHR. PaleoWest concurs with the original evaluation efforts as the current condition of the resources does not provide any additional data or information that would alter those recommendations. No further cultural resource management is recommended for these resources.

Additionally, the SLF records search did not identify any sacred lands or sites in the area. However, as stated in the NAHC response letter, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area.

A significant impact would occur if grading and construction activities would result in a substantial adverse change in the significance of an archaeological resource determined to be “historic” or “unique.” According to CEQA, if an archaeological resource is neither historic nor unique, the effects of a project on that resource will not be considered significant effects on the environment (*State CEQA Guidelines*, § 15064(C)(4)).

Conservatively, it is assumed that any as-yet unidentified archaeological resources at the Project site would be impacted through grading and construction activities. However, the significance of the impact would be based upon the criteria presented in the thresholds of significance (i.e., is the archaeological resource determined to be “historic” or “unique”). Because the potential for discovery and damage or destruction of unknown resources exists and would be potentially significant, mitigation would be required. **Mitigation Measures (MM) CUL-1** through **MM CUL-2** would reduce these impacts to less than significant.

Operations

Following completion of construction and disturbances of the Project site, the Project would include use for e-commerce and commercial development. These land use operations would not impact any known or unknown archaeological resources as the operations would occur within the building(s) and designated operational areas. Therefore, operation of the Project site would have no impact on archaeological resources.

Mitigation Measures

- MM CUL-1** A qualified archaeological monitor will be present during Project-related ground-disturbing activities in undisturbed native sediments.
- MM CUL-2** In the event that potentially significant cultural materials are encountered during Project-related ground-disturbing activities, all work will be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.

Level of Significance

Less than significant impact with mitigation incorporated.

Impact 4.4-3 *Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?*

Level of Significance: Less than Significant Impact

Construction

Past land uses of the Project site include residential and poultry farming. The Project site is currently vacant. No cemeteries exist onsite. The closest cemetery, Desert Lawn Funeral Home and Memorial Park, is located approximately 1,200 feet to the south of the Project site, across Brookside Avenue and Interstate 10. An intensive pedestrian survey of the Project site was conducted June 8 – 11, 2021, during which time no human remains were identified. A records search was requested from the EIC for the Project area and a one-mile buffer; however, at the time the cultural resource assessment was drafted, the results had not yet been provided. The EIC is still experiencing delays as a result of the current COVID-19 protocols and guidelines. A search of the SLF was also conducted, with negative results.

The Project site includes a series of seasonal drainages. The presence of this water source would indicate this area is moderately sensitive for cultural resources. Note that some, but not all, of the onsite drainages are located within Planning Area 3: Open Space and would not be affected by ground disturbing activities. With that, the potential exists for Project construction to reveal unknown human remains. If human remains are found, those remains would require proper treatment in accordance with applicable laws, including California HSC §§ 7050.5-7055 and California PRC § 5097.98 and § 5097.99. California HSC §§ 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, California HSC § 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. California HSC § 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by state law, the procedures set forth in PRC § 5087.98 would be implemented, including evaluation by the County Coroner and notification of the NAHC. The NAHC would then designate the Most Likely Descendant of the unearthed human remains.

It is unlikely that any human remains would be encountered during ground disturbing activities given that the Project site is already partially disturbed, and the onsite drainages are ephemeral⁴ (i.e., flows only in

⁴ Rock Biological Consulting. 2021. Beaumont Summit Station Aquatic Resources Delineation Report.

direct response to precipitation). However, previously undiscovered human remains could be encountered during construction activities. If human remains are found during excavation, excavation would be halted in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the established regulatory framework (i.e., California HSC §§ 7050.5-7055 and California PRC §§ 5097.98 and 5097.99), the Project’s impacts concerning potential to disturb human remains, would be reduced to a less than significant.

Operations

Occupation of the Project site would not further impact human remains. The Project would consist of e-commerce and commercial buildings and therefore, would not cause a substantial adverse effect to undiscovered human remains.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

4.4.6 Cumulative Impacts

For purposes of the cultural resource impact analysis, cumulative impacts are considered for cumulative development within Beaumont, according to the related projects; see **Table 4-1, Cumulative Projects**.

As concluded above, the Project would not cause an adverse change in the significance of a historical resource pursuant to State CEQA Guidelines § 15064.5, as none are present on the Project site. Therefore, no cumulative impact concerning historical resources would occur.

As discussed above, the potential exists for undiscovered archaeological resources to be adversely impacted during Project construction. With implementation of **MM CUL-1** and **MM CUL-2**, the Project would not cause a substantial adverse change in the significance of archaeological resources. Cumulative projects could involve actions that damage known or as-yet undiscovered archaeological cultural resources specific to those development sites. However, as with the Project, all cumulative development would undergo environmental and design review on a project-by-project basis pursuant to CEQA to evaluate potential impacts to cultural resources. This would include studies of historical and archaeological cultural resources that are present or could be present within a development site. Additionally, cumulative development would be subject to compliance with the established federal, state, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. The Project’s cumulative impacts to archaeological cultural resources would be less than significant given compliance with the established regulatory framework and site-specific mitigation would be required.

As concluded above, previously undiscovered human remains could be encountered during Project construction activities; however, a less than significant impact would occur in this regard following compliance with the established state regulatory framework. Cumulative development could impact previously undiscovered human remains during construction. However, all cumulative development would undergo environmental review on a project-by-project basis to evaluate the site-specific archaeological sensitivity. Additionally, cumulative development would be subject to compliance with the established state regulatory framework concerning the discovery of human remains on a project-by-project basis. The Project's cumulative impacts concerning the potential to disturb human remains would be less than significant given compliance with the established regulatory framework would be required.

4.4.7 Significant Unavoidable Impacts

No significant unavoidable cultural resources impacts have been identified.

4.4.8 References

City of Beaumont. 2020. *Beaumont General*

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

City of Beaumont. 2020. *Draft Program Environmental Impact Report, Beaumont General Plan, SCH*

No. 2018031022. <https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720>.

PaleoWest. 2021. *Cultural Resource Assessment for The Beaumont Summit Station Project, Riverside County, California*.

Rocks Biological Consulting. 2021. *Beaumont Summit Station Aquatic Resources Delineation Report*.

4.5 ENERGY

4.5.1 Introduction

The purpose of this section is to describe the existing setting as it relates to energy conservation, identifies associated regulatory conditions and requirements, and presents the criteria used to evaluate potential impacts related to use of fuel and energy upon implementation of the Project. Energy calculations for the Project are included in Appendix F.

4.5.2 Environmental Setting

Existing Electricity and Natural Gas Supplies

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into electricity. The delivery of electricity involves a number of system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Electrical services are provided to the area by Southern California Edison (SCE). SCE provides electricity to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area.¹ SCE produces and purchases their energy from a mix of conventional and renewable generating sources. **Table 4.5-1, Energy Resources Used to Generate Electricity for SCE (2019)** shows the SCE electric power mix in 2019 compared to the statewide 2019 power mix. In 2020, electricity use attributable to the County of Riverside was approximately 16,878 GWh from residential and non-residential sectors.²

¹ SCE. (2020). *By the Numbers: Who We Serve*. Retrieved from SEC Website: <https://www.sce.com/about-us/who-we-are>. Accessed March 17, 2020.

² California Energy Commission (CEC). (2020). *Electricity Consumption by County*. Retrieved from CEC Website: <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed July 16, 2021.

Table 4.5-1: Energy Resources Used to Generate Electricity for SCE (2019)

Energy Resources	2019 SCE Power Mix	2019 CA Power Mix
Eligible Renewable:	35.1%:	31.7%:
Biomass and Biowaste	0.6%	2.4%
Geothermal	5.9%	4.8%
Eligible Hydroelectric	1%	2%
Solar	16%	12.3%
Wind	11.5%	10.2%
Coal	0%	3%
Large Hydroelectric	7.9%	14.6%
Natural Gas	16.1%	34.2%
Nuclear	8.2%	9%
Other	0.1%	0.2%
Unspecified Sources of Power ¹	32.6%	7.3%
Total	100%	100%
Electricity from transactions that are not traceable to specific generation sources. Source: SCE. (2020). <i>2019 Power Content Label, Southern California Edison</i> . Retrieved from SCE Website: https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf . Accessed November 17, 2021		

Natural Gas

The Southern California Gas Company (SoCalGas), the service provider for Project area, services approximately 21 million people in a 20,000-square mile service territory. SoCalGas has four storage fields; Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey, as well as a combined storage capacity of approximately 134 billion cubic feet. According to the CEC, natural gas demand in the SoCalGas service area was 5,156 million therms in 2018.³

SoCalGas projects that total demand for natural gas will decline at an annual rate of 0.74 percent from 2018 to 2035.⁴ The decline in demand is due to modest economic growth, California Public Utilities Commission mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure.

Energy Use

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy use in California was 7,881 trillion BTU in 2017⁵ (the most recent year for which this specific data is available), which equates to an average of approximately 200 million BTU per capita. Of California’s total energy use, the breakdown by sector is approximately 40 percent transportation, 23 percent industrial, 19 percent commercial, and 18 percent residential. Electricity and natural gas in California are generally used by stationary sources such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally

³ California Energy Commission (CEC). (2020). *Gas Consumption by Southern California Gas*. Retrieved from CEC Website: <http://ecdms.energy.ca.gov/electbycounty.aspx>. Accessed March 17, 2020.

⁴ *California Gas and Electric Utilities (2018). 2018 California Gas Report* https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf. Accessed March 17, 2020.

⁵ US Energy Information Administration (2020). *California Energy Consumption Estimates*. Retrieved from EIA Website: <https://www.eia.gov/state/print.php?sid=CA>. Accessed March 17, 2020.

accounted for by transportation-related energy use. In 2019, taxable gasoline sales (including aviation gasoline) in California accounted for 15,338,758,756 gallons of gasoline.⁶

4.5.3 Regulatory Setting

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by President George W. Bush on December 19, 2007. The Act's goal is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture and storage. Under the EISA, the RFS program (RFS2) was expanded in several key ways:

- Expanded the RFS program to include diesel, in addition to gasoline;
- Increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required the U.S. Environmental Protection Agency (EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

State

Assembly Bill 32 and Senate Bill 32

California's major initiative for reducing GHG emissions is outlined in AB 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05) and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Reductions in overall energy consumption

⁶ California Department of Tax and Fee Administration (CDTFA). (2020). *Net Taxable Gasoline Gallons*. Retrieved from CDTFA Website: <https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm> accessed March 17, 2020.

have been implemented to reduce emissions. See **Section 4.7, Greenhouse Gas Emissions** for a further discussion of AB 32.

In September 2016, the Governor signed into legislation SB 32, which builds on AB 32 and requires the state to cut GHG emissions to 40 percent below 1990 levels by 2030. With SB 32, the Legislature also passed AB 197, which provides additional direction for updating the Scoping Plan to meet the 2030 GHG reduction target codified in SB 32. CARB has published a draft update to the Scoping Plan and has received public comments on this draft but has not released the final version.

Additional energy efficiency measures beyond the current regulations are needed to meet these goals as well as the AB 32 greenhouse gas (GHG) reduction goal of reducing statewide GHG emissions to 1990 levels by 2020 and the SB 32 goal of 40 percent below 1990 levels by 2030 (see **Section 4.7, Greenhouse Gas Emissions**, for a discussion of AB 32 and SB 32). Part of the effort in meeting California’s long-term reduction goals include reducing petroleum use in cars and trucks by 50 percent, increasing from one-third to more than one-half of California’s electricity derived from renewable sources, doubling the efficiency savings achieved at existing buildings and making heating fuels cleaner; reducing the release of methane, black carbon, and other short-lived climate pollutants, and managing farm and rangelands, forests, and wetlands so they can store carbon.

California Building Energy Efficiency Standards: Title 24, Part 6 (California Energy Code)

Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24”, California’s energy efficiency standards for residential and non-residential buildings, was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California’s energy consumption, and provide energy efficiency standards for residential and non-residential buildings. The 2016 Title 24 standards became effective on January 1, 2017. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Title 24 standards are 28 percent more efficient than previous standards for residential development. The standards offer developers better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. The 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020, promote photovoltaic systems in newly constructed residential buildings and additional lighting standards. With rooftop solar electricity generation, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards. With the new lighting standards, nonresidential buildings would use 30 percent less energy than buildings built under the 2016 standards. The CBEES updates focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

The Title 24, Part 6 was created as part of the California Building Standards Code by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California’s energy use. These standards include provisions applicable to all buildings, residential and

non-residential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances:

- Air Conditioning Systems
- Heat Pumps
- Water Chillers
- Gas- and Oil-Fired Boilers
- Cooling Equipment
- Water Heaters and Equipment
- Pool and Spa Heaters and Equipment
- Gas-Fired Equipment Including Furnaces and Stoves/Ovens
- Windows and Exterior Doors
- Joints and Other Building Structure Openings (Envelope)
- Insulation and Cool Roofs
- Lighting Control Devices
- Solar Photovoltaic Systems

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems, as well as equipment in non-residential, high-rise residential, and hotel or motel buildings. Mandatory requirements for low-rise residential buildings cover indoor and outdoor lighting, fireplaces, space cooling and heating equipment (including ducts and fans), and insulation of the structure, foundation, and water piping. The standards require solar photovoltaic systems for new homes. In addition to the mandatory requirements, the standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches. Separate sections apply to low-rise residential and to non-residential, high-rise residential, and hotel or motel buildings. In buildings designed for mixed use (e.g., commercial and residential), each section must meet the standards applicable to that type of occupancy.

The performance approach set forth under these standards provides for the calculation of an energy budget for each building and allows flexibility in building systems and features to meet the budget. The energy budget addresses space-conditioning (cooling and heating), lighting, and water heating. Compliance with the budget is determined using a CEC-approved computer software energy model. The alternative prescriptive standards require demonstrating compliance with specific minimum efficiency for components of the building such as building envelope insulation R-values, fenestration (areas, U-factor and solar heat gain coefficients of windows and doors) and heating and cooling, water heating and lighting system design requirements. These requirements vary depending on the building's location in the state's 16 climate zones.

California’s Building Energy Efficiency Standards (CBEES) are updated on an approximately three-year cycle as technology and methods have evolved. As a result of new law under Assembly Bill (AB) 970, passed in the fall of 2000 in response to the state’s electricity crisis, an emergency update of the standards went into effect in June 2001. The CEC then initiated an immediate follow-on proceeding to consider and adopt updated standards that could not be completed during the emergency proceeding. The 2013 Standards went into effect July 1, 2014. The 2016 CBEES went into effect on January 1, 2017 and improve upon the 2013 CBEES for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 CBEES were adopted on May 9, 2018 and took effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards. The CBEES updates focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

California Green Building Standards

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The 2019 California Green Building Standards Code became effective January 1, 2020.

2008 California Energy Action Plan Update

The 2008 Energy Action Plan Update provides a status update to the 2005 Energy Action Plan II, which is the State of California’s principal energy planning and policy document (CPUC and CEC, 2008). The plan continues the goals of the original Energy Action Plan, describes a coordinated implementation plan for State energy policies, and identifies specific action areas to ensure that California’s energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California’s increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fired generation.

2006 Appliance Efficiency Regulations

The California Energy Commission adopted Appliance Efficiency Regulations (Title 20, California Code of Regulations §§ 1601 through 1608) on October 11, 2006. The regulations were approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. While these regulations are now often

viewed as “business-as-usual,” they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

Senate Bill 1078 and 107; Executive Order S-14-08, S-21-09, and SB 2X

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, then-Governor Schwarzenegger signed Executive Order S-14-08, which expands the State’s Renewable Portfolio Standard to 33 percent renewable power by 2020. In September 2009, then-Governor Schwarzenegger continued California’s commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the CARB under its AB 32 authority to enact regulations to help the state meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In April 2011, Governor Brown signed SB 2X, which legislated the prior Executive Order S-14-08 renewable standard.

Executive Order B-30-15, Senate Bill 350, and Senate Bill 100

In April 2015, the Governor issued Executive Order B-30-15, which established a GHG reduction target of 40 percent below 1990 levels by 2030. SB 350 (Chapter 547, Statutes of 2015) advanced these goals through two measures. First, the law increases the renewable power goal from 33 percent renewables by 2020 to 50 percent by 2030. Second, the law requires the CEC to establish annual targets to double energy efficiency in buildings by 2030. The law also requires the California Public Utilities Commission (CPUC) to direct electric utilities to establish annual efficiency targets and implement demand-reduction measures to achieve this goal. In 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Appendix F to CEQA Guidelines

Public Resources Code §21100(b)(3) and *CEQA Guidelines* §15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary use of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California State Legislature adopted AB 1575, which created the CEC. The CEC’s statutory mission is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct State responses to energy emergencies, and promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code §21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary use of energy caused by a project. In addition, *CEQA Guidelines* §15126.4 was adopted in 1998 which requires that an EIR describe feasible mitigation measures which would minimize the inefficient and unnecessary use of energy. Thereafter, the State Resources Agency created *CEQA Guidelines*, Appendix F.

Pursuant to Appendix F, an EIR must include a “discussion of the potential energy impacts of proposed projects... .” However, because lead agencies have not consistently included such analysis in their EIRs, California’s Natural Resources Agency amended Appendix F to the *CEQA Guidelines* in 2009 “to ensure

that lead agencies comply with the substantive directive in §21100(b)(3).” *CEQA Guidelines*, Appendix F lists environmental impacts and mitigation measures that an EIR may include. What is required is a “discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.” Potential impacts that may be discussed include:

- The Project’s energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance, or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of the Project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the Project on peak and base period demands for electricity and other forms of energy.
- The degree to which the Project complies with existing energy standards.
- The effects of the Project on energy resources.
- The Project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.

State CEQA Guidelines, Appendix F assists EIR preparers in determining whether a Project will result in the inefficient, wasteful, and unnecessary use of energy. The discussion below analyzes the Project’s effect on energy resources.

Local

Sustainable Beaumont

In 2015, the City of Beaumont developed and approved Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of GHG emissions. (Beaumont 2040 Plan, p. 198.)

The Sustainable Beaumont Plan details a variety of goals, policies, and actions at the community and municipal levels aimed at conserving energy and reducing emissions in order to meet its GHG reduction targets. By implementing Statewide and local reduction measures, the City would achieve its reductions targets for 2020 and 2030. (SB 2015, p. 64.)

Beaumont Municipal Code

The following chapter of the Beaumont Municipal Code address energy conservation topics:

Title 15 – Building and Construction, Chapter 15.19 – Energy Code

Chapter 15.19 of the City of Beaumont Municipal Code (Beaumont MC) adopted the California Energy Code, Title 24, California Code of Regulations, Part 6, including any and all amendments thereto that may hereafter be made and adopted by the State of California through the approval of ordinance no. 1079 § 14, 12-6-2016.

City of Beaumont 2040 General Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential energy impacts.

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential energy impacts include:

Land Use and Community Design Element

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 3.1.3 Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.

Policy 3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.7 Require well-connected walkable neighborhoods with quality access to transit, pedestrian and bicycle facilities.

Goal 3.7: A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Policy 3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

Policy 3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

Policy 3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use

development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policy 3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

Implementation LUCD10 Development Monitoring. Establish a monitoring and reporting system for land use development within the City. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions. Report annual changes to the Planning Commission and City Council.

Implementation LUCD22 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

Mobility Element

Goal 4.1: **Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.**

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

Policy 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Goal 4.3: **A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.**

Policy 4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

Policy 4.3.5 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.4 Develop a comprehensive trails network to connect neighborhoods and key attraction areas.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Goal 4.5: Work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities.

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

Policy 4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

Goal 4.7: Manage and provide an adequate parking supply that meets the needs of people who live, work, and visit Beaumont.

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.

Implementation M3 TDM Plan Requirements. Update the City’s development processing requirements to require that TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M29 Zoning Code Update. Update the City’s parking Standards to:

- Provide a reduction in parking standards if comprehensive TDM programs are provided.
- Increase the number of electric vehicle charging stations in parking areas.

Economic Development and Fiscal Element

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

Health and Environmental Justice Element

Goal 6.5: **A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.**

Policy 6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

Policy 6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

Policy 6.5.4 Prioritize transportation system improvements that encourage walking, biking and transit use in the areas with the highest need. This policy is implemented through the Mobility Element.

Community Facilities and Infrastructure Element

Goal 7.1: **City-wide infrastructure to support existing development and future growth.**

Policy 7.1.7 Promote the design of infrastructure projects that use sustainable materials and minimize use of natural resources during construction.

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.

Goal 7.3: **Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.**

Policy 7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water reuse and rainwater harvesting.

Policy 7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

Policy 7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

Policy 7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

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.
- Policy 7.3.8** Require the use of recycled water for irrigation of parks and golf courses in Beaumont.
- Goal 7.4:** **Incorporate sustainable and improved stormwater management practices.**
- Policy 7.4.2** Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.
- 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 7.6:** **A zero-waste program that increases recycling and reduces waste sent to the landfill.**
- Policy 7.6.2** Expand programs to collect food waste and green waste from commercial and residential uses.
- Policy 7.6.3** Promote green purchasing options across all City departments. Consider the lifecycle effects from purchases.
- Policy 7.6.5** Ensure construction demolition achieves the state’s 65 percent target for material salvage and recycling of non-hazardous construction materials.
- Policy 7.6.6** Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.
- Goal 7.7:** **Provide for a clean and healthy community through an effective solid waste collection and disposal system.**
- Policy 7.7.1** Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.
- Policy 7.7.2** Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.
- Policy 7.7.3** Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.
- Policy 7.7.4** Offer economic incentives to businesses within the City which are “zero waste.”
- Policy 7.7.5** Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Implementation CF12 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CF16 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CF17 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies landscaping, rainwater capture, greywater systems, and use of cisterns.

Implementation CF120 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CF126 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero waste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CF127 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CF128 Technical Assistance. Partner closely with commercial and owners of multifamily properties to start or expand recycling and waste reduction practices.

Implementation CF129 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Implementation CF130 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Conservation and Open Space Element

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policy 8.1.1 Promote, and incentivize when possible, energy efficiency upgrades, such as weatherization and lighting retrofits for qualified households.

Policy 8.1.2 Increase educational and outreach efforts to residential, commercial, and institutional building owners to increase awareness of Southern California Edison programs and incentives to improve energy efficiency in existing buildings.

Policy 8.1.3 Support and implement third party programs and financing sources, such as PACE or HERO programs, to install energy efficiency upgrades in existing buildings. Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways of items such as low-flow showerheads and electrical outlet insulation.

Policy 8.1.4 Partner with local residential and business associations to create a policy requiring energy disclosure, audits, and/or upgrades at time of sale of residential and commercial properties.

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.

Policy 8.1.10 Strive for high levels of energy efficiency in municipal facilities.

Policy 8.1.11 Whenever possible, use energy-efficient models and technology when replacing or providing new city facilities and infrastructure, such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

- Goal 8.2:** **A City which encourages energy from renewable sources.**
- Policy 8.2.1** Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.
- 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.
- Policy 8.2.3** Establish an expedited and streamlined permit process for small photovoltaic systems (10-15 kW maximum power output).
- 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 the Climate Action Plan or similar.
- Policy 8.3.4** Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.
- 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.
- Policy 8.3.6** Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.
- Policy 8.3.7** Collaborate with regional and state partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.
- Goal 8.11:** **A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.**
- Implementation C1** Energy Efficiency Programs. Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives.
- Implementation C2** Energy Disclosure Policy. Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings.
- Implementation C3** Passive Solar Techniques. Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency and

reduce lifetime energy costs without significantly increasing housing production costs.

Implementation C4 Green Affordable Housing. Develop incentives for affordable housing projects that integrate sustainable and long-term green building design.

Implementation C5 Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.

Implementation C6 Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places.

Implementation C8 Greenhouse gas inventory. Prepare a revised greenhouse gas inventory on regular 3-year cycles.

Implementation C9 Climate Adaptation Plan. Develop a Climate Adaptation Plan to identify Beaumont’s most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk.

Implementation C10 Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g., renewable energy industries, water treatment, and wastewater management).

Implementation C11 Sustainable Communities Strategy. Coordinate with state and regional agencies to implement the Sustainable Communities Strategy.

Implementation C12 Energy Education. Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits.

Implementation C13 Solar Access. Update municipal code to require design of new development and renovations to not impair adjacent buildings’ solar access, unless shading benefits substantially offset the impacts of solar energy generation potential.

Safety Element

Goal 9.10: **A City that is prepared for the potential impacts of climate change.**

Policy 9.10.1 Establish partnerships with Federal, State, regional, and local agencies to cooperate and better understand regional impacts of climate change and develop multijurisdictional solutions.

Policy 9.10.2 Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:

- Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
- Support and incentivize, as feasible, energy efficiency and weatherization programs.
- Protect and expand the City’s urban tree canopy to provide shade, increase carbon sequestration, and purify the air.
- Provide shade structures in public parks, outdoor playgrounds, and bus shelters.

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Policy 9.10.4 Continue to work with the Riverside University Health Services Department and County of Riverside Emergency Management Department to establish public outreach programs (through social media and websites) to distribute information on climate change impacts on vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.

Policy 9.10.5 Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.

Policy 9.10.6 Pursue climate change grant funding opportunities for expanding education programs and funding necessary retrofits.

Implementation S8 Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

Goal 11.8: **Create a circulation system that provides a strong emphasis on “Complete Streets,” safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.**

Policy 11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

Policy 11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

- Policy 11.8.4** Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.
- Policy 11.8.5** Install bulb-outs to “choke” down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.
- Policy 11.8.6** Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.
- Policy 11.8.7** Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.
- Policy 11.8.9** Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.
- Policy 11.8.11** Implement a safe, complete, and well-connected bicycle network.
- Policy 11.8.14** Establish standards for bicycle parking for all development.
- 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 11.12.2** Adopt new guidelines, ordinances, and incentive programs that encourage sustainable development practices and green building design.
- 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.
- Policy 11.12.5** Avoid creating a “canyon effect” through sensitive design and attention to the massing and orientation of new buildings.
- Policy 11.12.6** Improve air quality through improved walkability, reduced vehicular use and enhanced non-vehicular travel.
- Policy 11.12.7** Consider changes to the building code that will increase energy efficiency.

Zoning Ordinance

The Beaumont Municipal Code includes § 17.11.140 that establishes regulations for the establishment, maintenance and operation of wind energy conversion systems (WECS) in the City, which reduces potential energy impacts.

4.5.4 Impact Thresholds and Significance Criteria

Thresholds of Significance

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning energy. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Methodology

This section analyzes energy use on three sources of energy that are relevant to the proposed Project, including electricity, natural gas, and transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for Project construction. The analysis of the Project’s electricity and natural gas use is based on the California Emissions Estimator Model (CalEEMod), which quantifies energy use for occupancy. The results of CalEEMod are included in Appendix A (Air Quality Assessment) and Appendix F (Greenhouse Gas Assessment) of this EIR. Modeling related to Project energy use was based primarily on the default settings in CalEEMod. The amount of operational fuel use was estimated using CalEEMod outputs for the Project and CARB Emissions Factor (EMFAC) 2017 computer program for typical daily fuel use in Riverside County. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

Project Design Features

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

- PDF AQ-1** The Project does not include cold storage.
- PDF AQ-2** All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment.
- PDF AQ-3** Tenant lease agreements shall include contractual language restricting trucks and support equipment from idling longer than 5 minutes while on site.
- PDF AQ-4** All heavy-duty vehicles entering or operated on the project site shall be model year 2010 or later. Tenants shall maintain records on its fleet equipment and ensure that all heavy-duty trucks accessing the project site use year 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the County.
- PDF AQ-5** Facility operators shall be required to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- PDF AQ-6** Tenants shall train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Facility operators shall maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- PDF AQ-7** Tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer’s specifications.
- PDF AQ-8** The facility operator shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and

technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course #512).

PDF AQ-9 Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB’s Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.

PDF AQ-10 Install at least 30 electric light-duty vehicle charging stations and install conduit for 59 future electric light-duty vehicle charging stations. Spaces with conduit for future charging stations shall have properly sized and listed raceways/conduits, dedicated branch circuits, service panel or subpanel(s). Both the service panel or subpanel(s) and the raceway termination location shall be visibly marked as “EV CAPABLE.”

PDF AQ-11 Install conduit for future electric truck charging capabilities at each loading dock door.

PDF AQ-12 Designate 119 parking spaces for clean air/electric vehicle/vanpool parking.

PDF AQ-13 Tenants shall enroll in the United States Environmental Protection Agency’s SmartWay program and tenants shall use carriers that are SmartWay carriers.

PDF AQ-14 The facility operator shall provide tenants with an information packet that:

- Provides information on incentive programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) and Voucher Incentive Program, and other similar funding opportunities to upgrade their fleets. The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped.
- Recommends the use of electric or alternatively fueled sweepers with high efficiency particulate air (HEPA) filters;
- Recommends the use of water-based or low VOC cleaning; and
- For occupants with more than 250 employees, information related to SCAQMD Rule 2202, which requires the establishment of a transportation demand management program to reduce employee commute vehicle emissions.

PDF AQ-15 Signs shall be installed at each exit driveway, providing directional information to the City’s truck route. Text on the sign shall read “To Truck Route” with a directional arrow. Truck routes shall be clearly marked pursuant to the Municipal Code.

PDF AQ-16 The site shall be designed such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility. Vehicles can access the building using paved roads and parking lots. Further, the applicant shall provide signage to ensure that no trucks are queuing outside the facility.

PDF AQ-17 The Project shall provide funding for 30 grants for the purchase of electric vehicle passenger cars for on-site employees. The program shall prioritize applicants who live in the City of Beaumont and the surrounding area.

PDF AQ-18 The Project shall install photocatalytic pavements or pavement coatings (such as PURETi Coat or PlusTi) that lessens pavement-related radiative forcing by reducing heat absorption and the convective re-release (pavement emissivity) from solar radiation, as well as naturally decomposing surrounding atmospheric NO₂ when exposed to ultraviolet (UV) light.

4.5.5 Impacts and Mitigation Measures

Impact 4.5-1 *Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?*

Level of Significance: Less than Significant Impact

Construction

The Project would be constructed in phases. Phase 1 consists of warehouses and industrial uses and would begin construction in 2023 and be completed in 2024. Phase 2 consists of retail uses and is anticipated to begin construction in 2026 and be completed in 2027. The energy associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included in the following discussion. The methodology for each category is discussed below. This analysis relies on the construction equipment list and operational characteristics, as stated in **Section 4.2, Air Quality** and **Section 4.7, Greenhouse Gas Emissions**. Quantifications of construction energy are provided for the Phase 1 of the Project below. Demand for Phase 1 is shown in **Table 4.5-2, Phase 1 Energy Use During Construction**.

Table 4.5-2: Phase 1 Energy Use During Construction

Project Source	Total Construction Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use			
GWh			
Water Use ¹	0.0074	16,878	0.00004%
Diesel Use			
Gallons			
On-Road Construction Trips ²	362,167	258,604,804	0.1400%
Off-Road Construction Equipment ³	59,734		0.0231%
Construction Diesel Total	421,901		0.1631%
Gasoline			
Gallons			
On-Road Construction Trips	405,607	711,897,828	0.0570%
¹ Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre. ² On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in Riverside County for construction year 2024. ³ Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. Source: Refer to energy calculations in Appendix F.			

Energy demand for the construction of Phase 2 is shown in **Table 4.5-3, Phase 2 Energy Use During Construction.**

Table 4.5-3: Phase 2 Energy Use During Construction

Project Source	Total Construction Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use			
GWh			
Water Use ¹	0.0054	16,878	0.00003%
Diesel Use			
Gallons			
On-Road Construction Trips ²	22,069	259,691,567	0.0085%
Off-Road Construction Equipment ³	49,754		0.0192%
Construction Diesel Total	71,823		0.0277%
Gasoline			
Gallons			
On-Road Construction Trips	31,136	683,180,406	0.0046%
¹ Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre. ² On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in Riverside County for construction year 2027. ³ Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. Source: Refer to energy calculations in Appendix F.			

Electricity

Water for Construction Dust Control. Electricity use associated with water use for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water used is calculated based on acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix A of the CalEEMod User’s Guide, available at: <http://www.caleemod.com/>.
- The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association’s Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for Riverside County. As summarized in **Table 4.5-2** and **Table 4.5-3**, the total electricity demand associated with water use for Phase 1 construction dust control would be approximately 0.0074 GWh over the duration of construction and 0.0054 GWh over the duration of construction of Phase 2.

Petroleum Fuel

On-Road Diesel Construction Trips. The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (MPG). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. Total diesel fuel consumption associated with on-road construction trips for Phase 1 would be approximately 362,167 gallons (**Table 4.5-2**). Total diesel fuel

consumption associated with on-road construction trips for Phase 2 would be approximately 22,069 gallons (Table 4.5-3).

Off-Road Diesel Construction Equipment. Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. The total diesel fuel associated with Phase 1 off-road construction equipment is approximately 59,734 gallons (Table 4.5-2) and 49,754 gallons associated with off-road construction equipment for Phase 2 (Table 4.5-3).

On-Road Gasoline Construction Trips. The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. The total gasoline fuel associated with Phase 1 on-road construction trips would be approximately 405,607 gallons over the duration of Phase 1 (Table 4.5-2) and 31,136 gallons associated with on-road construction trips for Phase 2 (Table 4.5-3).

Construction Energy Use Analysis

Total Energy Consumption During Construction (Phase 1 plus Phase 2)

Total energy demand for the construction of both Phase 1 and Phase 2 is shown in Table 4.5-4, Total Project Energy Use During Construction (Phase 1 Plus Phase 2).

Table 4.5-4: Total Project Energy Use During Construction (Phase 1 Plus Phase 2)

Project Source	Total Construction Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use			
GWh			
Water Use ¹	0.0128	16,878	0.00008%
Diesel Use			
Gallons			
On-Road Construction Trips ²	384,236	259,691,567	0.148%
Off-Road Construction Equipment ³	109,488		0.0422%
Construction Diesel Total	493,724		0.1901%
Gasoline			
Gallons			
On-Road Construction Trips	436,743	683,180,406	0.0639%
¹ Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre. ² On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in Riverside County for construction year 2027. ³ Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. Source: Refer to energy calculations in Appendix F.			

In total, construction of the Project would use approximately 0.0128 GWh of electricity, 436,743 gallons of gasoline, and 493,724 gallons of diesel. Californians used 279,510 GWh of electricity in 2020, of which Riverside County used 16,878 GWh. Project construction electricity use would represent approximately 0.000005 percent of current electricity use in the state, and 0.00008 percent of the current electricity use in Riverside County.

In 2027, Californians are anticipated to use approximately 13,444,727,500 gallons of gasoline and approximately 3,161,755,973 gallons of diesel fuel.⁷ Riverside County annual gasoline fuel use in 2027 is anticipated to be 683,180,406 gallons and diesel use was 259,691,567 gallons. Total Project construction gasoline fuel would represent 0.06 percent of annual gasoline used in the County, and total Project construction diesel fuel would represent 0.19 percent of annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual State and County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

SCE's total energy sales are projected to be 94,270 GWh of electricity in 2021.⁸ The Project's construction-related net annual electricity consumption of 0.0128 GWh would represent approximately 0.00001 percent of SCE's projected sales. Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand. Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.⁹ As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. In addition, some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would have construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is

⁷ California Air Resources Board (CARB), EMFAC. (2021). *Emissions Inventory*. Retrieved from CARB Website: <https://arb.ca.gov/emfac/emissions-inventory/3df7a1fd7db76cac78c90b83da9e4334d4f52823> . Accessed August 26, 2021.

⁸ California Energy Commission, *CEC 2019 Baseline Forecast – LSE and BA Tables High Demand Case*, February 2020.

⁹ BP Global, *Statistical Review of World Energy*, 2021.

growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As described above, the Project's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the State CEQA Guideline Appendix G and Appendix F criteria require the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. It is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

Operations

The Project will be constructed in phases. Phase 1 of the Project is expected to be operational in 2024 and will consist of warehouses and industrial uses. Phase 2 of the Project is anticipated to be operational in 2027 and is expected to include retail uses such as a hotel, shopping, and restaurants. The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The methodology for each category is discussed below. Quantifications of operational energy use are provided for the Phase 1 and Phase 2.

Annual energy use during Phase 1 operations is shown in **Table 4.5-5, Phase 1 Annual Energy Use During Operations**.

Table 4.5-5: Phase 1 Annual Energy Use During Operations

Project Source	Annual Operational Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use		GWh	
Area ¹	6.57	16,878	0.04 %
Water ¹	0.38		0.00 %
Total Electricity	6.95		0.04 %
Natural Gas Use		Therms	
Area ¹	34,138	436,941,555	0.01 %
Diesel Use		Gallons	
Mobile ²	842,144	258,604,804	0.33 %
Gasoline Use		Gallons	
Mobile ²	848,454	711,897,828	0.12 %
¹ The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults. ² Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2017 for operational year 2024. Source: Refer to energy calculations in Appendix F.			

Annual energy use during Phase 2 operations is shown in **Table 4.5-6, Phase 2 Annual Energy Use During Operations.**

Table 4.5-6: Phase 2 Annual Energy Use During Operations

Project Source	Annual Operational Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use		GWh	
Area ¹	3.01	16,878	0.02 %
Water ¹	0.36		0.00 %
Total Electricity	3.37		0.02 %
Natural Gas Use		Therms	
Area ¹	102,171	436,941,555	0.02 %
Diesel Use		Gallons	
Mobile ²	176,291	259,691,567	0.07%
Gasoline Use		Gallons	
Mobile ²	1,294,026	683,180,406	0.19 %
¹ The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults. ² Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2017 for operational year 2024. Source: Refer to energy calculations in Appendix F.			

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within **Section 4.2, Air Quality**, and **Section 4.7, Greenhouse Gas Emissions**, and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the

Pavley Clean Car Standards and the Advanced Clean Cars Program.¹⁰ As summarized in **Table 4.5-5, Phase 1 Annual Energy Use During Operations**, the total gasoline and diesel fuel associated with on-road trips would be approximately 848,454 gallons per year and 842,144 gallons per year, respectively. Phase 2 fuel consumption is summarized in **Table 4.5-6, Phase 2 Annual Energy Use During Operations**. Total gasoline and diesel fuel associated with Phase 2 would be 1,294,026 gallons of gasoline and 176,291 gallons of diesel fuel.

Electricity

The electricity use during Project operations is based on CalEEMod defaults. The Phase 1 of the Project would use approximately 6.95 GWh of electricity per year (**Table 4.5-5**). Phase 2 of the Project would use approximately 3.37 GWh of electricity per year (**Table 4.5-6**).

The electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for Riverside County. Project area water use is based on the CalEEMod default rates. The Project would use approximately 545 million gallons annually of water annually which would require approximately 6.77 GWh per year for conveyance and treatment.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. Phase 1 would use 34,138 therms of natural gas per year (**Table 4.5-5**) and Phase 2 would use 102,171 therms of natural gas per year (**Table 4.5-6**).

Operational Energy Use Analysis

Total Energy Consumption During Construction (Phase 1 plus Phase 2)

Annual energy use for Project Buildout (Phase 1 Plus Phase 2) operations is shown in **Table 4.5-7, Project Buildout Annual Energy Use During Operations**.

¹⁰ The CARB EMFAC 2017 Technical Documentation from March 2018 notes that emissions are estimated with all current controls active, except Low Carbon Fuel Standards (LCFS). The reason for excluding LCFS is that most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO2 emissions from EMFAC's tailpipe emission estimates.

Table 4.5-7: Project Buildout Annual Energy Use During Operations

Project Source	Annual Operational Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use		GWh	
Area ¹	3.01	16,878	0.02 %
Water ¹	0.36		0.00 %
Total Electricity	3.37		0.02 %
Natural Gas Use		Therms	
Area ¹	136,309	436,941,555	0.03 %
Diesel Use		Gallons	
Mobile ²	1,018,435	259,691,567	0.40 %
Gasoline Use		Gallons	
Mobile ²	2,142,480	683,180,406	0.31 %
¹ The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults. ² Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2017 for operational year 2024. Source: Refer to energy calculations in Appendix F.			

Section 4.7 Greenhouse Gas includes mitigation measures that will reduce energy consumption. **MM GHG-1** requires the Project to install solar photovoltaic (PV) panels or other source of renewable energy generation that would provide 100 percent of the expected on-site energy demands for the warehouses in Phase 1. Therefore, Table 4.5-7 area electricity only includes the electricity from Phase 2. In addition, **MM GHG-2** requires the Project to meet CalGreen Tier 2 standards which reduce energy consumption by approximately 35 percent.

Operation of the Project would annually use approximately 3.37 GWh of electricity, 136,309 therms of natural gas, 2,142,480 gallons of gasoline, and 1,018,435 gallons of diesel.

Californians used 277,704 GWh of electricity in 2020, of which Riverside County used 16,878 GWh. The Project’s operational electricity use would represent 0.001 percent of electricity used in the state, and 0.02 percent of the energy use in Riverside County. The Project’s electricity consumption estimated above includes reductions associated with compliance with the 2019 Title 24 building code, PV panels to generate electricity for portion of the Project, and compliance the CalGreen Tier 2 standards. Regarding natural gas, Californians used 12,332 million therms of natural gas and 437 million therms of natural gas in Riverside County in 2019. Therefore, the Project’s operational natural gas use would represent 0.001 percent of the natural gas use in the state and 0.03 percent of the natural gas use in the County.

In 2027, Californians are anticipated to use approximately 13,444,727,500 gallons of gasoline and approximately 3,161,755,973 gallons of diesel fuel. Riverside County annual gasoline fuel use in 2027 is anticipated to be 683,180,406 gallons and diesel fuel is anticipated to be 259,691,567 gallons. Expected Project operational use of gasoline and diesel would represent 0.02 percent of the projected gasoline use and 0.07 percent of the projected diesel use in the state. Project operational use of gasoline and diesel would represent 0.31 percent of gasoline use and 0.40 percent of diesel use in the County.

Based on the California Energy Demand 2019 Baseline Forecast (February 2020),¹¹ SCE’s total energy sales in 2030 will be 84,873 GWh of electricity. As such, the Project-related net annual electricity consumption of 3.37 GWh would represent approximately 0.004 percent of SCE’s projected sales in 2030. SCE would review the Project’s estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. Based on these factors, it is anticipated that SCE’s existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project’s electricity demand.

Based on the 2020 California Gas Report¹², the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas’ planning area will be approximately 2,597 million cf per day in 2021.¹ Accordingly, the Project’s 136,609 therms (13.6 million cubic feet) of annual natural gas consumption would account for approximately 0.52 percent of the forecasted natural gas consumption in the SoCalGas planning area. In addition, the 2020 California Gas Report estimates that there will be an additional supply available within SoCalGas’ planning area of 1,187 million cf per day in 2030. Accordingly, the Project would account for approximately 0.48 percent of forecasted surplus of natural gas in the SoCalGas planning area. As such, the Project’s consumption of natural gas is expected to fall within SoCalGas’ projected consumption and supplies for the area. According to the United States Energy Information Administration (EIA), the United States currently has over 80 years of natural gas reserves based on 2018 consumption.¹³

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.¹⁴ As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project’s demand.

None of the Project energy uses exceed one percent of their corresponding County use. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Impacts would be less than significant.

Energy Efficiency Measures

As discussed above, California’s Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California’s energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. For example, requirements for energy-efficient lighting, heating and cooling systems, and green building materials are expected to save additional electricity and natural gas. These savings are cumulative, doubling as years go by.

¹¹ California Energy Commission, *CEC 2019 Baseline Forecast – LSE and BA Tables High Demand Case*, February 2020.

¹² California Gas and Electric Utilities, *2020 California Gas Report*, 2020.

¹³ U.S. Energy Information Administration, *Frequently Asked Questions, How Much Natural Gas Does the United States Have, and How Long Will It Last?*, February 2021.

¹⁴ BP Global, *Statistical Review of World Energy*, 2021.

Regarding water energy conservation, the Project would incorporate drought-tolerant landscaping throughout portions of the site. Water-efficient irrigation controls would also be used in landscape areas. Comprehensive water conservation strategies would be developed to each respective land use as part of the Project plan development. Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24.

It should also be noted that SCE is subject to California’s Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

In addition, **MM GHG-1** requires the Project to install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, and **MM GHG-2** requires the Project to exceed CalGreen Tier 2 standards. Therefore, potential impacts are considered less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

Impact 4.5-2 Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Level of Significance: Less than Significant Impact

As discussed in Impact 4.5-1 above, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards and the 2019 CALGreen building code. The Project would be required to comply with these existing energy standards. Compliance with state and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with applicable plans for renewable energy or energy efficiency. SCAG’s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) (RTP/SCS), adopted in September 2020, integrates transportation, land use, and housing to meet GHG reduction targets set by CARB. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of SB 375. The Project would not conflict with the stated goals of the RTP/SCS. Potential impacts are considered less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

4.5.6 Cumulative Impacts

Construction and operations associated with implementation of the Project would result in the use of energy, but not in a wasteful manner. The use of energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand; refer to Table 4.5-2 and Table 4.5-3. As discussed above, the Project-related construction electricity consumption would represent approximately 0.00001 percent of SCE generated electricity. Therefore, the Project’s construction electricity consumption would be negligible relative to SCE’s generated electricity and electricity supplies would be sufficient to serve the Project’s temporary construction electricity demand.

During operations the Project-related net annual electricity consumption would represent approximately 0.025 percent of SCE’s projected sales in 2030. SCE would review the Project’s estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. The Project’s natural gas consumption would account for approximately 0.12 percent of the forecasted natural gas consumption and the Project would account for approximately 0.26 percent of forecasted surplus of natural gas in the SoCalGas planning area. It should be noted that the planning projections of SCE and SoCalGas consider planned development for their service areas and are in and of themselves providing for cumulative growth. Therefore, it is likely that the cumulative growth associated with the related projects is already accounted for in the planning of future supplies to cover projected demand.

Furthermore, transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.¹⁵ As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project’s construction and operational demand. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, state, and local requirements for energy efficiency.

The Project and new development projects located within the cumulative study area would also be required to comply with all the same applicable federal, state, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to state or local plans for renewable energy or energy efficiency. Therefore, the Project and identified cumulative projects are not anticipated to result in a significant cumulative impact. Therefore, potential impacts are considered less than significant.

¹⁵ BP Global, *Statistical Review of World Energy*, 2021.

4.5.7 Significant Unavoidable Impacts

No significant unavoidable energy impacts have been identified.

4.5.8 References

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4.6 GEOLOGY AND SOILS

4.6.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to the geologic, soil, and seismic characteristics within the Beaumont Summit Station Specific Plan Project (Project). This section identifies potential impacts that could result from implementation of the Project, and as necessary, recommends mitigation measures to reduce the significance of impacts. The issues addressed in this section are risks associated with blasting, faults, strong seismic ground shaking, seismic-related ground failure such as liquefaction, landslides, substantial erosion or the loss of topsoil, and unstable geological units and/or soils.

Baseline conditions are based largely on review of the *Geotechnical Investigation* prepared by Southern California Geotechnical in August 2021 (**Appendix E**), review of aerial photographs and maps of the Project site and its surroundings and review of relevant public documents. Other relevant information, such as regulatory framework, is derived from various planning documents including, but limited to, the City of Beaumont's (City) General Plan (Beaumont 2040 GP) and Municipal Code (Beaumont MC), and pertinent State of California Building Codes.

4.6.2 Environmental Setting

Regional Geologic Setting

The Project site is located within the Peninsular Ranges province. The Peninsular Ranges province consists of several northwesterly-trending ranges in the southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous, extensive mountain building occurred during the emplacement of the southern California batholith. The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain.

Local Geologic Setting

Southern California Geotechnical conducted subsurface exploration consisting of forty-four borings (identified as Boring Nos. B-1 through B-44) ranging from 10 to 50± feet and seven trenches (identified as Trench Nos. T-1 through T-7) excavated to depths of 6½ to 10½± feet below the existing site grades. Results of the subsurface exploration concluded that ground surface materials within the E-Commerce, Commercial, and Open Space Planning Area consist of cement/concrete and subsurface materials within the Project site consist of artificial fill, alluvium, and older alluvium (refer to **Exhibit 4.6-1, Boring and Trench Location Plan**).¹

¹ Southern California Technical. (2021). *Geotechnical Investigation*; Page 6. Accessed August 17, 2021. Refer to **Appendix E**.

Pavements: The ground surface materials identified on the Project site include Portland Cement Concrete (PCC). The pavement sections consist of approximately 2 inches of PCC.

Artificial Fill: Artificial fill soils were encountered at the ground surface of several boring locations and one trench location, extending to depths of 1½ to 29½± feet below ground surface. The fill soils generally consist of loose to medium dense silty fine sand and clayey fine to medium sand. Occasional layers of medium dense silty fine to coarse sand and soft to stiff fine sandy clays were encountered. Varying amounts of fine root fibers were encountered in the silty fine sand layers. The fill soil possesses a disturbed and mottled appearance, resulting in their classification as artificial fill. The deepest fill soils were encountered within Boring No. B-43, in the area of a former drainage channel. At this location, the artificial fill soils included rubber and concrete debris.

Alluvium: Native alluvium was encountered beneath the artificial fill soils or at the ground surface at all of the boring locations. The alluvial soils extend to depths of 1½ to 12± feet below ground surface in the northern areas of the site, and 25 to 50± feet below ground surface in the southern areas of the site. The alluvial soils generally consist of loose to very dense silty fine sands and silty fine to medium sands. These soils possess fine root fibers near the ground surface and occasional porosity. Occasional layers of medium dense silty fine sand to fine sandy silt, fine to coarse sand, clayey silt, fine sandy silt, and medium stiff silty clay were encountered in the deeper borings located in the southern areas.

Older Alluvium: Older alluvial deposits were encountered at the ground surface, or beneath the artificial fill and alluvium at all of the boring locations, extending to at least the maximum depth explored of 50± feet below ground surface. The older alluvial soils generally consist of medium dense to very dense silty fine sands, silty fine to medium sands, silty fine to coarse sands and silty fine sands to fine sandy silts. Several layers of medium dense to dense clayey fine sands, clayey fine to coarse sands and very stiff to hard fine sandy clays were encountered. Occasional layers of medium dense to dense fine sandy silts, fine to coarse sands and stiff fine to medium sandy clay were encountered.

Faulting and Seismicity

Regional and Local Faulting

The Project site is located within a seismically active region, and therefore subject to strong ground motions due to earthquakes. The primary source of regional seismic activity is movement along the northwest-trending regional fault systems such as the San Andreas, San Jacinto, and Elsinore fault zones. The Geotechnical Investigation determined that the Project site is not included within an Earthquake Fault Zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act.

The Project site is not located within a County of Riverside Fault Hazard Zone. The nearest County of Riverside faults include the Cherry Valley Fault, located within a mile of the Project site to the east, and the Beaumont Plain Fault Zone, located approximately two miles further east of the Project site.²

² City of Beaumont. (2020) *Beaumont General Plan – Figure 9.5 Seismic Zones*. Available at City's website: <https://www.elevatebeaumont.com/> (Accessed August 17, 2021).

Ground Shaking

Ground shaking is the result of rapid ground acceleration and can be expected during moderate to severe earthquakes. Ground shaking is common in the majority of the southern California earthquakes. Ground shaking can vary over an area and is primarily dependent on a result of factors such as topography, bedrock type, and the location and orientation of fault rupture.

Ground Subsidence

The term “ground subsidence” is defined as the sudden shrinking or gradual downward settling and compaction of the soil and other surface material with little or no horizontal movement. According to Figure 9.7, *Ground Subsidence Areas* of the Beaumont 2040 GP, the Project site is an area susceptible to ground subsidence.

Expansive Soils

Expansive soils are characterized as soils with significant amount of clay particles that can shrink or swell resulting in instability for overlying structures. The Geotechnical Investigation report analyzed the expansion potential of the on-site soils in accordance with American Society for Testing and Materials (ASTM) D-4829. Test results indicated that the on-site soils have a very low to low expansive potential or expansive index.

Secondary Seismic Hazards

Secondary seismic hazards generally associated with severe ground shaking during an earthquake include ground rupture, landslides, and liquefaction.

- **Ground Rupture:** Ground rupture is considered the most likely to occur along pre-existing active faults. As noted above, the Geotechnical investigation determined that the Project site is not located within an Earthquake Fault Zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act or County of Riverside Fault. Thus, the potential for ground rupture is considered low.
- **Landslides.** A landslide is defined by the United States Geological Survey (USGS) as the movement of a mass of rock, debris, or earth down a slope. The Project site is relatively flat with an area of steep slope and a drainage course preserved in the Project’s open space planning area. No evidence of previous land sliding or debris flow was observed during review of the California Geologic Survey (CGS) landslide inventory maps.³ The risk of landslides impacting the Project site is considered low since the Project’s topography does not contain steep topography, would the exception of the open space planning area which would be preserved.
- **Liquefaction:** Liquefaction is the loss of the strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and grain size characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. Figure 9.6,

³ CGS. (2018). *California Geological Survey - Landslide Data Viewer*. Retrieved from California Department of Conservation (DOC) Website: <https://maps.conservation.ca.gov/cgs/DataViewer/>. (Accessed August 17, 2021)

Liquefaction Areas, of the Beaumont 2040 GP shows the Project site within an area of low liquefaction susceptibility. Furthermore, the Geotechnical Investigation conducted for the Project indicated that based on underlying soil conditions (which include moderate strength older alluvium), the proposed grading which includes fills of up to 65± feet, and the groundwater research performed for this site which indicates that the long-term groundwater table is considered to exist at a depth in excess of 50± feet. Thus, liquefaction is not considered to be a design concern for this Project.

Paleontological Setting

As noted above, the Project site is located within the Peninsular Ranges province. The Peninsular Ranges province consists of several northwesterly-trending ranges in the southwestern California. The on-site surface soils are comprised of cement/concrete. The subsurface soils consist of artificial fill, alluvium, and older alluvium. Geologic units within the City include Mesozoic, older granitic and metamorphic bedrock that have a very low paleontological resource potential due to the heat and pressure of their formation. As discussed in the City's Certified 2040 General Plan PEIR, very few paleontological sites have been documented in the City (Planning Area). The General Plan notes that the areas that will probably yield a greater potential of paleontological findings in the Planning Area are those that have been less disturbed by agricultural cultivation or other human disturbances. Overall, the City is known to contain areas with none, low, and high paleontological sensitivity. As shown in Figure 5.6-9, Paleontological Sensitivity, of the General Plan,⁴ the Project site is not shown to be located in a high, low, or low to none-paleontological sensitivity potential.

4.6.3 Regulatory Setting

Federal

Occupational Safety and Health Administration Regulations

Excavation and trenching are among the most hazardous construction activities. OSHA's Excavation and Trenching standard, Title 29 of the Code of Federal Regulations (CFR), Part 1926.650, covers requirements for excavation and trenching operations. OSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

Soil and Water Resources Conservation Act of 1977

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. Disruptions of natural soil functions and its function as an archive of natural and cultural history should be avoided, as far as practicable. In addition, the Federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) requirements,

⁴ General Plan. 2021. Figure 5.6-9, *Paleontological Sensitivity*. Retrieved from https://files.ceganet.opr.ca.gov/151573-2/attachment/S-r_ENsisz7CVDo1U78pn-gddHM_rcMAeSi0g4Kvvi29iDm9Y3-mvvdfrpHQUpH9mpMLniiSL50m_5av0. (Accessed January 27, 2022).

through the National Pollution Discharge Elimination System (NPDES) permitting process, provide guidance for protection of geologic and soil resources.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program (Program) which is coordinated through the Federal Emergency Management Agency (FEMA), the 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.

U.S. Geological Survey Landslide Hazard Program

The USGS Landslide Hazard Program provides information on landslide hazards including information on current landslides, landslide reporting, real-time monitoring of landslide areas, mapping of landslides through the National Landslide Hazards Map, local landslide information, landslide education, and research.

Antiquities Act of 1906

The only federal law protecting fossil resources on public lands is the Antiquities Act of 1906 (16 United States Code [USC] 431–433). Enacted when Theodore Roosevelt was president, the Antiquities Act was designed to protect nonrenewable fossil and cultural resources from indiscriminate collecting. Specific paleontological sites can be protected under the National Registry of Natural Landmarks (16 USC 461-467), and at least three paleontological Landmarks are known in California. NEPA (42 USC 4321) directs Federal agencies to use all practicable means to “...preserve important historic, cultural, and natural aspects of our national heritage...” Section 106 of the National Historic Preservation Act does not apply to paleontological resources unless they are found in culturally related contexts.

Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act (PRPA) is part of the Omnibus Public Land Management Act of 2009 (Public Law 111-011, Subtitle D). This PRPA directs the Secretary of the Interior or the Secretary of Agriculture to manage and protect paleontological resources on federal land, and develop plans for inventorying, monitoring, and deriving the scientific and educational use of such resources. The PRPA prohibits the removal of paleontological resources from federal land without a permit issued under this Act, establishes penalties for violation of this Act, and establishes a program to increase public awareness about such resources. As of May 18, 2015, the U.S. Department of Agriculture has

implemented a new rule that “provides for the preservation, management, and protection of paleontological resources on National Forest System (NFS) lands and ensures that these resources are available for current and future generations to enjoy as part of America’s national heritage. The rule addresses the management, collection, and curation of paleontological resources from NFS lands including management using scientific principles and expertise, collecting of resources with and without a permit, curation in an approved repository, maintaining confidentiality of specific locality data, and authorizing penalties for illegal collecting, sale, damaging, or otherwise altering or defacing paleontological resources.”

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code [PRC] §§ 2621-2624, Division 2, Chapter 7.5) was passed in 1972 following the destructive February 9, 1971 moment magnitude (Mw) 6.6 San Fernando earthquake to mitigate the hazard of surface faulting to structures intended for human occupancy. The Act’s main purpose is to prohibit siting buildings used for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. The Act requires the State Geologist to establish regulatory zones, known as “Earthquake Fault Zones,” delineating appropriately wide earthquake fault zones to encompass potentially active and recently active traces of faults. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed human occupancy structures would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically at least 50-foot setbacks are required).

Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property being sold lies within one or more state-mapped hazard areas, including Earthquake Fault Zones.

Seismic Hazards Mapping Act of 1990

The SHMA of 1990 (California PRC, §§ 2690 et seq.) directs the California Department of Conservation’s California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards.

The SHMA provides a statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other seismic hazards caused by earthquakes. Mapping and other information generated pursuant to the SHMA is to be made available to local governments for planning and development purposes. The state requires (1) local governments to incorporate site-specific geotechnical hazard investigations and associated hazard mitigation as part of the local construction permit approval process, and (2) the agent for a property seller,

or the seller if acting without an agent, to disclose to any prospective buyer if the property is located within a seismic hazard zone. The State Geologist is responsible for compiling seismic hazard zone maps. The SHMA specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

Natural Hazards Disclosure Act

Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property being sold lies within one or more State-mapped hazard areas. If a property is located in a Seismic Hazard Zone as shown on a map issued by the State Geologist, the seller or the seller’s agent must disclose this fact to potential buyers.

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission, and the code is under Title 24, Part 2, of the California Code of Regulations (CCR). The CBC provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with a specified probability at a site. The 2019 CBC took effect on January 1, 2020. Requirements for Geotechnical Investigations Requirements for geotechnical investigations are included in CBC Appendix J, Grading, § J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in California Health and Safety Code (HSC) § 17953 to § 17955 and in CBC § 1802. 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. CBC § J105 sets forth requirements for inspection and observation during and after grading.

Given the state’s susceptibility to seismic events, the CBC’s seismic standards are among the strictest in the world. The CBC applies to all development in the state, except where stricter standards have been adopted by local agencies. CBC Chapter 16 addresses structural design requirements governing seismically resistant construction (CBC § 1604), including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (CBC §§ 1613.5 through 1613.7). CBC Chapter 18 includes (but is not limited to) the requirements for foundation and soil investigations (CBC § 1803); excavation, grading, and fill (CBC § 1804); allowable load-bearing values of soils (CBC § 1806); and the design of footings, foundations, and slope clearances (CBC § 1808 and 1809), retaining walls (CBC § 1807), and pier, pile, driven, and cast-

in-place foundation support systems (CBC § 1810). CBC Chapter 33 includes (but is not limited to) requirements for safeguards at worksites to ensure stable excavations and cut or fill slopes (CBC § 3304).

Construction activities are subject to occupational safety standards for excavation and trenching as specified in the California OSHA regulations (Title 8 of the CCR) and in Chapter 33 of the CBC. These regulations specify the measures to be used for excavation and trench work where workers could be exposed to unstable soil conditions. The Project would be required to employ these safety measures during excavation and trenching.

Uniform Building Code

The Uniform Building Code (UBC) is published by the International Conference of Building Officials. It forms the basis of approximately half the state building codes in the United States, including California's, and has been adopted by the state legislature together with additions, amendments, and repeals to address the specific building conditions and structural requirements in California.

The Building Earthquake Safety Act of 1986

This Act requires all local governments to identify all potentially hazardous buildings within their jurisdictions and to establish a program for mitigation of identified hazards. It is the legislative basis for the inventory of hazardous unreinforced masonry buildings and Unreinforced Masonry Ordinances adopted by most counties and cities in California.

The Recovery and Reconstruction Act of 1986

Under the Recovery and Reconstruction Act of 1986, local governments are authorized to prepare for expeditious and orderly recovery before a disaster, and to provide for reconstruction afterward. It enables localities to prepare pre-disaster plans and ordinances that may include: an evaluation of the vulnerability of specific areas to damage from a potential disaster; streamlined procedures for appropriate modification of existing General Plans or zoning ordinances affecting vulnerable areas; a contingency plan of action; organization for post-disaster conditions; short-term and long-term recovery and reconstruction; and a pre-disaster ordinance to provide adequate local authorization for post disaster activities.

State Earthquake Protection Law

The State Earthquake Protection Law (California Health and Safety Code [HSC] §§ 19100 et seq.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16 of the CBC. The CBC requires a site-specific geotechnical study to address seismic issues and identifies seismic factors that must be considered in structural design. Because the Project area is not located within an Alquist–Priolo Earthquake Fault Zone, special provisions would not be required for Project development related to fault rupture.

California Civil Code Section 1103-1103.4

California Civil Code § 1103-1103.4 applies to the transfers of real property between private parties, as defined therein, and requires notification upon transfer if the property is affected by one or more natural hazards. The following potential hazards must be disclosed, if known: FEMA flood hazard areas, dam failure inundation areas, very high fire hazard severity zone, wildland area with forest fire risks, earthquake fault zone, and seismic hazard zones including landslide and liquefaction on a standardized “Natural Hazard Disclosure Statement” (§ 1103.2).

Public Resources Code Section 5097 (Related to Paleontological Resources)

Several sections of the California PRC protect paleontological resources. Section 5097.5 prohibits “knowing and willful” excavation, removal, destruction, injury, and defacement of any paleontological feature on public lands (lands under state, county, city, district or public authority jurisdiction, or the jurisdiction of a public corporation), except where the agency with jurisdiction has granted express permission. Section 30244 requires reasonable mitigation for impacts on paleontological resources that occur as a result of development on public lands. The California Administrative Code §§ 4307- 4309, relating to the State Division of Beaches and Parks, afford protection to geologic features and “paleontological materials,” but grant the director of the state park system authority to issue permits for specific activities that may result in damage to such resources, if the activities are for state park purposes and in the interest of the state park system.

General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities

A Stormwater Pollution Prevention Plan (SWPPP) prepared in compliance with a National Pollutant Discharge Elimination System (NPDES) permit under the authority of the local Regional Water Quality Control Board (RWQCB) and State Water Resources Control Board (SWRCB) describes the Project area, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

Municipal Separate Storm Sewer System Permit

In 2010, the Santa Ana RWQCB issued a municipal separate storm sewer system (MS4) permit and waste discharge requirements (R8-2010-0033 and NPDES No. CAS 618033) to the Riverside County Permittees, which includes the City. Under this Permit, the City is required to enforce and comply with storm water discharge requirements pursuant to the Clean Water Act, the Porter-Cologne Water Quality Control Act, applicable state, and federal regulations (including policies of the SWRCB), the Santa Ana River Basin Water Quality Control Plan (Basin Plan), and the California Toxics Rule Implementation Plan.

The MS4 Permittees and Principal Permittee (Riverside County Flood Control & Water Conservation District) are required to develop several items that generally reduce pollutants in urban runoff to the maximum extent practicable (MEP). This includes “Local Implementation Plans” describing the enforceable elements of an agency’s urban runoff compliance program, as well as a “Watershed Action

Plan” and “Hydromodification Management Plan” to address impacts from urbanization. Likewise, a “Drainage Area Management Plan” is periodically updated by the principal permittee to document MS4 permit compliance programs and to provide guidance to co-permittees for Local Implementation Plans. In addition, the “Consolidated Monitoring Program” defines the monitoring locations and methods to evaluate best management practices (BMP) effectiveness. Lastly, the MS4 permit requires a “Water Quality Management Plan” (WQMP) for most new development and certain redevelopment projects. Like the construction SWPPP, the WQMP identifies how site design elements, source control methods and treatment control BMPs in the post-construction phase would minimize pollutant loads to the municipal storm drain in the long-term.

Eligible projects submitted to the City are required to provide a project-specific WQMP prior to the first discretionary project approval or permit. Project applicants may submit a preliminary project-specific WQMP for discretionary project approval (land use permit); however, a final version would be submitted for review and approval prior to the issuance of any grading or building permits.

Regional

County of Riverside Ordinance No. 547 – Implementation of the Alquist-Priolo Earthquake Fault Zoning Act

County of Riverside Ordinance No. 547 establishes the policies and procedures used by the County to implement the Alquist-Priolo Act by requiring all projects proposed within an “earthquake fault zone” as shown on the maps prepared by the State Geologist to comply with the provisions of the Alquist-Priolo Act. It establishes regulations for construction, including for grading, slopes and compaction, erosion control, retaining wall design and earthquake fault zone setbacks.

Local

City of Beaumont 2040 General Plan

The following Beaumont 2040 GP goals, policies, and implementation actions concerning geology and soils include:

Conservation and Open Space Element

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.

Land Use and Design Element

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

Policy 3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

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.

Safety Element

Goal 9.6: **A City that protects human life, land, and property from the effects of wildland fire hazards.**

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 9.7: **A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.**

Policy 9.7.1 As new versions of the California Building Code (CCR Title 24, published triennially) are released, adopt, and enforce the most recent codes that contain the most recent seismic requirements for structural design of new development and redevelopment to minimize damage from earthquakes and other geologic activity.

Policy 9.7.2 Require that all development projects within designated Alquist-Priolo Earthquake Fault Zones are accompanied by appropriate geotechnical analysis.

Policy 9.7.3 Coordinate with the National Earthquake Hazard Reduction Program of the FEMA to identify earthquake risks and available mitigation techniques.

Policy 9.7.4 Proactively seek compliance with the Alquist-Priolo Earthquake Fault Zoning Act by coordinating with the CGS and the USGS to establish and maintain maps establishing affected parcels within the City boundaries and the Sphere of Influence.

Policy 9.7.5 Ensure that Building and Safety agencies include thorough plan checks and inspections of structures vulnerable to seismic activity, fire risk, and flood hazards. Additionally, recommend the periodic observation of construction by design professionals.

Policy 9.7.6 Promote greater public awareness of existing state incentive programs for earthquake retrofit, such as Earthquake Brace and Bolt, to help property owners make their homes more earthquake safe.

Goal 9.8: **A City with reduced potential flood hazards.**

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 9.8.4 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.

Implementation LUCD 25 Hillside Development Ordinance. Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.

- Implementation C19** Hillside Ordinance. Support and implement the existing hillside ordinance.
- Implementation S9** Safety Information Campaign. Develop an information program to familiarize citizens with seismic risk and to develop seismic awareness. Develop an educational campaign for residents and business owners to learn what to do during an earthquake and how to better prepare for an earthquake.
- Implementation S10** Community Preparedness Toolkit. Adopt a local Community Preparedness Toolkit that can be used to prepare for disasters, including fires, earthquakes, and extreme heat events.
- Implementation S17** California Building Codes. Adopt the latest version of the California Building Code (CCR Title 24, published triennially) when released.
- Implementation S18** Earthquake Hazard Reduction Ordinance. Update municipal code to require strengthening of existing wood-frame buildings with soft, weak, or open front wall lines in housing constructed before 1980.
- Implementation S19** Code Enforcement. Continue the code enforcement program, including identification of pre-1933 structures of large scale or occupied by large numbers of people, and require correction or demolition of structures found to be dangerous.
- Implementation S20** Seismic Retrofit Incentive Program. Develop a retrofit incentive program to help reduce earthquake hazards, focused on existing public facilities as well as existing multifamily housing constructed prior to 1980.
- Implementation S21** Geologic Instability Mitigation. Update municipal code to adopt regulatory techniques to mitigate public safety hazards, and if necessary, prohibit development where geologic instability is identified.

City of Beaumont Municipal Code⁵

Title 13, Chapter 13.04 – Sewage Discharges

Chapter 13.04 of the Beaumont regulates ownership, connections, charges, design and use of sewers within the City.

Title 16 Subdivisions

Title 16 Subdivisions of the Beaumont MC requires compliance with Riverside County Ordinance No. 547, which states: “Within the earthquake fault zones shown on the maps prepared by the State Geologist pursuant to the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code, Section 2621, et seq.), all applicants for a permit for a project shall comply with all of the provisions of the Act, the adopted Policies and Criteria of the State Mining and Geology Board and this ordinance.”

⁵ City of Beaumont. (2021). *City of Beaumont Municipal Code*. Retrieved at: https://library.municode.com/ca/beaumont/codes/code_of_ordinances (Assessed August 23, 2021).

Title 16 of the Beaumont MC also requires a written statement to accompany any tentative parcel map stating the type of sewage disposal that would be used. If on-site sewage disposal is proposed, the public works director shall require soil percolation tests or other pertinent information (p. 19). The regulation goes on to state that a package treatment plant and collector system shall be required in the event that an existing collection system is not available and if it is determined that satisfactory individual disposal systems cannot be proved because of soil conditions, determined by percolation tests in conformity with the standards of the “Ludwig Modification,” and finding that the conditions and requirements of the health department and RWQCB cannot be met.

Building Codes

The City has adopted the CBC, Title 24, California Code of Regulations, Part 2, Volumes 1 and 2, including, Appendix C, Group U-“Agricultural Buildings,” Appendix F “Rodent Proofing,” Appendix I “Patio Covers,” and Appendix J “Grading,” (except as otherwise provided in the Beaumont MC) for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings or structures in the City. The Beaumont MC also states any and all amendments to such Building Code as may hereafter be adopted by the State of California shall be made a part of the Beaumont MC without further action by the City Council (Beaumont MC, Chapter 15.04.)

Chapters 18 of the CBC describe the “Soils and Foundations” requirements, particularly when geotechnical investigations and geohazard reports shall be conducted, and what is required to be included as part of their analyses. Notably, the CBC currently has just one exception for when a geotechnical investigation is not required: for one-story, wood-frame and light-steel-frame buildings of Type II or Type V construction and 4,000 square feet or less in floor area, not located within Earthquake Fault Zones or Seismic Hazard Zones (CBC 1803.2).

Plan Check Submittal

The Beaumont Public Works Department is responsible for construction, maintenance, and operation of public facilities and infrastructure within the City. The Department is also responsible for the review and approval of all engineering for land development projects and design, and construction of all capital improvement projects.

4.6.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning geology and soils. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other

substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

- Strong seismic ground shaking.
 - Seismic-related ground failure, including liquefaction.
 - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
 - 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;
 - 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;
 - 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; or
 - Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Methodology and Assumptions

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

Approach to Analysis

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

The baseline conditions and impact analyses are based on the Geotechnical Investigation prepared by Southern California Geotechnical; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in “substantial” adverse effects on geological and soil resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project’s components.

4.6.5 Impacts and Mitigation Measures

Impact 4.6-1 *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Level of Significance: Less than Significant Impact

Construction

The Geotechnical Investigation determined that none of the Project components are located on any known active earthquake faults as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map and on Figure 9.5, *Seismic Zones*, of the Beaumont 2040 GP. Regardless, the Project site is within a seismically active region and therefore, subject to seismic activity. As noted in Section 4.6.2 above, the nearest active faults are the Cherry Valley Fault, located within a mile of the Project site to the east, and the Beaumont Plain Fault Zone, located approximately two miles further east of the Project site. All Project components would be designed accordingly to the latest CBC seismic standards and in conformance with all applicable standards set in the Beaumont MC to resist structural collapse from strong seismic activity as stated in Title 15, Chapter 15.42 Earthquake Hazards Reduction, § 15.42.060 – General Requirements of the Beaumont MC. These standards include, but are not limited to the following:

Responsibility of Owner.

The owner of each building within the scope of this Chapter shall cause a structural analysis of the building to be made by civil or structural engineer licensed by the State of California. If the building does not meet the minimum earthquake standards specified in this Chapter, the owner shall either cause it to be structurally altered to conform to such standards; or shall initiate proceedings for demolition of the building. Within 270 days after the service of the order specified in [§ 15.42.050](#), the owner shall comply with the requirements set forth in this Subsection by submitting to the Building Official one of the following:

1. A structural analysis which shall demonstrate that the building meets the minimum requirements of this Chapter; or
2. A structural analysis and plans for proposed structural alterations necessary to make the building comply with the minimum requirements of this Chapter; or
3. An application for the demolition of the building. After plans are submitted and approved by the Building Official, the owner shall obtain a building permit, commence and complete the required construction or demolition within the time limits set forth in Table No. 15.42-A.

With compliance with the latest CBC and the Beaumont MC, a less than significant impact would occur.

Operations

The Project is not located within an Alquist-Priolo Fault zone. Furthermore, the Project’s operational activity would adhere to all applicable City regulations and engineering standards and specifications. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are necessary.

Level of Significance

Less than significant impact.

Impact 4.6-2 *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

Strong seismic ground shaking?

Level of Significance: Less than Significant Impact

Construction

Intensity of ground shaking at a given location depends primarily upon earthquake magnitude, site distance from the source, and site response (soil type) characteristics. The site-specific seismic coefficients based on the 2019 CBC are provided in **Table 4.6-1, 2019 CBC Site-Specific Seismic Coefficients**, below.

Table 4.6-1: 2019 CBC Seismic Design Parameters

Parameter		Value
Mapped Spectral Acceleration at 0.2 sec Period	S _s	2.091
Mapped Spectral Acceleration at 1.0 sec Period	S ₁	0.718
Site Class	---	D
Site Modified Spectral Acceleration at 0.2 sec Period	S _{MS}	2.509
Site Modified Spectral Acceleration at 1.0 sec Period	S _{M1}	1.221
Design Spectral Acceleration at 0.2 sec Period	S _{DS}	1.673
Design Spectral Acceleration at 1.0 sec Period	S _{D1}	0.814
Source: Southern California Geotechnical. (2021) <i>Geotechnical Investigation</i> . Accessed August 19, 2021 (EIR Appendix E).		

The potential for damage resulting from seismic-related events include ground shaking, ground failure, and ground displacement. Strong levels of seismic ground shaking can cause damage, particularly to older and/or poorly constructed buildings. As noted above, the Project is subject to regional seismicity. Therefore, all Project components would be designed in accordance with the requirements of the 2019 edition of the CBC and in compliance with all the provisions of the Alquist-Priolo Act and the adopted policies and criteria of Ordinance No. 547. In addition, all relevant documents would be submitted to the Beaumont Public Works Department as part of the Project’s discretionary review process. Furthermore, adherence with goal 9.7 and policies 9.7.1 through 9.7.5 of Beaumont 2040 GP would ensure that adverse impacts from strong seismic ground shaking is reduced through the adequate planning and building of structures in seismic prone areas through the implementation of the previously noted policies which seek to enforce the most recent seismic requirements, require that all developments located within Alquist-Priolo zones are accompanied with appropriate geotechnical analysis, properly coordinate with FEMA to

identify earthquake risks and or mitigation techniques, and ensuring that Building and Safety agencies are involved throughout the plan checks and inspections of the Project. Therefore, impacts concerning strong seismic ground shaking would be less than significant.

Operations

There is a possibility for the Project's e-commerce and commercial buildings to experience strong ground shaking during operations. However, the buildings would be designed in accordance with all applicable design measures which would ensure that operation impacts related to strong seismic ground shaking.

Mitigation Measures

No mitigation measure is necessary.

Level of Significance

Less than significant impact.

Impact 4.6-3 *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

Seismic-related ground failure, including liquefaction?

Level of Significance: Less than Significant Impact

Construction

As discussed in Section 4.6.2 above, liquefaction is the loss of the strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Isolated portions of the western and southern-most regions of the site are located within a zone of moderate liquefaction susceptibility. However, the Geotechnical Investigation determined that based on underlying soil conditions (which included moderate strength older alluvium), the groundwater table was considered to exist beyond 50 feet. Therefore, liquefaction is not considered to be a design concern for this Project and ground-moving activities (i.e., excavation, grading, etc.) would not contribute to the susceptibility of the site. Overall impacts associated with seismic-related ground failure, including liquefaction would be less than significant.

Operations

All Project components would be subject to seismic-relating ground shaking, but not to the extent that persons and structures would be significantly impacted by ground-failure associated with liquefaction since all Project buildings would be designed accordingly with applicable state and local design standards. Impacts would be less than significant with no mitigation measures necessary.

Mitigation Measures

No mitigation measure is necessary.

Level of Significance

Less than significant impact.

Impact 4.6-4 *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

Landslides?

Level of Significance: No Impact

Construction

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The susceptibility of a geologic unit to landslides is dependent upon various factors, primarily: 1) the presence and orientation of weak structures, such as fractures, faults, and joints; 2) the height and steepness of the pertinent natural or cut slope; 3) the presence and quantity of groundwater; and 4) the occurrence of strong seismic shaking. The City contains various steepness of slopes ranging from 0 to 5 degrees to 41 to 70 degrees; thus, some areas could be susceptible to seismically induced landslides. As noted in Section 4.6.2 above, no evidence of previous land sliding or debris flow was observed during review of the CGS landslide inventory maps.⁶ Additionally, the risk of landslides impacting the Project site is considered low to negligible since the Project's topography does not contain steep slopes.⁷ Furthermore, the Project is not surrounded by steep topography with exposed rock-cropping or boulders.

Compliance with the standards in the current CBC would require an assessment of hazards related to and the incorporation of design measures into structures to mitigate this hazard if development were considered feasible. The Beaumont MC requires provisions to grading and development on or near hillsides. The City has included goals, policies, and implementation in the General Plan to minimize the risk of injury, loss of life, and property damage caused by earthquake hazards or geologic disturbances. Thus, compliance with CBC regulations and General Plan Goal 3.12 and Policy 3.12.3 which seeks to control the grading of land, pursuant to the Beaumont MC, to minimize potential for erosion, landslides, and other forms of land failure. Implementation actions will reduce impacts related to landslides are less than significant and no mitigation is necessary. Therefore, impacts associated with landslides would be less than significant.

Operations

Since ground-moving activities would cease at the end the construction phase, and the Project site is not located adjacently to steep topography, no impacts associated with landslides would occur during Project operations.

Mitigation Measures

No mitigation measure is necessary.

⁶ CGS. (2018). *California Geological Survey - Landslide Data Viewer*. Retrieved from California Department of Conservation (DOC) Website: <https://maps.conservation.ca.gov/cgs/DataViewer/>. (Accessed August 17, 2021)

⁷ General Plan. 2021. *Figure 5.6-5, Steep Slopes*.

Level of Significance

No impact.

Impact 4.6-5 *Would the Project result in substantial soil erosion or the loss of topsoil?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction

Construction activities such as grading, site stripping, excavation, and demolition would potentially result in soil erosion and the loss of topsoil. The grading proposed by the Project would cut/remove approximately 2,230,40 cubic yards (CY) of all the existing undocumented fill soils and most of the near-surface compressible/collapsible younger alluvial soils and replace these materials as compacted fill soils and approximately 1,869,300 CY would be used to fill the site. The difference of approximately 360,840 CY of cut soil material will be compacted on-site. The underlying moderate strength older alluvium which would remain in-place are not expected to be susceptible to settlement from the foundations of the proposed structures. Grading would also include cut/fills of up to 65 feet within the building pads. Grading activities would include newly constructed fill slopes (both cut and fill), comprised of properly compacted engineered fill. Initial site stripping would include the removal of any surficial vegetation and topsoil. This would also include any weeds, grasses, shrubs, and trees. The Project would also include the demolition of minor existing improvements such as buildings, retaining walls, concrete slabs and foundations which would subject both top and subsurface soils to erosion. Therefore, the Project would adhere to the construction design features and Mitigation Measure (MM) GEO-1, which requires that a settlement monitoring program be implemented.

Construction activities would also be required to comply with the NPDES General Construction Permit and be subject to Best Management Practices (BMPs) set in the Project-specific Stormwater Pollution Prevention Plan (SWPPP) and water quality management plan (WQMP) to reduce impacts from runoff associated with soil erosion (refer to **Section 4.9, Hydrology and Water Quality**, of this EIR). Construction activities would also be required to comply with the erosion control measures stipulated through the CBC, and other applicable ordinances; federal, state, and local permits; and other applicable requirements. Therefore, implementation of **MM GEO-1** and permitting requirements and erosion control measures would ensure that impacts related to soil erosion are mitigated to less than significant levels.

Operations

The Project's operational activity is not anticipated to damage or result in the loss of topsoil/sedimentation into local drainage facilities and water bodies. Operation activities (i.e., landscape maintenance) would be subject to the BMPs set in the Project's SWPPP and WQMP that would prevent soil erosion or loss of topsoil (refer to **Section 4.9, Hydrology and Water Quality**, of this EIR). A network of storm drains and gutters would be maintained and upgraded as necessary and provided throughout the developed site as needed. Therefore, a less than significant impact would occur with operation of the Project.

Mitigation Measures

MM GEO-1 Settlement Monitoring Program. A Settlement Monitoring Program would be implemented, consisting of the surveying of surface monuments to monitor settlement of alluvial soils left in-place and/or proposed fills deeper than 30 feet (design plus remedial grading). Survey monument readings for both deep fill areas and for fill over compressible natural ground (Qal) should be conducted following the completion of fill placement. Survey monument locations should be selected by the geotechnical consultant. Survey readings should be taken weekly for the first month and on a weekly basis thereafter until vertical movement of the fill mass achieve 90 percent of primary compression, begin secondary compression or the estimated remaining settlement is less than one inch. Construction of proposed structures would not commence until approved by the geotechnical consultant based on the results of the settlement monitoring. Survey benchmarks used for the monitoring would be confirmed with the geotechnical consultant prior to initial readings being performed.

Foundation and Grading Plan Review. New retaining walls with maximum heights of up to 50± feet would be constructed as part of the new development. Additional review of the global stability of the proposed site grading be performed by SCG once more detailed rough grading plans become available. An additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations.

Over excavation. Benching of the sidewalls would be required during fill placement. The horizontal extent of the benching should be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. Following completion of the over excavations, the subgrade would be evaluated by the geotechnical engineer to verify its suitability to serve as the structural fill subgrade. Some localized areas of deeper excavation may be required if loose, porous, or low-density materials are encountered at the base of the over excavation. Materials suitable to serve as the structural fill subgrade within the building area should consist of moderate strength alluvial soils which possess an in-situ density equal to at least 85 percent of the ASTM D-1557 maximum dry density. These materials would be moisture conditioned to 0 to 4 percent above optimum moisture content prior to placement of any new fill soils. The previously excavated soils may then be replaced as compacted structural fill.

Level of Significance

Less than significant with mitigation incorporated.

Impact 4.6-6 *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction

The Project site is not included within an Earthquake Fault Zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act. However, the Project site is in a seismically active area and located near an active fault zone. The Project would be designed in accordance with applicable state and local design standards to withstand effects from strong seismic ground-shaking and would implement geotechnical design considerations pursuant to the Geotechnical Investigation including **MM GEO-1** to ensure that the Project is not subject to collapse.

The Project is an area of low to moderate liquefaction susceptibility, but the groundwater table has been shown to exist beyond 50 feet and therefore not a concern for this Project.

Subsequent to grading, the proposed development areas would be underlain by engineered fill soils (design plus remedial), extending to depths of 50 to 85+ feet. The primary settlement associated with these fill soils is expected to occur relatively quickly due to the generally granular nature of the on-site soils. Minor amounts of additional settlement may occur due to secondary consolidation effects. The extent of secondary consolidation is difficult to assess precisely and would be reduced by **MM GEO-1** but may be in the range of 0.1 to 0.3 percent of the fill thickness. Based on the differential fill thickness that would exist across the building footprints, the structural design would account for distortions that could be caused by the secondary consolidation of the fill soils. Provided that the grading and foundation design recommendations presented in the Geotechnical Investigation are implemented, the settlements are expected to be within the structural tolerances of the proposed buildings.

The Project grading plan indicates that the new slopes (both cut and fill) would occur at inclinations of 2h:1v or flatter. Newly constructed fill slopes, comprised of properly compacted engineered fill, at inclinations of 2h:1v would possess adequate gross and surficial stability. Cut slopes excavated within the existing granular alluvial soils may be subject to surficial instability due to the lack of cohesion within these materials. Therefore, stability fills would be implemented within these areas.

Furthermore, Project construction would be temporary and therefore would not be susceptible to on- or off-site landslide, lateral spreading, subsidence.

Overall, impacts would be less than significant with implementation of design features and geotechnical design parameters, and implementation of **MM GEO-1**.

Operations

Project designs would be subject to compliance with applicable state and local design standards. Implementation of the Project design features discussed, and implementation of **MM GEO-1** would ensure that operation of the Project would not result in substantial adverse effects involving strong seismic ground shaking, seismic-related ground failure (liquefaction/lateral spreading), and seismically-induced landslides.

Mitigation Measures

Refer to **MM GEO-1** above.

Level of Significance

Less than significant impact with mitigation incorporated.

Impact 4.6-7: *Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction

The near-surface soils consist of silty sands and sandy silts with no appreciable clay content. However, some isolated strata of sandy clays and clayey sands were encountered. On-site grading is expected to blend the on-site soils, resulting in a very low to low expansion index (Expansion Index > 50 per ASTM D-4829). Additional expansion index testing would also be performed at the time of rough grading in order to confirm the expansion potential of the near-surface soils.

Although the expansive soil potential was considered to be low, the Project would implement various project design measures/controls to reduce the exposure of people and structures to the effects of expansive soils by complying with requirements set forth in the latest CBC. Project construction associated with expansive soils would result in a less than significant impact.

Operations

The Project would be subject to compliance with requirements set forth in the CBC that is current at the time of construction and implement settlement considerations, foundation design and earthwork considerations related to soil removal and compaction via **MM GEO-1**. Project operations would result in a less than significant impact related to risks to life or property associated with expansive soils.

Mitigation Measures

Refer to **MM GEO-1** above.

Level of Significance

Less than significant with mitigation incorporated.

Impact 4.6-8: *Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

Level of Significance: No Impact

Construction and Operations

The Project does not propose the use of septic tanks or an alternative wastewater disposal system. The Project would utilize the existing sanitary sewer system in the area. Specifically, sewer service is provided by the City-owned Beaumont Wastewater Treatment Plant No. 1 (WWTP). Existing 15-inch sewer lines are located in a subdivision to the south of Brookside Avenue, flowing under Interstate 10. The Project's

proposed sewer infrastructure would be a gravity system placed in drive aisles and the central entry road and connecting with a proposed sewer line in Brookside Avenue. Impacts would not occur.

Mitigation Measures

No mitigation measures are required.

Level of Significance

No impact.

Impact 4.6-9: *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction

As noted above, the Peninsular Ranges province consists of several northwesterly-trending ranges in the southwestern California. The surface and subsurface soils are comprised of cement/concrete, artificial fill, alluvium, and older alluvium. Older granitic and metamorphic bedrock that have a very low paleontological resource potential due to the heat and pressure of their formation. Due to the presence of older alluvium soils throughout the Project site, there is a high possibility of paleontological resources that may be disturbed during construction. Therefore, with implementation of **MM GEO-2** (Paleontological Construction Monitoring and Compliance Program), construction of the Project components would not destroy a unique paleontological resource or site or unique geologic feature, thereby reducing impacts to a less than significant level.

Operations

Project implementation and operation would not involve any activities that impact paleontological resources. Therefore, Project operations would not destroy a unique paleontological resource or unique geologic feature.

Mitigation Measures

MM GEO-2 **Paleontological Construction Monitoring and Compliance Program.** The following measures would be implemented to reduce potential impacts to paleontological resources to less than significant:

Retain a Qualified Paleontologist. Prior to initial ground disturbance, the Applicant shall retain a Project paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources.

Paleontological Monitoring. Ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) in areas mapped as high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. Areas mapped as low to

high paleontological sensitivity shall be monitored when ground-disturbing activities exceed five feet in depth, because underlying sensitive sediments could be impacted. Areas considered to have an undetermined paleontological sensitivity shall be inspected and further assessed if construction activities bring potentially sensitive geologic deposits to the surface. The Paleontological Mitigation and Monitoring Program shall be supervised by the Project paleontologist. Monitoring must be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring would be determined by City based on recommendation from the Project paleontologist. If the Project paleontologist determines that full-time monitoring is no longer warranted, they may recommend to the City that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not exceed five feet in depth would not require paleontological monitoring.

Paleontological Mitigation and Monitoring Program. After Project design has been finalized to determine the precise extent and location of planned ground disturbances, and prior to construction activity, a qualified paleontologist would prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity for the Project. This program would outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. The program would be prepared in accordance with the standards set forth by current Society of Vertebrate Paleontology guidelines (2010) and with proper implementation, would reduce or eliminate potential impacts to paleontological resources.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Project paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be presented at a preconstruction meeting that a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.

Salvage of Fossils. If fossils are discovered, the Project paleontologist or paleontological monitor should recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases,

larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist would have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

Preparation and Curation of Recovered Fossils. Once salvaged, the City would ensure that significant fossils would be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Western Science Center), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Project paleontologist. Field collection and preparation of fossil specimens would be performed by the Project paleontologist with further preparation as needed by an accredited museum repository institution at the time of curation.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activity (and curation of fossils, if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

Level of Significance

Less than significant with mitigation incorporated.

4.6.6 Cumulative Impacts

Southern California is a seismically active region with a range of geologic and soil conditions. These conditions can vary widely within a limited geographical area due to factors, including differences in landforms and proximity to fault zones, among others. Therefore, while geotechnical impacts may be associated with the cumulative development, by the very nature of the impacts (i.e., landslides and expansive and compressible soils), impacts are typically site-specific and there is little, if any, cumulative relationship between the development of Project and development within a larger cumulative area, such as citywide development.

Impacts associated with seismic events and hazards would be considered significant if the effects of an earthquake on a property could not be mitigated by an engineered solution. The significance criteria do not require elimination of the potential for structural damage from seismic hazards. Instead, the criteria require an evaluation of whether the seismic conditions on a site can be overcome through engineering design solutions that would reduce to less than significant the substantial risk of exposing people or structures to loss, injury, or death. As stated throughout this section, the Project's compliance with applicable state and local design standards and regulations including implementation of **MM GEO-1** and **MM GEO-2** would ensure that impacts related to geology and soils are reduced to less than significant levels. Consequently, the Project's incremental contribution to cumulative geotechnical and seismic impacts would be less than significant. None of the Project characteristics would affect or influence the

geotechnical hazards for off-site development and any cumulative development would be required to comply with the same applicable state and local design standards, regulations, goals, and policies. For these reasons, no significant cumulative geotechnical impacts would occur for the Project.

4.6.7 Significant Unavoidable Impacts

No significant and unavoidable impact concerning geology and soils has been identified.

4.6.8 References

City of Beaumont. (2020) Beaumont General Plan – Figure 9.5 Seismic Zones. Available at City’s website: <https://www.elevatebeaumont.com/> (Accessed August 17, 2021).

City of Beaumont. (2021). City of Beaumont Municipal Code. Retrieved at: https://library.municode.com/ca/beaumont/codes/code_of_ordinances (Assessed August 23, 2021).

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Southern California Geotechnical (2021). *Geotechnical Investigation, Beaumont, California*. Yorba Linda, CA: (EIR Appendix E).

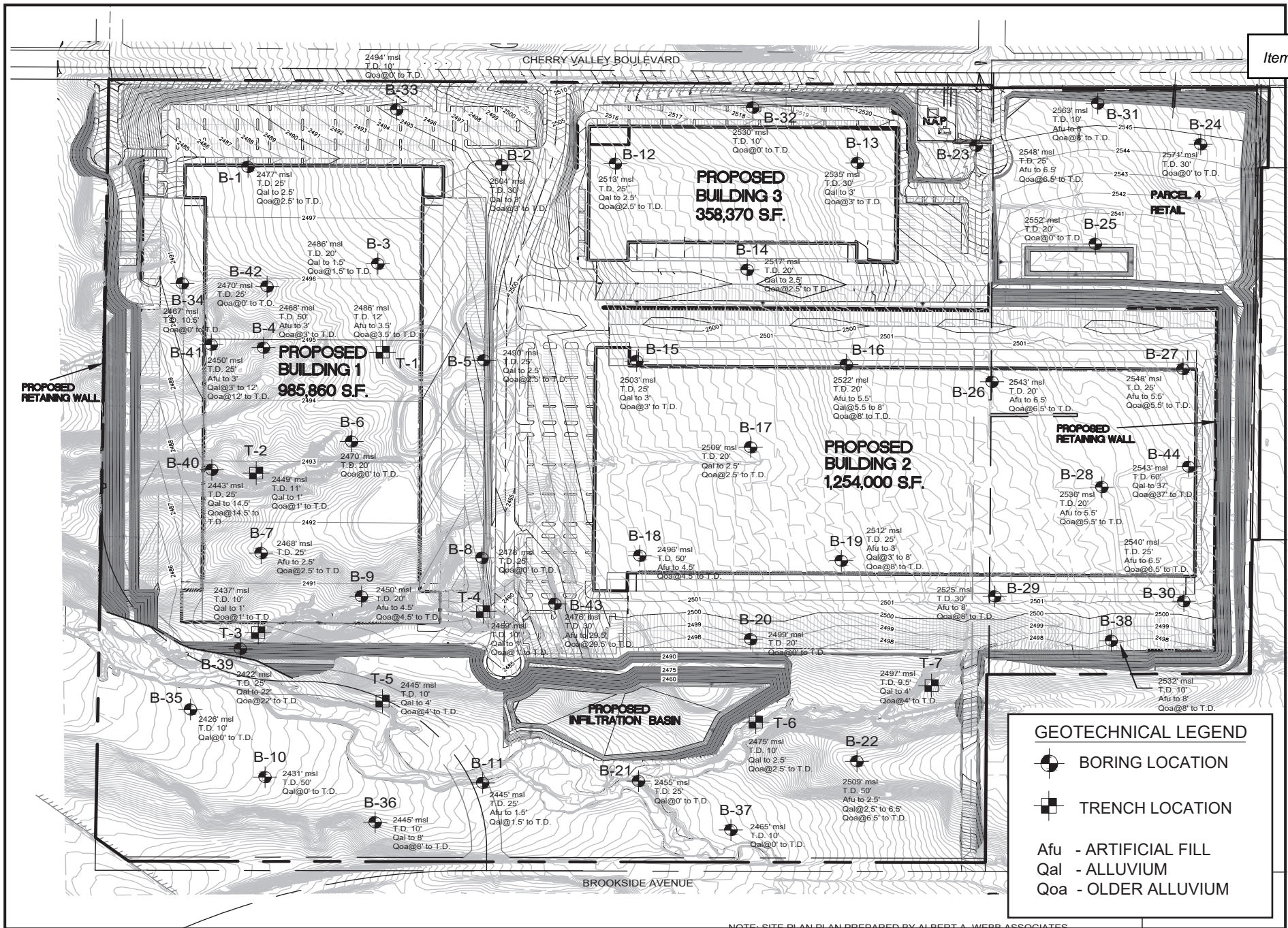


Exhibit 4.6-1: Boring and Trench Location Plan
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont



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4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Introduction

The purpose of this section is to describe the potential for implementation of the Beaumont Summit Station Specific Plan Project (Project) to cumulatively contribute to greenhouse gas (GHG) emissions impacts within the City of Beaumont. Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis.

This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Modeling of GHG emissions was conducted using the California Emissions Estimator Model (CalEEMod), Version 2020.4, the California Air Resources Board's (CARB) EMFAC2021, Version 1.0.1, and CARB's OFFROAD2017 (Orion Web Database), Version 1.0.1. Model outputs are in **Appendix F, Greenhouse Gas Emissions Assessment**, of this Draft EIR.

4.7.2 Environmental Setting

Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and

cannot be pinpointed, more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the atmosphere.¹ **Table 4.7-1, Description of Greenhouse Gases** describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.7-1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO ₂)	CO ₂ is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO ₂ is variable because it is readily exchanged in the atmosphere. CO ₂ is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N ₂ O)	N ₂ O is largely attributable to agricultural practices and soil management. Primary human-related sources of N ₂ O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N ₂ O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N ₂ O is approximately 120 years. The Global Warming Potential of N ₂ O is 298.
Methane (CH ₄)	CH ₄ , a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH ₄ include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH ₄ is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF ₆)	SF ₆ is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF ₆ is 23,900.

¹ Intergovernmental Panel on Climate Change, Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, 2013. http://www.climatechange2013.org/images/report/WG1AR5_ALL_FINAL.pdf.

Greenhouse Gas	Description
Hydrochlorofluoro-carbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF ₃)	NF ₃ was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.
Source: Compiled from U.S. EPA, <i>Overview of Greenhouse Gases</i> , (https://www.epa.gov/ghgemissions/overview-greenhouse-gases), accessed 2-5-2020; U.S. EPA, <i>Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016</i> , 2018; Intergovernmental Panel on Climate Change, <i>Climate Change 2007: The Physical Science Basis</i> , 2007; National Research Council, <i>Advancing the Science of Climate Change</i> , 2010; U.S. EPA, <i>Methane and Nitrous Oxide Emission from Natural Sources</i> , April 2010.	

4.7.3 Regulatory Setting

Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court’s ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) constitute a threat to public health and welfare.

Thus, it is the Supreme Court’s interpretation of the existing FCAA 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, Executive Order 13432 was issued 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 2012–2016.

In 2010, an Executive Memorandum was issued 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 CO₂ 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. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ 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 CO₂ 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.

Clean Power Plan and New Source Performance Standards for Electric Generating Units

On October 23, 2015, the EPA published a final rule (effective December 22, 2015) establishing the carbon pollution emission guidelines for existing stationary sources: electric utility generating units (80 Federal Register [FR] 64510–64660), also known as the Clean Power Plan (CPP). These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil-fuel-fired electric generating units.

The guidelines establish CO₂ emission performance rates representing the best system of emission reduction for two subcategories of existing fossil-fuel-fired electric generating units: one fossil-fuel-fired electric utility steam-generating unit and two stationary combustion turbines. Concurrently, the EPA published a final rule (effective October 23, 2015) establishing standards of performance for GHG emissions from new, modified, and reconstructed stationary sources: electric utility generating units (80 FR 64661–65120). The rule prescribes CO₂ emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. The U.S. Supreme Court stayed implementation of the CPP pending resolution of several lawsuits. Additionally, in March 2017, the federal government directed the EPA Administrator to review the CPP to determine whether it is consistent with current executive policies concerning GHG emissions, climate change, and energy.

Presidential Executive Order 13783

Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth issued on March 28, 2017, orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of CO₂, N₂O, and CH₄.

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California’s contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂ equivalents (CO₂e) in the world and produced 459 million gross metric tons of CO₂e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

CARB Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California’s GHG emissions. CARB

determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as “business-as-usual”).² The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State’s Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.³ Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California’s GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California’s clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California’s long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California’s transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California’s freight transport system is essential to supporting the State’s economic development in coming decades while reducing pollution.
- CARB’s Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing ZEV buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future

² CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB’s definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

³ The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State’s Climate Adaptation Strategy.

fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO₂e (MMTCO₂e) to 545 MMTCO₂e. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan.⁴ The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of

⁴ California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed May 9, 2018.

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 CO₂e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined-cycle natural gas power plant. The new law effectively prevents California’s utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO₂ per megawatt-hour.

SB 1078 and SBX1-2 (Renewable Electricity Standards)

SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State’s load-serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SBX1-2, which codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 25 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts’ responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized

Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into Law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05

Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07

Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California’s transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the “life-cycle carbon intensity” of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08

Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08

Issued on November 17, 2008, Executive Order S-14-08 expands the State’s Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly-owned electricity retailers.

Executive Order S-21-09

Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's RPS to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15

Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO₂e (MMTCO₂e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State’s climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18

Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.

This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California’s energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations

The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, §§ 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards

California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2016 Building Energy Efficiency Standards approved on January 19, 2016 went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and took effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2017. Updates to the 2016 CALGreen Code took effect on January 1, 2020 (2019 CALGreen). The 2019 CALGreen standards continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

Regional

South Coast Air Quality Management District Rule 2305 (Warehouse Indirect Source Rule)

Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021 to reduce NO_x and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. However, Rule 2305 would also reduce GHG emissions. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.

With the tiered approach, the Project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 metric tons of CO₂e (MTCO₂e) per year for industrial projects and a 3,000 MTCO₂e threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). The Working Group indicated that the 10,000 MTCO₂e per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a service population basis (the sum of the number of jobs and the number of residents

provided by a project) such that a project would allow for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed use).

Southern California Association of Governments

Per SB 375, CARB set the following regional transportation greenhouse emissions reduction targets for the Southern California Association of Governments (SCAG) (SB 2015, pp. 7-8):

- 8 percent reduction from the 2005 per capita amount by 2020
- 13 percent reduction from the 2005 per capita amount by 2035

SCAG's SCS is included in the SCAG 2016-2040 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) (SCAG 2016). The goals and policies of the RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.). The 2016-2040 RTP/SCS would result in an eight percent reduction in GHG emissions per capita by 2020, an 18 percent reduction by 2035 and a 21 percent reduction by 2040—compared with 2005 levels (SCAG 2016, p. 153.). This meets or exceeds the State's mandated reductions established by CARB and meets the requirements of SB 375 as codified in Government Code § 65080(b) et seq., which are eight percent by 2020 and 13 percent by 2035. The 2016-2040 RTP/SCS is expected to reduce the number of VMT per capita by more than seven percent and Vehicle Hours Traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service (SCAG 2016, p. 153).

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020. (SCAG 2020, webpage).

CARB updated the regional targets in 2018 to ensure consistency with the more stringent statewide reduction goals subsequently introduced by the California legislature and the Governor's office. For the SCAG region, the updated targets are 8 percent below 2005 per capita emissions levels by 2020 (this value is unchanged from the previous 2020 CARB target), and 19 percent below 2005 per capita emissions levels by 2035. (SCAG 2020, p. 138.).

Connect SoCal SCS has been found to meet state targets for reducing GHG emissions from cars and light trucks. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of 8 percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the CARB for the SCAG region. (SCAG 2020, p. 138.).

Local

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential GHG impacts include:

Land Use and Community Design Element

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 3.1.3 Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.

Policy 3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Goal 3.3: **A City that preserves its existing residential neighborhoods and promotes development of new housing choices.**

Policy 3.3.7 Require well-connected walkable neighborhoods with quality access to transit, pedestrian and bicycle facilities.

Goal 3.7: **A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety.**

Policy 3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

Policy 3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal 3.8: **A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.**

Policy 3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use

development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policy 3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

Implementation LUCD10 Development Monitoring. Establish a monitoring and reporting system for land use development within the City. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions. Report annual changes to the Planning Commission and City Council.

Implementation LUCD22 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

Mobility Element

Goal 4.1: **Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.**

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Goal 4.2: **Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.**

Policy 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Goal 4.3: **A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.**

Policy 4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

Policy 4.3.5 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.4 Develop a comprehensive trails network to connect neighborhoods and key attraction areas.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Goal 4.5: Work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities.

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

Policy 4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

Goal 4.7: Manage and provide an adequate parking supply that meets the needs of people who live, work, and visit Beaumont.

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.

Implementation M3 TDM Plan Requirements. Update the City’s development processing requirements to require that TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City’s Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M25 Special Events. Minimize parking and vehicle travel to special events through traffic management and promotion of transit to the event.

Implementation M29 Zoning Code Update. Update the City’s parking Standards to:

- Provide a reduction in parking standards if comprehensive TDM programs are provided.
- Increase the number of electric vehicle charging stations in parking areas.

Economic Development and Fiscal Element

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

Health and Environmental Justice Element

Goal 6.5: **A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.**

Policy 6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

Policy 6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

Policy 6.5.4 Prioritize transportation system improvements that encourage walking, biking and transit use in the areas with the highest need. This policy is implemented through the Mobility Element.

Community Facilities and Infrastructure Element

Goal 7.1: **City-wide infrastructure to support existing development and future growth.**

Policy 7.1.7 Promote the design of infrastructure projects that use sustainable materials and minimize use of natural resources during construction.

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.

Goal 7.3: **Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.**

Policy 7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water reuse and rainwater harvesting.

Policy 7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

Policy 7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

Policy 7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

- 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.
- Policy 7.3.8** Require the use of recycled water for irrigation of parks and golf courses in Beaumont.
- Goal 7.4:** **Incorporate sustainable and improved stormwater management practices.**
- Policy 7.4.2** Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.
- 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 7.6:** **A zero-waste program that increases recycling and reduces waste sent to the landfill.**
- Policy 7.6.2** Expand programs to collect food waste and green waste from commercial and residential uses.
- Policy 7.6.3** Promote green purchasing options across all City departments. Consider the lifecycle effects from purchases.
- Policy 7.6.5** Ensure construction demolition achieves the State’s 65 percent target for material salvage and recycling of non-hazardous construction materials.
- Policy 7.6.6** Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.
- Goal 7.7:** **Provide for a clean and healthy community through an effective solid waste collection and disposal system.**
- Policy 7.7.1** Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.
- Policy 7.7.2** Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.
- Policy 7.7.3** Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.
- Policy 7.7.4** Offer economic incentives to businesses within the City which are “zero waste.”
- Policy 7.7.5** Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Implementation CF12 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CF16 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CF17 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies landscaping, rainwater capture, greywater systems, and use of cisterns.

Implementation CF120 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CF126 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zerowaste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CF127 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CF128 Technical Assistance. Partner closely with commercial and owners of multifamily properties to start or expand recycling and waste reduction practices.

Implementation CF129 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Implementation CF130 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Conservation and Open Space Element

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policy 8.1.1 Promote, and incentivize when possible, energy efficiency upgrades, such as weatherization and lighting retrofits for qualified households.

Policy 8.1.2 Increase educational and outreach efforts to residential, commercial, and institutional building owners to increase awareness of Southern California Edison programs and incentives to improve energy efficiency in existing buildings.

Policy 8.1.3 Support and implement third party programs and financing sources, such as PACE or HERO programs, to install energy efficiency upgrades in existing buildings. Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways of items such as low-flow shower heads and electrical outlet insulation.

Policy 8.1.4 Partner with local residential and business associations to create a policy requiring energy disclosure, audits, and/or upgrades at time of sale of residential and commercial properties.

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.

Policy 8.1.10 Strive for high levels of energy efficiency in municipal facilities.

Policy 8.1.11 Whenever possible, use energy-efficient models and technology when replacing or providing new city facilities and infrastructure, such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

- Goal 8.2:** **A City which encourages energy from renewable sources.**
- Policy 8.2.1** Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.
- 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.
- Policy 8.2.3** Establish an expedited and streamlined permit process for small photovoltaic systems (10-15 kW maximum power output).
- 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 the Climate Action Plan or similar.
- Policy 8.3.4** Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.
- 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.
- Policy 8.3.6** Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.
- Policy 8.3.7** Collaborate with regional and State partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.
- Goal 8.11:** **A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.**
- Implementation C1** Energy Efficiency Programs. Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives.
- Implementation C2** Energy Disclosure Policy. Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings.
- Implementation C3** Passive Solar Techniques. Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency and

reduce lifetime energy costs without significantly increasing housing production costs.

Implementation C4 Green Affordable Housing. Develop incentives for affordable housing projects that integrate sustainable and long-term green building design.

Implementation C5 Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.

Implementation C6 Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places.

Implementation C8 Greenhouse gas inventory. Prepare a revised greenhouse gas inventory on regular 3-year cycles.

Implementation C9 Climate Adaptation Plan. Develop a Climate Adaptation Plan to identify Beaumont’s most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk.

Implementation C10 Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advanced and green industries, including advanced manufacturing, green building, and sustainable industries (e.g., renewable energy industries, water treatment, and wastewater management).

Implementation C11 Sustainable Communities Strategy. Coordinate with state and regional agencies to implement the Sustainable Communities Strategy.

Implementation C12 Energy Education. Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits.

Implementation C13 Solar Access. Update municipal code to require design of new development and renovations to not impair adjacent buildings’ solar access, unless shading benefits substantially offset the impacts of solar energy generation potential.

Safety Element

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policy 9.10.1 Establish partnerships with Federal, State, regional, and local agencies to cooperate and better understand regional impacts of climate change and develop multijurisdictional solutions.

Policy 9.10.2 Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:

- Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
- Support and incentivize, as feasible, energy efficiency and weatherization programs.
- Protect and expand the City’s urban tree canopy to provide shade, increase carbon sequestration, and purify the air.
- Provide shade structures in public parks, outdoor playgrounds, and bus shelters.

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Policy 9.10.4 Continue to work with the Riverside University Health Services Department and County of Riverside Emergency Management Department to establish public outreach programs (through social media and websites) to distribute information on climate change impacts on vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.

Policy 9.10.5 Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.

Policy 9.10.6 Pursue climate change grant funding opportunities for expanding education programs and funding necessary retrofits.

Implementation S8 Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

Revised Zoning Ordinance

The Revised Zoning Ordinance adds § 17.11.140 to provide regulations for the establishment, maintenance and operation of wind energy conversion systems (WECS) in the City, which reduces potential GHG impacts.

Sustainable Beaumont Plan

In 2015, the City of Beaumont developed and approved Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of GHG emissions. (Beaumont 2040 Plan, p. 198.)

The Sustainable Beaumont Plan details a variety of goals, policies, and actions at the community and municipal levels aimed at conserving energy and reducing emissions in order to meet its GHG reduction targets. By implementing Statewide and local reduction measures, the City would achieve its reductions targets for 2020 and 2030. (SB 2015, p. 64.)

4.7.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning greenhouse gas emissions. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the *CEQA Guidelines* specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project’s GHG emissions will have a “significant” impact on the environment. The guidelines direct that agencies are to use “careful judgment” and “make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate” the project’s GHG emissions⁵.

GHG Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 MTCO₂e industrial threshold for projects where SCAQMD is the lead agency. The SCAQMD GHG CEQA Significance Threshold Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.) during Meeting #8. Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project. During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. Furthermore, the Working Group indicated that the 10,000 MTCO₂e per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The

⁵ 14 California Code of Regulations, Section 15064.4a

SCAQMD has not announced when staff is expecting to present GHG thresholds for land use projects where the SCAQMD is not the lead agency to the governing board.

The City of Beaumont has not adopted project-specific significance thresholds, and instead relies on SCAQMD's recommended Tier 3 screening thresholds to determine the significance of a project's GHG emissions. Although this Project proposes industrial warehouses, the considerable majority of GHG emissions generated in relation to the project would result from mobile truck emissions, and not stationary industrial sources. Therefore, to provide the most conservative analysis, the City will apply the 3,000 MTCO₂e/year screening threshold recommended by SCAQMD for residential and commercial projects, the emissions of which primarily the result of mobile, and not stationary, sources.

Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO₂/year to nearly 49 GtCO₂/year.⁶ As such, the geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2020.4.0 (CalEEMod). Details of the modeling assumptions and emission factors are provided in **Appendix F, Greenhouse Gas Emissions Assessment**. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. Construction was modeled generally according to the following timeline:

- Phase 1: Commence in the second quarter of 2023 and conclude in the third quarter of 2024 (an approximate 18-month duration).
- Phase 2: Commence in early 2026 and conclude mid to late 2027 (an approximate 18-month duration).

The Project's operational GHG emissions would be generated by vehicular traffic, off-road equipment, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste. Construction was modeled generally according to the following timeline:

- Phase 1: Commence in the second quarter of 2023 and conclude in the third quarter of 2024 (an approximate 18-month duration).

⁶ Intergovernmental Panel on Climate Change, *Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014.

- Phase 2: Commence in early 2026 and conclude mid to late 2027 (an approximate 18-month duration).

The Project’s operational GHG emissions would be generated by vehicular traffic, off-road equipment, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste. These emissions categories are discussed below.

- **Area Sources.** Area source emissions occur from hearths, architectural coatings, landscaping equipment, and consumer products. The Project involves warehouse uses and would not include hearths. Landscaping and consumer products would be limited. Negligible quantities of consumer products (i.e., personal care products, home, lawn, and garden products, disinfectants, sanitizers, polishes, cosmetics, and floor finishes) would be used. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions.
- **Energy Consumption.** Energy consumption consists of emissions from project consumption of electricity and natural gas. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy emissions are calculated based on consumption rates and emissions factors in CalEEMod. No changes were made to the default energy usage consumption rates or emissions factors.
- **Solid Waste.** Solid waste releases GHG emissions in the form of methane when these materials decompose. Solid waste emissions are calculated based on generation rates and emissions factors in CalEEMod.
- **Water and Wastewater.** Project GHG emissions would be generated from energy consumption associated with water and wastewater conveyance and treatment. Water and wastewater emissions are calculated based on the estimated consumption in the Project Water Supply Assessment (Albert A Webb Associates, *Water Supply Assessment, Beaumont Summit Station Specific Plan Project*, November 2021) and emissions factors in CalEEMod.
- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. Off-road emissions were calculated with emissions rates derived from CARB’s OFFROAD database. For this project it was assumed that the warehouses would include 51 forklifts and 9 off-highway trucks for loading and unloading goods per the SCAQMD *High Cube Warehouse Truck Trip Study White Paper*⁷. It should be noted that Project Design Feature (PDF) AQ-1 indicates that the Project does not include cold storage. Cold storage is also not an allowed use in the Specific Plan. Therefore, this analysis models the warehouses as unrefrigerated, and the Project would not include emissions from transport refrigeration units (TRUs).
- **Emergency Backup Generators.** As the Project warehouses are speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project’s normal daily operations. Nonetheless, emissions associated with this equipment were included to be conservative. Emissions from an

⁷ SCAQMD, *High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results*, June 2014.

emergency backup generator for each warehouse building were calculated separately from CalEEMod; refer to Appendix A. However, CalEEMod default emissions rates were used. If backup generators are required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

- **Mobile Sources.** Mobile sources are emissions from motor vehicles. The Project generated traffic was obtained from the Project's Traffic Impact Study prepared by Kimley-Horn and Associates (July 2021). Project trip generation from the Trip Generation Analysis is based on the following Institute of Transportation Engineers (ITE) land use categories:

Phase 1

- ITE Land Use 154: High-Cube Short-Term Storage (2,199.095 thousand square feet, 3,079 total daily vehicle trips, which include 493 truck trips).
- ITE Land Use 150: Warehousing (358.370 thousand square feet, 613 total daily vehicle trips, which include 166 truck trips).

Phase 2

- ITE Land Use 310: Hotel (220 rooms, 1,758 daily vehicle trips).
- ITE Land Use 820: Shopping Center (25 thousand square feet, 1,361 total daily vehicle trips, 898 net trips after pass-by reduction).
- ITE Land Use 932: High-Turnover (Sit-Down) Restaurant (15 thousand square feet, 1,608 total daily vehicle trips, 1,539 net trips after pass-by reduction).
- ITE Land Use 934: Fast-Food Restaurant with Drive-Through (10 thousand square feet, 4,675 total daily vehicle trips, 4,290 net trips after pass-by reduction).

Phase 1 of the Project would generate 3,692 daily trips, which includes 3,033 passenger car trips and 659 truck trips. Passenger car/employee commute trip lengths use CalEEMod default lengths for projects in Riverside County, truck trip lengths are assumed to be 33.2 miles one way.⁸ Phase 2 of the project would generate 8,485 daily vehicle trips. Full Project buildout would (Phase 1 and Phase 2) would generate 12,177 total daily vehicle trips. Warehouse truck mix percentages are based on the SCAQMD Truck Trip Generation Study applied to ITE truck percentages. Mobile source emissions rates in CalEEMod have been updated with EMFAC2021 emissions rates consistent with the methodology described in the CalEEMod *User's Guide (Appendix A, Section 5.2)*.⁹ It should be noted that EMFAC2021 emissions rates include CARB SAFE Rule adjustment factors.¹⁰

⁸ California Air Resources Board, *Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards*, 2007. Available at: https://ww3.arb.ca.gov/msei/onroad/downloads/drayage_trucks/appbf.pdf

⁹ California Air Pollution Control Officers Association (CAPCOA), *CalEEMod User Guide Appendix A: Calculation Details, Section 5.2 Methodology for Converting EMFAC2017 Emission Rates into CalEEMod Vehicle Emission Factors*, May 2021.

¹⁰ California Air Resources Board, *EMFAC2021 Volume III Technical Document*, March 21, 2021.

Emissions reductions attributable mitigation measures were applied in CalEEMod are derived from methodologies compiled in the CAPCOA report *Quantifying GHG Measures*.¹¹ Each measure was assessed to determine its consistency with CAPCOA criteria for the use of the measure. The following mitigation measure were applied in CalEEMod include:

- Transportation Demand Management Measures: TRT-1 (Implement Trip Reduction Program), TRT-7 (Market Commute Trip Reduction Option), and TRT-11 (Employee Vanpool/Shuttle).
- A-1 - Electric Landscape Equipment.
- BE-1 – Exceed Title 24. The project would be required to comply with CALGreen Tier 2, which requires a 30 percent improvement.
- SW-1 – 75 Percent Reduction in Solid Waste Disposal.

Additionally, the following design features/mitigation measures were quantified outside of CalEEMod:

- **Electric Cargo Handling Equipment.** Electric cargo handling equipment (see Project Design Feature (PDF) AQ-2, below) emissions from energy consumption were calculated based on 51 forklifts and 9 yard trucks operating for 12 hours per day and the Southern California Edison (SCE) electricity CO₂e emissions factor from CalEEMod. As noted above, the assumptions for the equipment is based on the SCAQMD *High Cube Warehouse Truck Trip Study White Paper* (2014).
- **On-Site Renewable Energy.** Solar photovoltaic (PV) panels installed on Phase 1 or other source of renewable energy generation on-site would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load, conservatively anticipated to be approximately 8.87 kilowatt hours (kWh) per year per square foot (sf)^{12, 13}). With expected energy consumption at 8.87 kWh/ sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size would require approval by Southern California Edison (SCE). SCE’s Rule 21 governs operating and metering requirements for any facility connected to SCE’s distribution system. Should SCE limit the off-site export, the proposed project could utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to offset consumption.

Should the energy consumption characteristics of a future tenant differ from this projection, there is sufficient space on the rooftop for the system to roughly triple on-site generation. The building would include an electrical system, roof structure consideration, and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure would be clearly labeled with noticeable and permanent signage.

Project Design Features

The Project applicant proposes the following Project Design Features (PDFs) that would be incorporated into the Project design and constructed or implemented as part of the Project. PDFs are specific design and/or operational characteristics proposed by the Project Applicant that are incorporated into the

¹¹ California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, August 2010.

¹² U.S. Energy Information Administration, *Commercial Buildings Energy Consumption Survey*. Table PBA4. Electricity consumption totals and conditional intensities by building activity subcategories, 2012. 75th percentile value for Nonrefrigerated Distribution Center = 8.5kWh/year/sf

¹³ Additional consumption of 30 Level 2 EV chargers providing 6 hours of charge time for two employee shifts per day = 0.37kWh/year/sf

Project and part of the Project description and Specific Plan. Because PDFs are incorporated into the Project, they do not constitute mitigation measures. It should be noted that PDF AQ-1 indicates that the Project would not include cold storage. Cold storage is also not an allowed use in the Specific Plan. Therefore, this analysis models the warehouses as unrefrigerated. PDF AQ-2 notes that all cargo handling equipment would be powered by electricity. Emissions from diesel cargo handling equipment are provided in the impact analysis for informational purposes and implementation of PDF AQ-2 is reflected under the mitigated scenario. Additional emissions benefits from implementation of PDF AQ-3 through PDF AQ-18 are conservatively not quantified; no credit is taken for these measures.

- PDF AQ-1** The Project does not include cold storage.
- PDF AQ-2** All Phase 1 outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment. The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage.
- PDF AQ-3** Tenant lease agreements for Phase 1 shall include contractual language restricting trucks and support equipment from nonessential idling longer than 5 minutes while on site.
- PDF AQ-4** All heavy-duty vehicles registered in California entering or operated on Phase 1 shall be model year 2010 or later. This requirement shall be included as part of tenant's agreement with third-party carriers. Tenants shall maintain records on its fleet equipment and ensure that all heavy-duty trucks accessing the Phase 1 use year 2010 or newer engines. The records shall be maintained onsite and be made available for inspection by the City. Encouraging the use of model year 2010 or newer trucks and other efficiency measures could incentivize near zero emission (NZE) or zero emission (ZE) truck visits, which would facilitate compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule).
- PDF AQ-5** Phase 1 facility operators shall be required to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. The building manager or their designee shall be responsible for enforcing these requirements.
- PDF AQ-6** Phase 1 tenants shall train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Facility operators shall maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request. The building manager or their designee shall be responsible for enforcing these requirements.
- PDF AQ-7** Phase 1 tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer's

specifications. The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-8 The facility operator for Phase 1 shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course #512). The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-9 Phase 1 tenants shall include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB’s Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.

PDF AQ-10 The Phase 1 site shall install 30 light-duty vehicle charging stations and conduit for 59 future electric light-duty vehicle charging stations. Spaces with conduit for future charging stations shall have properly sized and listed raceways/conduits, dedicated branch circuits, service panel or subpanel(s). Both the service panel or subpanel(s) and the raceway termination location shall be visibly marked as “EV CAPABLE.”

PDF AQ-11 Designate 119 parking spaces for clean air/electric vehicle/vanpool parking on the Phase 1 site.

PDF AQ-12 Phase 1 tenants shall enroll in the United States Environmental Protection Agency’s SmartWay program and tenants shall use carriers that are SmartWay carriers.

PDF AQ-13 The Phase 1 facility operator shall provide tenants with an information packet that:

- Provides information on incentive programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) and Voucher Incentive Program, and other similar funding opportunities to upgrade their fleets. The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped.
- Recommends the use of electric or alternatively fueled sweepers with high efficiency particulate air (HEPA) filters;
- Recommends the use of water-based or low VOC cleaning; and
- For occupants with more than 250 employees, information related to SCAQMD Rule 2202, which requires the establishment of a transportation demand management program to reduce employee commute vehicle emissions.

PDF AQ-14 Signs shall be installed at each Phase 1 exit driveway, providing directional information to the City’s truck route. Text on the sign shall read “To Truck Route” with a directional arrow. Truck routes shall be clearly marked pursuant to the Municipal code.

PDF AQ-15 The Phase 1 site shall be designed such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility. Vehicles can access the building using paved roads and parking lots. Further, the applicant shall provide

signage to ensure that no trucks are queuing outside the facility. Signage shall also be placed at the entrance of the site for the community in case of complaints and shall include the phone number of the building manager or designee. The building manager or designee shall be responsible for ensuring compliance with this measure tenant and third-party truck owners.

PDF AQ-16 The Phase 1 portion of the Project shall provide funding for 30 grants for the purchase of zero emission vehicle passenger cars for on-site employees. The program shall prioritize applicants who live in the City of Beaumont and the surrounding area (i.e., employees that are residents of Beaumont, Banning, or Calimesa) and who do not already own a zero emission vehicle. Additionally, grantees must be employed at the Project site for a minimum of five years. Grantees employed for less than five years must return the zero emission vehicle so that it can be used by a current employee.

PDF AQ-17 Phase 1 shall install photocatalytic pavements or pavement coatings (such as PURETi Coat or PlusTi) that lessens pavement-related radiative forcing by reducing heat absorption and the convective re-release (pavement emissivity) from solar radiation, as well as naturally decomposing surrounding atmospheric NO₂ when exposed to ultraviolet (UV) light.

PDF AQ-18 During Phase 1, the Project shall improve vegetation and tree canopy for all sensitive receptors' properties located within a 300-foot radius of the Project boundary for a maximum one-time contribution of \$5,000 per sensitive receptor's property. The funds may be used for vegetation installation, the vegetation itself, and vegetation irrigation. If the Applicant provides reasonable evidence to the City of contacting the property owners of the sensitive receptor(s) and offering to plant vegetation and tree canopy, and the offer is declined or the property owner(s) cannot be reached, no further action shall be required.

4.7.5 Impacts and Mitigation Measures

Impact 4.7-1 *Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?*

Level of Significance: Significant Unavoidable Impact

Short-Term Construction Greenhouse Gas Emissions

The Project would result in direct emissions of CO₂, N₂O, and CH₄ from construction equipment and the transport of materials and construction workers to and from the Project site. The GHG emissions only occur during temporary construction activities and would be cease once construction is complete. The total GHG emissions generated during all phases of construction were combined and are shown in **Table 4.7-2, Construction-Related Greenhouse Gas Emissions.**

Table 4.7-2: Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
Phase 1 Construction	
Construction Year 1 (2023)	3,809
Construction Year 2 (2024)	4,041
Total Phase 1 Construction Emissions	7,850
Phase 1: 30-Year Amortized Construction Emissions	262
Phase 2 Construction	
Construction Year 3 (2026)	698
Construction Year 4 (2027)	299
Total Phase 2 Construction Emissions	997
Phase 2: 30-Year Amortized Construction Emissions	33
Source: CalEEMod version 2020.4.0. Refer to Appendix F for model outputs.	

As shown, Phase 1 of the Project would result in the generation of approximately 7,850 MTCO₂e over the course of construction and Phase 2 would generate approximately 997 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over a 30 year period and then added to the operational emissions. The amortized Project Phase 1 construction emissions would be 262 MTCO₂e per year while the amortized Project Phase 2 construction emissions would be 33 MTCO₂e per year. Total amortized emissions for Project Buildout would be 295 MTCO₂e per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Phase 1 Operational Emissions

GHG emissions associated with Phase 1 of the Project are summarized in **Table 4.7-3, Phase 1 Greenhouse Gas Emissions**. As shown in **Table 4.7-3**, the Project’s unmitigated emissions would be approximately 20,646 MTCO₂e annually from both construction and operations. Project-related GHG emissions would exceed the City’s 3,000 MTCO₂e per year threshold. The majority of the GHG emissions (67 percent of unmitigated emissions and 96 percent of mitigated emissions) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards.

Table 4.7-3: Phase 1 Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year		
	Unmitigated	Mitigated	Mitigated 2040 ⁸
Area and Indirect Stationary Sources			
Construction Amortized Over 30 Years	262	262	262
Area Source ¹	0.12	0.07	0.07
Energy ²	1,512	1,355	470
Off-road (Forklifts and Yard Trucks) ³	3,649	848	848
Emergency Backup Generator	59	59	59
Waste	1,211	303	303
Water and Wastewater ⁴	83	83	32
Solar PV ⁵	N/A	-2,417	-2,417
Subtotal	6,776	493	-443
Mobile Sources³			
Warehouse Trucks ⁶	8,856	8,856	5,949
Warehouse Passenger Cars ⁶	5,014	4,754	3,943
30 Zero Emission Vehicles ⁷	N/A	-99	-78
Subtotal	13,870	13,511	9,814
Total	20,646	14,004	9,371
<i>Beaumont GHG Threshold</i>	<i>3,000</i>	<i>3,000</i>	<i>3,000</i>
Exceeds Threshold?	Yes	Yes	Yes
1. Mitigation Measure GHG-4 requires electric landscaping equipment, which would reduce area source emissions. 2. Mitigation Measure GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards. 3. PDF AQ-2 requires cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) to be powered by electricity. Unmitigated emissions from diesel equipment are disclosed for informational purposes. 4. Water consumption is based on the Project's Water Supply Assessment. 5. Mitigation Measure GHG-1 requires the installation of photovoltaic solar panels to offset energy emissions. 6. Mitigation Measure AQ-3 (refer to the Projects Air Quality Assessment) requires implementation of a TDM program. 7. The Project would provide a grant program for the purchase of 30 electric passenger cars for on-site employees per PDF AQ-16. Note that these emissions reductions have been included for informational purposes and are not considered as part of the significance determination. 8. 2040 emissions are provided for informational purposes only. Emissions decrease in future years due to phased-in emissions standards, fleet turnover, and more stringent renewable electricity goals pursuant to state regulations. Source: CalEEMod version 2020.4.0. Refer to Appendix F for model outputs.			

Phase 2 Operational Emissions

GHG emissions associated with Phase 2 of the Project are summarized in **Table 4.7-4: Phase 2 Greenhouse Gas Emissions**. As shown in **Table 4.7-4**, the Project's unmitigated emissions would be approximately 11,580 MTCO₂e annually from both construction and operations. Project-related GHG emissions would exceed the City's 3,000 MTCO₂e per year threshold. The majority of the GHG emissions (86 percent unmitigated and 90 percent mitigated) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards.

Table 4.7-4: Phase 2 Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year		
	Unmitigated	Mitigated	Mitigated 2040
Stationary Sources			
Construction Amortized Over 30 Years	33	33	33
Area Source ¹	0.02	0.01	0.01
Energy ²	1,284	1,085	679
Waste ³	221	55	55
Water and Wastewater ⁴	99	99	24
Subtotal	1,639	1,272	791
Mobile Sources			
Employee, Delivery, and Retail Customers ⁵	9,943	9,831	8,021
Subtotal	9,943	9,983	8,021
Total	11,580	11,103	8,812
<i>Beaumont GHG Threshold</i>	<i>3,000</i>	<i>3,000</i>	<i>3,000</i>
Exceeds Threshold?	Yes	Yes	Yes
1. Mitigation Measure GHG-4 requires electric landscaping equipment, which would reduce area source emissions. 2. Mitigation Measure GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards. 3. PDF AQ-2 requires cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) to be powered by electricity. Unmitigated emissions from diesel equipment are disclosed for informational purposes. 4. Water consumption is based on the Project's Water Supply Assessment. 5. Mitigation Measure AQ-3 (refer to the Projects Air Quality Assessment) requires implementation of a TDM program. 6. 2040 emissions are provided for informational purposes only. Emissions decrease in future years due to phased-in emissions standards, fleet turnover, and more stringent renewable electricity goals pursuant to state regulations. Source: CalEEMod version 2020.4.0. Refer to Appendix F for model outputs.			

The Project includes numerous PDFs that would minimize emissions. For example, the project would not include cold storage, which would reduce emissions from electricity consumption and transport refrigeration units (TRUs). All cargo handling equipment (forklifts, yard trucks, etc.) is required to be electrically powered to reduce on-site criteria pollutant emissions. All heavy-duty vehicles registered in California and entering or operated on the project site shall be model year 2010 or later. In order to promote the use of alternative fuels and clean fleets and facilitate future installation of electric vehicle supply equipment, the Project would install 30 light-duty vehicle charging stations, install conduit for 59 future electric light-duty vehicle charging stations, and designate 119 parking spaces for clean air/electric vehicle/vanpool parking. Additionally, the Project would require future tenants to attend CARB training for record keeping and ensuring vehicles comply with CARB regulations and are in good condition, enroll in the EPA's SmartWay program, provide information on CARB's Carl Moyer Voucher Incentive Program to upgrade fleets, include signage for truck routes and locate check-in points to ensure truck queues do not occur outside of the facility.

Additionally, **MM AQ-3** through **MM AQ-6** have been identified in **Section 4.2, Air Quality** to reduce operational emissions. **MMAQ-3** requires the implementation of a Transportation Demand Management (TDM) program to reduce single occupant vehicle trips and encourage transit. **MM AQ-4** requires the buildings to be designed to accommodate electric vehicle (EV) infrastructure, **MM AQ-5** prohibits idling

when engines are not in use, and **MM AQ-6** is required to incentivize the use of cleaner operating trucks to reduce emissions.

Standard Conditions (SC) GHG-1 through SC GHG-9, as required by the California Building Code, would provide designated parking to promote the use of alternative fuels and clean fleets, facilitate future installation of electric vehicle supply equipment, and limit idling times. **MM GHG-1** requires the installation of solar photovoltaic (PV) panels to offset the Project's energy consumption and **MM GHG-2** requires the Project to meet or exceed CALGreen Tier 2 standards to further improve energy efficiency. Additionally, **MM GHG-3** requires the Project to divert 75 percent of waste from landfills and **MM GHG-4** requires landscape equipment to be 100 percent electric.

In addition, the Project would be required to comply with SCAQMD Rule 2305 which would directly reduce emissions or to otherwise facilitate emissions reductions. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby. Although Rule 2305 focuses on air quality pollutant emissions, the rule would facilitate cleaner vehicles and supporting infrastructure that would also result in GHG benefits.

Warehouse owners and operators are required to earn Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options.

A preliminary WAIRE calculation has been conducted for the proposed Project. The Project would include rooftop solar (refer to **MM GHG-1**) and nine zero emission yard trucks that would operate for approximately 8 hours per day, 365 days per year. Based on the SCAQMD WAIRE User Calculator the Project would have a Warehouse Points Compliance Obligation (WPCO) of 1,122 and would earn 9,283 points. As a result, the Project more than fulfill its WPCO and would bank 8,161 points.¹⁴

As shown in **Table 4.7-3** and **Table 4.7-4**, mitigation and PDFs would individually reduce Phase 1 and Phase 2 stationary emissions to below the City's industrial threshold of 3,000 MTCO₂e, however mobile source emissions would continue to exceed the threshold. The TDM program required by **MM AQ-3** will reduce GHG emissions from employees commuting to work, however the number of delivery trips and retail customer trips would not be reduced by a TDM program.

Implementation of these PDFs, mitigation measures, and standard conditions would reduce Phase 1 GHG emissions to 34,306 MTCO₂e per year and Phase 2 GHG emissions to 11,311 MTCO₂e per year, the

¹⁴ Note that this calculation is preliminary and provided for informational purposes. The WAIRE Points Compliance Obligation is determined by the actual number of truck trips to the facility based on logs of truck trips submitted on January 1 after the first year of operation. The trip rates that SCAQMD uses in the WAIRE User Calculator would be slightly different than what is used in the Project's Traffic Study.

Project's emissions would still exceed the 3,000 MTCO₂e per year threshold. Additional mitigation to further reduce these emissions is not feasible.

Additional mitigation to reduce the Project's mobile emissions is not feasible due to the limited ability of the City of Beaumont to address emissions resulting from trucks, cars, and/or emissions generated by these trucks outside of the City's limits. As with all land use projects, the Project's mobile and transportation related GHG emissions are a function of two parameters: emissions control technology and vehicle miles traveled (VMT).

CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the state's Low Carbon Fuel Standard (Executive Order S-01-07) (LCFS), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions" which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period. In 2018, CARB approved amendments to the LCFS, which strengthened the carbon intensity benchmarks through 2030 to ensure they are in-line with California's 2030 GHG emission reduction target enacted through SB 32. This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The state is also implementing legislation and regulations to address the second parameter affecting transportation related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark. However, the state has determined that VMT regulations are not applicable to heavy trucks, such as those that will utilize the proposed Project and generate the majority of the Project's GHG emissions.

As such, the City of Beaumont has no regulatory control over emissions control technology and therefore limited ability to control or mitigate emissions associated with truck emissions associated with this Project.

Additional mitigation to further reduce the Project's non-mobile emissions is also not feasible. The Project's PDFs already address non-mobile emissions to extent possible, by designing buildings to provide environmental design features, incorporate energy and water conservation measures, and provide electrical, heating, ventilation, lighting, and power systems that meet CALGreen Standards (**MM GHG-2** requires the Project to meet or exceed CALGreen Tier 2 standards, which exceeds code requirements). Further, the project would offset energy demand with solar PV infrastructure (**MM GHG-1**), divert 75 percent of solid waste from landfills (**MM GHG-3**) and require landscape equipment to be 100 percent electric (**MM GHG-4**). Additionally, the project includes design features to require electric cargo handling equipment, EV charging stations, among various others describe above.

The reliance on carbon offsets to reduce either the Project’s mobile or non-mobile emissions is also not feasible, as no local programs are available that would meet CEQA’s criteria for a valid mitigation measure. To reduce emissions, purchased offset credits must be genuine, quantifiable, additional, and verifiable. Even offset credits purchased from CARB-approved offset project registries have been determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions or cannot guarantee that such reductions are additional to any reduction that would occur under business-as-usual operations and reductions required by law. Such offsets have been determined to not comply with CEQA’s definition of a valid mitigation measure. See *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467.

The City of Beaumont, the lead agency for the Project and the entity responsible for enforcing any mitigation measures incorporated into the Project and relied upon to reduce impacts to a less than significant level, has no enforcement authority over offset credits that fund carbon reduction projects outside of the City. Many offset credits “sell” reductions in emissions generated outside of California, which may not be genuine or verifiable. International offsets are even more difficult to verify, guarantee and enforce. Even CARB does not have enforcement authority over such reductions, let alone the City of Beaumont. Thus, the purchase of offset credits is not a feasible mitigation measure to reduce the emissions impact of the proposed Project.

Therefore, despite the incorporation of all feasible mitigation measures, the remaining mobile emissions in Phase 1 and Phase 2 cannot feasibly be mitigated because neither the Project nor the City has the regulatory authority to control tailpipe emissions. For additional information, **Table 4.7-3** and **Table 4.7-4** show anticipated Phase 1 and Phase 2 emissions in 2040, as current State and Federal regulations continue to reduce GHG emissions. However even by 2040, mobile source emissions would remain above the City’s threshold.

Project Buildout Operational Emissions

GHG emissions associated with the entire Project are summarized in **Table 4.7-5, Project Buildout Greenhouse Gas Emissions**. As shown in **Table 4.7-5**, at Project Buildout, the combination of Phase 1 and Phase 2, the unmitigated emissions would be approximately 32,226 MTCO₂e annually from both construction and operations. Project-related GHG emissions would exceed the City’s 3,000 MTCO₂e per year threshold. The majority of the GHG emissions (74 percent unmitigated and 93 percent mitigated) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards.

Table 4.7-5: Project Buildout Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year		
	Unmitigated	Mitigated	Mitigated 2040 ⁸
Area and Indirect Sources			
Construction Amortized Over 30 Years	295	295	295
Area Source ¹	0.14	0.08	0.08
Energy ²	2,796	2,440	1,149
Off-road (Forklifts and Yard Trucks) ³	3,649	848	848
Emergency Backup Generator	59	59	59
Waste	1,432	358	358
Water and Wastewater ⁴	182	182	56
Solar PV ⁵	N/A	-2,417	-2,417
Subtotal	8,413	1,765	348
Mobile Sources³			
Trucks, Employees, Delivery, and Retail Customers ⁶	23,813	23,441	17,913
30 Zero Emission Vehicles ⁷	N/A	-99	-78
Subtotal	23,813	23,342	17,835
Total	32,226	25,107	18,183
<i>Beaumont GHG Threshold</i>	<i>3,000</i>	<i>3,000</i>	<i>3,000</i>
Exceeds Threshold?	Yes	Yes	Yes
1. Mitigation Measure GHG-4 requires electric landscaping equipment, which would reduce area source emissions. 2. Mitigation Measure GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards. 3. PDF AQ-2 requires cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) to be powered by electricity. Unmitigated emissions from diesel equipment are disclosed for informational purposes. 4. Water consumption is based on the Project's Water Supply Assessment. 5. Mitigation Measure GHG-1 requires the installation of photovoltaic solar panels to offset energy emissions. 6. Mitigation Measure AQ-3 (refer to the Projects Air Quality Assessment) requires implementation of a TDM program. 7. The Project would provide a grant program for the purchase of 30 electric passenger cars for on-site employees per PDF AQ-16. Note that these emissions reductions have been included for informational purposes and are not considered as part of the significance determination. 8. 2040 emissions are provided for informational purposes only. Emissions decrease in future years due to phased-in emissions standards, fleet turnover, and more stringent renewable electricity goals pursuant to state regulations. Source: CalEEMod version 2020.4.0. Refer to Appendix F for model outputs.			

Since mitigated future mobile source emissions exceed the City's 3,000 MTCO₂e threshold and no additional feasible mitigation beyond **MM AQ-3** through **MM AQ-6** (refer to **Section 4.2, Air Quality**) and **MM GHG-1** through **MM GHG-4** are available to further reduce emissions, this impact remains significant and unavoidable.

Standard Conditions and Requirements

Standard Conditions are existing requirements and standard conditions that are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review. Typical standard conditions and requirements include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because

Standard Conditions are neither Project specific nor a result of development of the Project, they are not considered to be either PDFs or Mitigation Measures.

- SC GHG-1** Require construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.
- SC GHG-2** In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area “solar ready” that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.
- SC GHG-3** Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City’s Water Efficient Landscape Requirements (Section 17.06.030 of the City’s Municipal Code).
- SC GHG-4** Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- SC GHG-5** Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- SC GHG-6** Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410.1 of the California Green Building Standards Code Part 11.
- SC GHG-7** Provide designated parking for any combination of low-emitting, fuel efficient and carpool/van pool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance with Section 5.106.5.2, Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.
- SC GHG-8** Provide at least six percent of the total parking spaces to facilitate future installation of electric vehicle supply equipment in accordance with Section 5.106.5.3.2, Multiple Charging Space Requirements, of the California Green Building Standards Code Part 11.
- SC GHG-9** Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.

Mitigation Measures

Refer to **MM AQ-1** through **MM AQ-6** in **Section 4.2, Air Quality**. The following additional mitigation is also required.

- MM GHG-1** Phase 1 of the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load,

conservatively anticipated to be approximately 8.87 kilowatt hours per year [kWh/year] per square foot^{15,16}).

With expected energy consumption at 8.87 kWh/sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to offset consumption.

Should the energy consumption characteristics of a future tenant differ from this projection, there is sufficient space on the rooftop for the system to roughly triple on-site generation. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.

MM GHG-2 Prior to the issuance of a Phase 1 or Phase 2 building permit, the Project Applicant or successor in interest shall provide documentation to the City of Beaumont demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) certification and meet or exceed CalGreen Tier 2 standards in effect at the time of building permit application.

MM GHG-3 The development (Phase 1 and Phase 2) shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection and load area shall be constructed in compliance with Riverside County Waste Management Department's Design Guidelines for Recyclable Collection and Loading Areas.

MM GHG-4 Prior to the issuance of Phase 1 or Phase 2 occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all landscaping equipment used onsite shall be 100 percent electrically powered. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable.

Level of Significance

Significant and unavoidable impact. No additional feasible mitigation measures are available that can reduce impacts to less than significant. As explained above, the Project incorporates all feasible mitigation measures that could be implemented to further reduce the Project's GHG emissions below the 3,000 MTCO₂e threshold. There are no additional measures available that would further reduce emissions because the majority of the Project's emissions come from mobile sources which are regulated by the State and not the City of Beaumont. Further, for the reasons discussed above, the purchase of offset credits is not feasible, as no local programs exist, and those offset registries that are available would not

¹⁵ U.S. Energy Information Administration, Commercial Buildings Energy Consumption Survey. Table PBA4. Electricity consumption totals and conditional intensities by building activity subcategories, 2012. 75th percentile value for Nonrefrigerated Distribution Center = 8.5kWh/year/sf.
¹⁶ Additional consumption of 30 Level 2 EV chargers providing 6 hours of charge time for two employee shifts per day = 0.37kWh/year/sf.

meet CEQA’s definition of a verifiable, enforceable, and therefore, valid, mitigation measure. Impacts would remain significant and unavoidable.

Impact 4.7-2 *Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?*

Level of Significance: Significant Unavoidable Impact

Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions (Climate Action Plan)

The City approved Sustain Beaumont (Climate Action Plan) in 2015, which serves as a long-term plan for achieving sustainability by utilizing resources effectively and reducing GHG emissions. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, the City can keep dollars in the local economy, create new green jobs, and improve community quality of life. The goals outlined in the Climate Action Plan are shown in **Table 4.7-6, City of Beaumont, Sustainable Beaumont Plan (Climate Action Plan) Consistency**. As shown in **Table 4.7-6**, the Project would not conflict with the goals in the Climate Action Plan.

Table 4.7-6: City of Beaumont, Sustainable Beaumont Plan (Climate Action Plan) Consistency

SBCOG Goals		Compliance	
GOAL 1:	Increase energy efficiency in existing residential units.	N/A:	This is not a residential project therefore this goal is not applicable.
GOAL 2:	Increase energy efficiency in new residential development.	N/A:	This is not a residential project therefore this goal is not applicable.
GOAL 3:	Increase energy efficiency in existing commercial units.	N/A:	The Project site is undeveloped; therefore, this goal is not applicable.
GOAL 4:	Increase energy efficiency in new commercial development.	Consistent:	Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).
GOAL 5:	Increase energy efficiency through water efficiency.	Consistent:	The Project will incorporate low flow appliances and water efficient landscaping.
GOAL 6:	Decrease energy demand through reducing urban heat island effect.	Consistent:	The Project will incorporate light colored materials to reduce heat absorption in accordance with Section 140.3(a) of the California Building Code.
GOAL 7:	Decrease GHG emissions through reducing vehicle miles traveled.	Consistent:	The Project will incorporate a Transportation Design Management program (refer to MM AQ-3 in the Section 4.2 Air Quality).
GOAL 8:	Decrease GHG emissions through reducing solid waste generation.	Consistent:	The Project will comply with AB 939 and will divert at least 50 percent of solid waste from landfills. Additionally, MM GHG-3 requires the Project to divert 75 percent of its solid waste from landfills
GOAL 9:	Decrease GHG emissions through increasing clean energy use.	Consistent:	Project is required to comply with the provisions of the California Building Energy Efficiency Standards and CALGreen. MM GHG-2 requires the Project to meet CalGreen Tier 2 standards.

SBCOG Goals	Compliance
GOAL 10: Decrease GHG emissions from new development through performance standards	N/A: The City has not implemented the GHG Screening Table.
Source: City of Beaumont, Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions, October 2015.	

Riverside County Climate Action Plan Greenhouse Gas Screening Tables

Although the Project is currently located in the City of Beaumont, the Project area was annexed from Riverside County in 2016. Under the Riverside County CAP, projects that generate less than 3,000 MTCO₂e are considered less than significant, projects that generate more than 3,000 MTCO₂e must achieve at least 100 points on the Riverside County GHG Emissions Screening Tables (Screening Tables) to demonstrate consistency with CAP. Projects that achieve 100 points on the Screening Tables are also considered less than significant. The Screening Tables establishes a points system that assigns values for each GHG emissions mitigation design element or operational program feature incorporated into a given development project. For informational purposes, the Project is also shown to be consistent with the Riverside County CAP.

Table 4.7-7, Riverside County Climate Action Plan Screening Table identifies potential design features and their associated scores for commercial/industrial projects. Typical development projects for this category of the Screen Tables include retail commercial, big box retail, office buildings, business parks, and typical warehousing. However, more unusual types of industrial projects, such as cement manufacturing, metal foundries, refrigerant manufacturing, electric generating stations, and oil refineries, cannot use the Screening Tables because the emission sources for those types of uses were not contemplated in the Riverside County CAP. **Table 4.7-7** shows that the proposed Project has the potential to achieve 100 points on the Screening Tables.

Table 4.7-7: Riverside County Climate Action Plan Screening Table

Feature	Description	Assigned Point Value
Insulation	2017 Title 24 Requirements (walls: R-13; roof/attic: R-30)	0
	Modestly Enhanced Insulation (walls: R-13; roof/attic: R-38)	9
	Enhanced Insulation (rigid wall insulation: R-13; roof/attic: R-38)	11
	Greatly Enhanced Insulation (spray foam wall insulated walls R-15 or higher) roof/attic R-38 or higher)	12
Windows	2016 Title 24 Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC))	0
	Modestly Enhanced Window Insulation {0.4 U-Factor, 0.32 SHGC}	4
	Enhanced Window Insulation {0.32 U-Factor, 0.25 SHGC}	5
	Greatly Enhanced Window Insulation {0.28 or less U-Factor, 0.22 or less SHGC}	7
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	7
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	8

Feature	Description	Assigned Point Value
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	10
Air Infiltration	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	7
	Blower Door HERS Verified Envelope Leakage or equivalent	6
Thermal Storage of Building	Modest Thermal Mass (10% of floor or 10% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	2
	Enhanced Thermal Mass (20% of floor or 20% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4
	Enhanced Thermal Mass (80% of floor or 80% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	14
Indoor Space Efficiencies		
Heating/Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0
	Modest Duct insulation (R-6)	5
	Enhanced Duct Insulation (R-8)	6
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)	8
Space Heating/Cooling Equipment	2016 Title 24 Minimum HVAC Efficiency (EER 13/75% AFUE or 7.7 HSPF)	0
	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4
	High Efficiency HVAC (EER 15/80% AFUE or 8.5 HSPF)	5
	Very High Efficiency HVAC (EER 16/82% AFUE or 9 HSPF)	7
Water Heaters	2016 Title 24 Minimum Efficiency (0.57 Energy Factor)	0
	Improved Efficiency Water Heater (0.675 Energy Factor)	8
	High Efficiency Water Heater (0.72 Energy Factor)	10
	Very High Efficiency Water Heater (0.92 Energy factor)	11
	Solar Pre-heat System (0.2 Net Solar Fraction)	2
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	5
Daylighting	All peripheral rooms within building have at least one window or skylight	0
	All rooms within the living space have daylight (through use of windows, solar tubes, skylights, etc.)	1
	All rooms daylighted	1
Artificial Lighting	Efficient lights (25% of In-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures: 50 lumens/watt for 15 to 40 watt fixtures, 60 lumens/watt for fixtures >40watt)	5
	High Efficiency lights (50% of in-unit fixtures are high efficacy)	7

Feature	Description	Assigned Point Value
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	8
Appliances	Energy Star Commercial Refrigerator (new)	2
	Energy Star Commercial Dish Washer (new)	2
	Energy Star Commercial Clothes Washing	2
Miscellaneous Commercial Building Efficiencies		
Building Placement	North/south alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting	4
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st	6
Clean Energy		
Photovoltaic	Solar panels provide 30 percent of power needs of the project	8
	Solar panels provide 40 percent of power needs of the project	12
	Solar panels provide 50 percent of power needs of the project	16
	Solar panels provide 60 percent of power needs of the project	19
	Solar panels provide 70 percent of power needs of the project	23
	Solar panels provide 80 percent of power needs of the project	26
	Solar panels provide 90 percent of power needs of the project	30
	Solar panels provide 100 percent of power needs of the project	34
Wind Turbines	Wind turbines provide 30 percent of power needs of the project	8
	Wind turbines provide 40 percent of power needs of the project	12
	Wind turbines provide 50 percent of power needs of the project	16
	Wind turbines provide 60 percent of power needs of the project	19
	Wind turbines provide 70 percent of power needs of the project	23
	Wind turbines provide 80 percent of power needs of the project	26
	Wind turbines provide 90 percent of power needs of the project	30
	Wind turbines provide 100 percent of power needs of the project	34
Irrigation and Landscaping		
Water Efficient Landscaping	Eliminate conventional turf from landscaping	0
	Only moderate water using plants	2
	Only low water using plants	3
	Only California Native landscape that requires no, or only supplemental, irrigation	5
Water Efficient Irrigation Systems	Low precipitation spray heads < .75"/hour, or drip irrigation	1
	Weather based Irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	3

Feature	Description	Assigned Point Value
Potable Water		
Showers	Water Efficient Showerheads (2.0 gpm)	2
Toilets	Water Efficient Toilets (1.5 gpm)	3
	Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3
Faucets	Water Efficient faucets (1.28 gpm)	2
Commercial Dishwashers	Water Efficient Dishwasher (20% water savings)	2
Commercial Laundry Washers	Water Efficient laundry (15% water savings)	2
	High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings)	4
Increase Commercial/Industrial Reclaimed Water Use		
Recycled Water	Graywater (purple pipe) irrigation system on site	5
Ride-Sharing and Bike-to-Work Programs		
Alternative Scheduling	Provide flexibility in scheduling such that at least 30% of employees participate in 9/80 work week, 4-day/40-hour workweek, or telecommuting 1.5 days/week.	5
Car/Vanpools	Car/vanpool program	1
	Car/vanpool program with preferred parking	2
	Car/vanpool with guaranteed ride home program	3
	Subsidized employee incentive car/vanpool program (Note: combine all applicable points for total value)	5
Employee Bicycle/ Pedestrian Programs	Complete sidewalk to residential within ½ mile	1
	Complete bike path to residential within 3 miles	1
	Bike lockers and secure racks	1
	Showers and changing facilities	2
	Subsidized employee walk/bike program (Note: combine all applicable points for total value)	3
Shuttle/Transit Programs	Local transit within ¼ mile	1
	Light rail transit within ½ mile	3
	Shuttle service to light rail transit station	5
	Guaranteed ride home program	1
	Subsidized Transit passes (Note: combine all applicable points for total value)	2
Preferential Parking		
Parking	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.	1

Feature	Description	Assigned Point Value
	<i>Provide larger parking spaces that can accommodate vans used for ridesharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas.</i>	1
Signal Synchronization and Intelligent Traffic Systems		
Signal Improvements	Synchronize signals along arterials used by project	1 per signal
	Connect signals along arterials to existing ITS.	3 per signal
Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County		
Sidewalks	Provide sidewalks on one side of the street (required)	0
	Provide sidewalks on both sides of the street	1
	Provide pedestrian linkage between commercial and residential land uses within 1 mile	3
Bicycle Paths	Provide bicycle paths within project boundaries	1
	Provide bicycle path linkages between commercial and other land uses	2
	Provide bicycle path linkages between commercial and transit	5
Electrify the Fleet		
Electric Vehicle Recharging	Provide circuit and capacity in garages/parking areas for installation of electric vehicle charging stations	2 per area
	<i>Install electric vehicle charging stations in garages/parking areas</i>	8 pts. per station / 240
Neighborhood Electric Vehicle (NEV) Infrastructure	Provide NEV safe routes within the project site	3
	Provide NEV safe routes between the project site and other land uses.	5
Reduce Waste to Landfills		
Recycling	<i>Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up</i>	2
	Provide commercial/industrial recycling programs that fulfill an on-site goal of 80% diversion of solid waste	5
TOTAL SCREENING TABLE POINTS		353
Note: Selected design features are shown in <i>Bold</i> . Source: Riverside County Climate Action Plan Update, revised November 2019.		

As proposed, the Project would generate 353 points on the County’s Screening Tables. Therefore, the Project is consistent with the Riverside County CAP.

Regional Transportation Plan/Sustainable Communities Strategy Consistency

On September 3, 2020, SCAG’s Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS]). The RTP/SCS is a long-range

visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region’s future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG’s RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region’s network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project’s consistency with the RTP/SCS goals is analyzed in detail in **Table 4.7-8, Regional Transportation Plan/Sustainable Communities Strategy Consistency**.

Table 4.7-8: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Compliance
GOAL 1: Encourage regional economic prosperity and global competitiveness.	N/A: This is not a project-specific policy and is therefore not applicable. However, the Project is located on a vacant site and development of the site would contribute to regional economic prosperity.
GOAL 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent: Although this Project is not a transportation improvement project, the Project is located near existing transit routes on I-10.
GOAL 3: Enhance the preservation, security, and resilience of the regional transportation system.	N/A: This is not a transportation improvement project and is therefore not applicable.
GOAL 4: Increase person and goods movement and travel choices within the transportation system.	N/A: This is not a transportation improvement project and is therefore not applicable. However, the Project includes an e-commerce use that would support goods movement.
GOAL 5: Reduce greenhouse gas emissions and improve air quality.	Consistent: The Project is located within an urban area in proximity to existing truck routes and freeways. Location of the project within a developed area

SCAG Goals	Compliance
	would reduce trip lengths, which would reduce GHG and air quality emissions.
GOAL 6: Support healthy and equitable communities	Consistent: Although the Project exceeds regional thresholds for criteria pollutants, the Project does not exceed localized thresholds. Based on the <i>Friant Ranch</i> decision, projects that do not exceed the SCAQMD's LSTs would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts.
GOAL 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A: This is not a project-specific policy and is therefore not applicable.
GOAL 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A: This is not a project-specific policy and is therefore not applicable.
GOAL 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A: The Project involves development of an e-commerce facility and commercial uses and does not include housing.
GOAL 10: Promote conservation of natural and agricultural lands and restoration of habitats.	N/A: This Project is located on previously disturbed land and is not located on agricultural lands.
Source: Southern California Association of Governments, <i>Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy, 2020</i> .	

The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 4.7-8**, the Project would be consistent with the stated goals of the RTP/SCS. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

California Air Resource Board Scoping Plan Consistency

The California State Legislature adopted Assembly Bill (AB) 32 in 2006. AB 32 focuses on reducing GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program.

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. As shown in **Table 4.7-9, Project Consistency with Applicable CARB Scoping Plan Measures**, the Project is consistent

with most of the strategies, while others are not applicable to the Project. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 4.7-9: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	Consistent. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	Consistent. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	Consistent. The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	Consistent. This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	Consistent. The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	Not applicable. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	Consistent. This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	High Speed Rail	Funded under SB 862	Not applicable. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	Consistent. The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	Consistent. The Project would obtain electricity from the electric utility, Southern California Edison (SCE). SCE obtained 36 percent of its power supply from renewable sources in 2019. Therefore, the utility would provide power when needed on-site that is composed of a greater percentage of renewable sources.
Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	Consistent. This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.	
Million Solar Roofs Program	Tax Incentive Program		
Water	Water	Title 24 Part 11 California Green Building Code Standards	Consistent. The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The Project would also comply with the City's Water-Efficient Landscaping Regulations (Chapter 17.06, Section 17.06.030 of the Beaumont Code of Ordinances).
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	Consistent. The State is to increase the use of green building practices. The Project would implement required green building strategies through existing regulation that requires the Project to comply with various CalGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	Not applicable. The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 MTCO ₂ e of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, although total Project GHG emissions would exceed 10,000 MTCO ₂ e, the majority of these emissions are from mobile sources. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	Consistent. The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
		AB 341 Statewide 75 Percent Diversion Goal	
Forests	Sustainable Forests	Cap and Trade Offset Projects	Not applicable. The Project is in an area designated for urban uses. No forested lands exist on-site.

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	Consistent. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	Not applicable. The Project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the Project.
Source: California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i> , November 2017 and CARB, <i>Climate Change Scoping Plan</i> , December 2008.			

As seen in **Tables 4.7-6** through **4.7-9**, the Project would be consistent with all applicable plan goals. In addition, the Project would include several sustainable design features that would help reduce GHG emissions. **Table 4.7-5** shows that with mitigation the Project at buildout (Phase 1 and Phase 2) is estimated to emit approximately 25,107 MTCO₂e per year in the opening year and 18,183 MTCO₂e in 2040 directly from on-site activities and indirectly from off-site motor vehicles.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, CARB’s Mobile Source Strategy, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The majority of the GHG reductions from the Scoping Plan would result from continuation of the Cap-and-Trade regulation. AB 398 (2017) extends the state’s Cap-and-Trade program through 2030 and the Scoping Plan provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply 60 percent renewable electricity by 2030 and 100 percent renewable by 2045), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the Mobile Source Strategy and Sustainable Freight Action Plan.

Several of the State’s plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

- **CARB’s Advanced Clean Truck Regulation:** CARB’s Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.
- **Executive Order N-79-20:** Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-

emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing volumes” of new ZEVs “towards the target of 100 percent.”

- **CARB’s Mobile Source Strategy:** CARB’s Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California’s targets by increasing the adoption of ZEV buses and trucks.
- **CARB’s Sustainable Freight Action Plan:** The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- **CARB’s Emissions Reduction Plan for Ports and Goods Movement:** CARB’s Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. As such, the Project would not interfere with their implementation.

The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. As described above, the Project would be consistent with all applicable plan goals. Compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB’s Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; SB 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts.

As discussed above, **MM AQ-3** through **MM AQ-6** as identified in **Section 4.2, Air Quality**, would reduce mobile source emissions and would support the State’s transition to ZEVs by requiring electrical hookups at all loading bays, promoting the use of alternative fuels and clean fleets, requiring electric vehicle charging stations and/or infrastructure to support the future installation of truck charging stations. The Project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks. **SC GHG-1** through **SC GHG-9**, as required by the California Building Code, would provide designated parking to promote the use of alternative fuels and clean fleets, facilitate future installation of electric vehicle supply equipment, and limit idling times. Furthermore, **MM GHG-1** requires the installation of solar panels to offset the Project’s energy consumption and **MM GHG-2** requires the Project to meet or exceed CalGreen Tier 2 standards to further improve energy efficiency.

In conclusion, the Project does not conflict with the applicable plans that are discussed above and therefore with respect to this particular threshold, the Project does not have a significant impact. However, despite plan consistency, the Project’s long-term operational GHG emissions would exceed the City’s significance threshold of 3,000 MTCO₂e per year despite the implementation of **MM AQ-3** through

MM AQ-6 in **Section 4.2, Air Quality**, **MM GHG-1** through **MM GHG-4**, and energy conserving PDFs, thus the Project could impede California’s statewide GHG reduction goals for 2030 and 2050. A potentially significant impact would therefore occur as a result of the proposed Project.

Mitigation Measures

Refer to **MM AQ-3** through **MM AQ-6** in the **Section 4.2, Air Quality** and **MM GHG-1** through **MM GHG-4**, above.

Level of Significance

Significant and unavoidable impact. No additional feasible mitigation measures are available that can reduce impacts to less than significant.

4.7.6 Cumulative Impacts

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project-related GHG emissions would exceed the SCAQMD’s threshold of 10,000 MTCO₂eq despite implementation of **MM AQ-3** through **MM AQ-6** (refer to Section 4.2 Air Quality) and **MM GHG-1** through **MM GHG-4** and could impede statewide 2030 and 2050 GHG emission reduction targets. As such, the Project would result in a potentially significant cumulative GHG impact.

Mitigation Measures

Refer to **MM AQ-3** through **MM AQ-6** in **Section 4.2, Air Quality** and **MM GHG-1** through **MM GHG-4**, above.

Level of Significance

Significant and unavoidable impact. No additional feasible mitigation measures are available that can reduce impacts to less than significant.

4.7.7 Significant Unavoidable Impacts

Even with implementation of regulatory requirements, standard conditions of approval, and reasonable and feasible mitigation, the Project would result in significant and unavoidable impacts with respect to consistency with GHG plans and GHG emissions, on an individual and cumulative basis.

4.7.8 References

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U.S. EPA, *Overview of Greenhouse Gases, 2018.*

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4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Introduction

The purpose of this section is to describe the potential impacts of implementing the Beaumont Summit Station Specific Plan (Project), on human health and the environment due to exposure to hazardous materials or conditions associated with the Project site, Project construction, and Project operations. Potential impacts and appropriate mitigation measures or standard conditions are included as necessary. The analysis in this section is based, in part, upon the following source(s):

- The Vertex Companies, Inc. April 2021. *Phase I Environmental Site Assessment*

A complete copy of this study is included in the Draft EIR as **Appendix G**.

4.8.2 Environmental Setting

Current Uses of Property

The Project site consists of several parcels of land, approximately 188-acres of development. The Project site was observed to be in a rural and residential area of the City of Beaumont (City) within Riverside County (County). Adjoining properties were observed (from the Project site or from public access areas) for signs of Recognized Environmental Conditions (RECs) and their potential to pose an environmental concern to the Project site. The uses and features of adjoining properties are described in **Table 4.8-1, Adjoining Property Summary** and the location of the site and the surrounding properties relative to the site are depicted in **Exhibit 4.8-1, Project Vicinity**.

Table 4.8-1: Adjoining Property Summary

Nearby/ Adjoining Property Summary		
Direction	Property Use	Concerns
North	Cherry Valley Boulevard with planned industrial uses zoned Industrial (I-P) and Danny Thomas Ranch beyond in the County of Riverside.	None
East	Scattered single-family residences zoned Agriculture (A-1-1) and residential (R-A-1) in the County of Riverside.	None
South	Brookside Avenue and property zoned for neighborhood commercial and single-family residential uses beyond.	None
West	Vacant property zoned for Residential (R-A-1) and Commercial (C-P-S) in the County of Riverside.	None

The central and east portions of the Project site are developed with multiple concrete foundations and several outbuildings which are remnants of the former Sunny-Cal Egg and Poultry Ranch operations that occupied the Project site from the early 1960s to 2005. The several outbuildings were constructed with wood-framing, concrete masonry units (CMU), wood panels and corrugated metal panels, with concrete flooring. The buildings had been abandoned since operations ceased and were in various states of disrepair.

Exterior areas of the Project site included undeveloped land, a retention pond on the southeast corner of the Project site and various dry creek beds on the southwest and south portions of the Project site. Several

above ground storage tanks (ASTs) of various sizes were observed on the southeast and northeast portions of the Project site, which were empty at the time of the Project site visit. The ASTs were empty, but likely held water and fuel. According to building permit records, one 12,000-gallon AST at the Project site was formerly used to hold diesel; however, this was not evident at the time of the Project site visit. Additionally, there are several rubble piles from recently demolished outbuildings and residences located on the northeast portion of the Project site, and open sub-grade vaults on the central portion of the Project site. A fenced-in enclosure with a small concrete masonry unit building that houses an active water well is located on the north central portion of the Project site. The well is designated as Well 29 and is owned and maintained by the Beaumont-Cherry Valley Water District.

Historical Uses of Property

A review of historical information showed that the Project site is located in a rural and residential area. It was undeveloped land and an intermittent creek as early as 1901. By 1938, the Project site was developed with orchards on the northeast section of the Project site until the mid-1940s, when they were removed and the land left vacant. By the early 1950s, residences and agricultural buildings were developed on the east portion of the Project site and by the mid-1960s, egg and poultry farm buildings were developed on the east portion of the Project site. Additional outbuildings and aboveground storage tanks (ASTs) are developed by the 1980s, with further building developments and water retention ponds on the central portion of the Project site in the mid-1990s. By 2009, the present City water well enclosure was developed on the northeast portion of the Project site in its current configuration. By 2016, the Project site buildings appear to be vacant and unused. No RECs were identified with the past and current use of the Project site.

Based on review of readily available historical information, the adjoining properties were undeveloped land as early as 1901 until orchards were developed on the east adjoining property by the late 1930s. By the early 1950s, orchards were developed on the west adjoining property until the mid-1960s, when the orchards were removed from the east and west adjoining properties and residences were developed on the east adjoining property. Additional residences and farms were developed on the east and south adjoining properties by the mid-1980s. Residential neighborhoods were developed on the south adjoining property by 2006 and by 2009 an RV park was developed on the central portion of the south adjoining property. No RECs were identified with respect to the historical surrounding property uses.

Environmental Site Assessment

According to the Phase I Environmental Site Assessment (ESA), the Project site address 37251 Cherry Valley Boulevard was identified on several databases for potential connection of a REC:

- Historical Underground Storage Tank (HIST UST) and Statewide Evaluation and Planning System UST (SWEEPS UST) for having historically one 550-gallon diesel UST, one 8,000-gallon diesel UST and one 1,000-gallon unleaded gasoline UST, installed between 1978 and 1979. The removal date of the USTs is unknown. Based on the lack of UST removal and closure documents, the historical USTs are considered evidence of a REC in connection with the site.
- Identified on the HAZNET, Hazardous Waste Tracking System (HWTS), and the National Pollutant Discharge Elimination System (NPDES) and California Integrated Water Quality System (CIWQS) databases for the disposal unspecified oil containing waste in 2006. The Project site maintained a

construction water permit from 2015 until its termination in 2016. These listings are not considered a REC in connection with the Project site.

- Identified on the California Environmental Reporting System Hazardous Waste (CERS HAZ WASTE) database for being a chemical storage facility. According to the Cal Environmental Protection Agency portal, approximately 1,200 to 2,999 gallons of sodium hypochlorite solution (potentially used as water chemical treatment for the city water well), which is stored in the CMU building inside the fenced in enclosure on the northeast portion of the Project site. Two violations related to submitting business plans were reported, but both violations were later brought to compliance. Based on the lack of reported releases, return to compliance, and that this enclosure is owned and maintained by the Beaumont-Cherry Valley Water District, this is not a REC in connection with the Project site.

A review of state and federal regulatory records revealed several facilities within ASTM-specified search radii of the Project site. The facilities are located over 1,850 feet from the site and are not considered an environmental concern to the site based on distance, regulatory status, and/or apparent groundwater gradient and are not further discussed.

Observations of site conditions were made during the site reconnaissance and are summarized in **Table 4.8-2, Site Observations**, below. Issues of concern are discussed in greater detail following the table.

Table 4.8-2: Site Observations

Site Observations		
Description	Reported/ Observed On-Site Y/N	Comments
Hazardous Substances and Petroleum Products	N	The site is currently unoccupied and unused, except for cattle grazing. No hazardous substances or petroleum products were observed on site. A stack of broken fluorescent light tubes was stored in an outbuilding on the northeast portion of the site. The current on-site operations do not represent an environmental concern.
UST(s)	N	VERTEX did not observe fill pipes, vent pipes or other evidence of UST(s). VERTEX did not observe operations and/or equipment that are typically associated with significant fuel or chemical storage that typically utilizes USTs. However, according to the HIST UST and SWEEPS UST regulatory databases, three fuel USTs were historically used at the site and were installed between 1978 and 1979. See Sections 6.1 and 6.3 for further
AST(s)	Y	There are several ASTs located on the north, east and south portion of the site. At the time of the assessment, the ASTs were empty, but likely held water and fuel. According to building permit records, one 12,000-gallon AST at the site was formerly used to hold diesel; however, this was not evident at the time of the site visit. No concerns or staining around
Strong, Pungent, or Noxious Odors	N	Not identified during the site visit.
Pools of Liquid	N	Not identified during the site visit.
Drums	N	Not identified during the site visit.

Site Observations		
Description	Reported/ Observed On-Site Y/N	Comments
Unidentified Substance Containers	N	Not identified during the site visit.
Polychlorinated Biphenyls (PCB)-containing Equipment	N	VERTEX observed a pad-mounted transformer on the northeast portion of the site in the fenced-in enclosure that houses the city water well. Additionally, based on the date of installation (by 2009), it is unlikely that the equipment is PCB containing. No concerns were noted.
Utilities (Electricity/ Natural Gas)	Y	Electricity – supplied by SCE Natural gas – none
Hydraulic Equipment	N	Not identified during the site visit.
Water Supply	N	The site is presently unoccupied.
Wells	Y	The Beaumont-Cherry Valley Water District has one city water well housed in an enclosure on the northeast portion of the site.
Wastewater	N	The site is presently unoccupied.
Septic	Y	Septic systems were not observed at the time of the assessment, due to the debris piles from recently demolished work and residential buildings on the northeast portion of the site; however, building permits indicated that septic systems and seepage pits were historically present at the site.
Storm Water	Y	Currently storm water at the site is either absorbed directly into the bare ground or directed south to the intermittent creek bed.
Flood Plain	N	According to the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map, the site is not located in a 100- or 500-year floodplain.
Pits, Ponds, Lagoons	N	Not identified during the site visit.
Stained Soil, Stained Pavement, Corrosion to Pavement	N	Not identified during the site visit.
Stressed Vegetation	N	Not identified during the site visit.
Solid Waste	Y	The site is unoccupied; however, there are large debris piles from the demolition of buildings and the remains of the previous business operations (chicken cages, fluorescent light bulbs, old engine parts) that
Hazardous Waste Management	N	Not identified during the site visit.
Heating/Cooling	N	The site is presently unoccupied and the buildings in a deteriorated state.
Drains, Sumps, Oil/Water Separators/Sand Traps	N	Not identified during the site visit.

Site Observations		
Description	Reported/ Observed On-Site Y/N	Comments
Vapor Intrusion	Y	As part of this assessment, VERTEX assessed the potential for impacts to the site from potential on- and off-site sources of vapor intrusion. The potential for impacts from off-site properties included a review of current off-site operations (see Section 2.4), a review of historical operations (see Section 5.2), and a review of regulatory database records (see Section 6.2). The former on-site USTs represent a potential sources

A records request was submitted to the Riverside County Department of Environmental Health – Hazardous Materials Certified Unified Program Agency for UST closure records for the site; however, a response is pending. Based on the lack of closure and removal documentation, the historical USTs are considered a REC in connection with the site. No other significant data gaps that would affect the ability to identify RECs at the site were encountered during this assessment. Deviations or deletions from the scope of work defined by ASTM E 1527-13 were not intentionally made.

Airport Hazards

The nearest airstrip is the Banning Municipal Airport in Banning, located at 200 S. Hathaway Street, Banning, CA 92220, approximately 9.5 miles east of the eastern Project site boundary.

Wildland Hazards

According to Cal Fire, the California Fire Hazard Severity Zone (FHSZ) Viewer, the Project site is not located within a moderate, high, or very high fire FHSZ.¹

Schools

The nearest schools to the Project site are Tournament Hills Elementary, which is less than a mile southwest from the Project site, Brookside Elementary School which is 1.65 miles west of the Project site, and Beaumont High School at 39139 Cherry Valley Boulevard, approximately 2.0 miles to the east.

4.8.3 Regulatory Setting

Hazardous materials and wastes are identified and defined by federal and state regulations for the purpose of protecting public health and the environment. Hazardous materials contain certain chemical, physical, or infectious properties that cause them to be considered hazardous. Hazardous wastes are defined in the Code of Federal Regulations (CFR) Title 40, Volume 25, Parts 260–265 and in the California Code of Regulations (CCR), Title 22 Div. 4.5, Chapter 11, Article 1, § 66261. Over the years, the laws and regulations have evolved to deal with different aspects of the handling, treatment, storage, and disposal of hazardous substances.

¹ Cal Fire. 2021. *California Fire Hazard Severity Zone Viewer*. Retrieved from: <https://egis.fire.ca.gov/FHSZ/> (accessed on June 2, 2021).

Federal

Federal Toxic Substances Control Act of 1976

The Toxic Substances Control Act of 1976 (TSCA) provides the U.S. Environmental Protection Agency (EPA) with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. TSCA addresses the production, importation, use, and disposal of specific chemicals including PCBs, asbestos, radon, and LBP. Title IV of the TSCA directs the U.S. EPA to regulate LBP hazards.

TSCA §§ 402 and 404 requires that those engaged in lead abatements, risk assessments and inspections in homes or child-occupied facilities (such as daycare centers and kindergartens) built prior to 1978 be trained and certified in specific practices to ensure accuracy and safety. TSCA § 403, sets standards for dangerous levels of lead in paint, household dust, and residential soil.

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act (RCRA) of 1976 (42 United States Code [USC] § 6901 et seq.) is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The RCRA gave the U.S. EPA the authority to control hazardous waste from “cradle to grave,” that is, from generation to transportation, treatment, storage, and disposal, at active and future facilities. It does not address abandoned or historical sites. The RCRA also set forth a framework for managing nonhazardous wastes. Later amendments required phasing out land disposal of hazardous waste and added underground tanks storing petroleum and other hazardous substances.

Comprehensive Environmental Response, Compensation, and Liability Act of 1980

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as “Superfund,” was enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for clean-up when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priorities List, which is a list of contaminated sites warranting further investigation by the U.S. EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Emergency Planning and Community Right-to-Know Act

Title III of the Superfund Amendments and Reauthorization Act (SARA) authorized the Emergency Planning and Community Right-to-Know Act (EPCRA; 42 USC §11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals

stored on-site to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; off-site transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The U.S. EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory.

To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California Governor's Office of Emergency Services (Cal OES), a state commission, six local committees, and 81 Certified Unified Program Agencies (CUPAs). Cal OES coordinates and provides staff support for the state commission and local committees.

Occupational Safety and Health Act

The Federal Occupational Safety and Health Act of 1970 (OSHA) (29 USC §651 et seq.) authorizes each state (including California) to establish their own safety and health programs with the U.S. Department of Labor, with OSHA approval. The California Department of Industrial Relations regulates implementation of worker health and safety in California. California OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices. California standards for workers dealing with hazardous materials are contained in Title 8 of the CCR and include best practices for all industries (General Industrial Safety Orders), and specific practices for construction and other industries. Workers at hazardous waste sites (or working with hazardous wastes as might be encountered during excavation of contaminated soil) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations.

OSHA Regulation 29 CFR Standard 1926.62 regulates the demolition, renovation, or construction of buildings involving lead materials. Federal, state, and local requirements also govern the removal of asbestos or suspected ACMs, including the demolition of structures where asbestos is present. All friable (crushable by hand) ACMs, or non-friable ACMs subject to damage, must be abated prior to demolition following all applicable regulations.

Title 40, Code of Federal Regulations, §61 Subpart M

Title 40 CFR § 61 Subpart M—National Emissions Standards for Asbestos—sets forth emissions standards for asbestos from demolition and renovation activities, and for waste disposal from such activities.

Title 40, Code of Federal Regulations, Part 745

Title 40, CFR, Part 745 contains regulations developed under §§ 402 and 406 of the TSCA and applies to all renovations performed for compensation in target housing and child-occupied facilities.

The purpose of this subpart is to ensure the following:

- Owners and occupants of target housing and child-occupied facilities receive information on LBP hazards before these renovations begin; and
- Individuals performing renovations regulated in accordance with § 745.82 are properly trained; renovators and firms performing these renovations are certified; and the work practices in § 745.85 are followed during these renovations.

Title 29, Code of Federal Regulations, §1926.62

Title 29 CFR § 1926.62, sets standards for occupational health and environmental controls for lead exposure in construction, regardless of the lead content of paints and other materials. The standards include requirements addressing exposure assessment, methods of compliance, respiratory protection, protective clothing and equipment, hygiene facilities and practices, medical surveillance, medical removal protection, employee information and training, signs, recordkeeping, and observation and monitoring.

U.S. EPA’s Lead Renovation, Repair and Painting Program Rules

The U.S. EPA’s 2008 Lead-Based Paint Renovation, Repair and Painting (RRP) Rule (as amended in 2010 and 2011), aims to protect the public from LBP hazards associated with renovation, repair, and painting activities. These activities can create hazardous lead dust when surfaces with lead paint, even from many decades ago, are disturbed. The rule requires workers to be certified and trained in the use of lead-safe work practices, and requires renovation, repair, and painting firms to be U.S. EPA-certified. These requirements became fully effective April 22, 2010.

Federal Aviation Administration

The basic responsibilities of the Federal Aviation Administration, under the U.S. Department of Transportation, are the regulation of civil aviation to promote safety, airspace and air traffic management, and the regulation of commercial space transportation. CFR contains standards for aircraft noise emission levels.

State

Primary state agencies with jurisdiction over public health hazards and hazardous chemical materials management are the Department of Toxic Substances Control (DTSC) and the Regional Water Quality Control Boards. Other state agencies involved in hazardous materials management are the Department of Industrial Relations (California OSHA (CalOSHA) implementation), Office of Emergency Services (Office of Emergency Services–California Accidental Release Prevention Implementation), California Department of Fish and Wildlife, California Air Resources Board (CARB), California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (Proposition 65 implementation), and the California Integrated Waste Management Board.

The enforcement agencies for hazardous materials transportation regulations are the California Highway Patrol and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations. South Coast Air Quality Management District

(SCAQMD) Rules and Regulations pertain to asbestos abatement (including Rule 1403), Construction Safety Orders 1529 (pertaining to asbestos), and 1532.1 (pertaining to lead) from Title 8 of the CCR. Hazardous chemical and biohazardous materials management laws in California include the following statutes:

- Hazardous Materials Management Act – requires that businesses handling or storing certain amounts of hazardous materials prepare a hazardous materials business plan, which includes an inventory of hazardous materials stored on site (above specified quantities), an emergency response plan, and an employee training program.
- Hazardous Waste Control Act (California Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, § 25100, et seq.) – authorizes the DTSC and local certified unified program agencies to regulate facilities that generate or treat hazardous waste.
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65) – requires the governor to publish and update, at least annually, a list of chemicals known to the state to cause cancer, birth defects, or other reproductive harm, and to inform citizens about exposures to such chemicals.
- Hazardous Waste Management Planning and Facility Siting, also known as the Tanner Act (Assembly Bill (AB) 2948, 1986) – requires counties to prepare, for California DTSC approval, hazardous waste management plans, and prescribes specific public participation activities, which must be carried out during the local land use permit process for siting new or expanding off-site commercial treatment, storage, and disposal facilities.
- Hazardous Materials Storage and Emergency Response (AB 2185) – requires the immediate reporting to local fire departments and Offices of Emergency Services of any release or threatened release of a hazardous material, regardless of the amount handled by the business.
- California Medical Waste Management Act (California HSC, §§ 117600–118360) – establishes procedures for the proper handling, storage, treatment, and transportation of medical waste.
- Land Disposal Restrictions (CCR, Chapter 18, Title 22) – set up by Congress in 1984 for the U.S. EPA, ensures that toxic constituents present in hazardous waste are properly treated before hazardous waste is land disposed.

State regulations and agencies pertaining to hazardous materials management and worker safety are described in the following subsections.

California Environmental Protection Agency

The California Environmental Protection Agency (Cal/EPA) was created in 1991, unifying California’s environmental authority in a single cabinet-level agency and bringing the CARB, State Water Resources Control Board (SWRCB), Regional Water Quality Control Boards (RWQCB), California Department of Resources Recycling and Recovery (known as CalRecycle and formerly the Integrated Waste Management Board), DTSC, Office of Environmental Health Hazard Assessment, and Department of Pesticide Regulation under one agency. These agencies were placed within the Cal/EPA “umbrella” for the protection of human health and the environment and to ensure the coordinated deployment of state resources. Its mission is

to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality.

Department of Toxic Substance Control

The DTSC is a department of Cal/EPA and is the primary agency in California that regulates hazardous waste, clean-up existing contamination, and looks for ways to reduce the hazardous waste produced in California. The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA and the California HSC (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, clean-up, and emergency planning.

California Government Code (CGC) § 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services (DHS) lists of contaminated drinking water wells, sites listed by the SWRCB as having underground storage tank (UST) leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

State Water Resources Control Board

Brownfields are underutilized properties where reuse is hindered by the actual or suspected presence of pollution or contamination. The SWRCB's Brownfield Program goals are to:

- Expedite and facilitate site clean-ups and closures for brownfield sites to support reuse of those sites;
- Preserve open space and greenfields;
- Protect groundwater and surface water resources, safeguard public health, and promote environmental justice; and
- Streamline site assessment, clean-up, monitoring, and closure requirements and procedures within the various SWRCB site clean-up programs.

Site clean-up responsibilities for brownfields primarily reside within four main SWRCB programs: the Underground Storage Tank Program; Site Cleanup Program; Department of Defense Program; and the Land Disposal Program. These SWRCB clean-up programs are charged with ensuring sites are remediated to protect California's surface and groundwater and return them to beneficial uses.

California Government Code Section 65962.5

Pursuant to CGC § 65962.5, environmental regulatory database lists were reviewed to identify and locate properties with known hazardous substance contamination within the proposed Project area (CGC § 65960 et seq.). Four state agencies are required to provide lists of facilities that have contributed, harbor, or are responsible for environmental contamination within their jurisdiction. The four state agencies that are required to provide these lists to the Secretary for Environmental Protection include the DTSC, the State Department for Health Services, the SWRCB, and the California Integrated Waste Management Board. The Secretary for Environmental Protection then takes each of the four-respective

agency lists and forms one list, referred to as the Hazardous Waste and Substances Site List – Site Clean-up (Cortese List), which is made available to every city and/or county in California.

California Health and Safety Code Section 25501

Cal/EPA has established rules governing the use of hazardous materials and the management of hazardous wastes. California HSC § 25531, et seq. incorporate the requirement of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials. HSC § 25534 directs owners or operators storing, handling, or using regulated substances exceeding threshold planning quantities to develop and implement a Risk Management Plan. The Risk Management Plans are submitted to the administering agency and possibly U.S. EPA, depending upon the chemical and the amount, for review.

California Occupational Safety and Health Administration

CalOSHA is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. CalOSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR §§ 337–340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

California Hazardous Waste Control Law

The California Hazardous Waste Control Law (California HSC, Division 20, Chapter 6.5) is administered by the CalEPA to regulate the management of hazardous wastes. While the Hazardous Waste Control Law is generally more stringent than the Resource Conservation and Recovery Act, until the EPA approves the California hazardous waste control program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

California Accidental Release Prevention Program

Similar to the Federal Risk Management Program, the California Accidental Release Prevention Program includes additional state requirements as well as an additional list of regulated substances and thresholds. The regulations of the program are contained in CCR Title 19, Division 2, Chapter 4.5. The intent of California Accidental Release Prevention Program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws.

California Health and Safety Code

The handling and storage of hazardous materials are regulated by Division 20, Chapter 6.95 of the California HSC. Under §§ 25500–25543.3, facilities handling hazardous materials are required to prepare a hazardous materials business plan (HMBP). HMBPs contain basic information on the location, type,

quantity, and health risks of hazardous materials stored, used, or disposed of in the state. Chapter 6.95 of the HSC establishes minimum statewide standards for HMBPs.

In addition, in the event that a facility stores a quantity of specific acutely hazardous materials above the thresholds set forth by California code, facilities are also required to prepare a risk management plan and California Accidental Release Plan. The risk management plan and California Accidental Release Plan provide information on the potential impact zone of a worst-case release and require plans and programs designed to minimize the probability of a release and mitigate potential impacts (California HSC, Chapter 6.95).

Hazardous Materials Release Response Plans and Inventory Law

The Hazardous Materials Release Response Plans and Inventory Law (HSC § 25500 et seq.), aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on-site, to prepare an emergency response plan, and to train employees to use the materials safely. Any business that handles hazardous materials in quantities equal to or greater than 55 gallons, 500 pounds, or 200 cubic feet of gas must submit a business plan.

Hazardous Materials Transportation

Section 31303 of the California Vehicle Code and U.S. Department of Transportation regulate hazardous materials transport. The California Highway Patrol and California Department of Transportation are the enforcement agencies. Cal OES provides emergency response services involving hazardous materials incidents.

Worker and Workplace Hazardous Materials Safety

The Cal/OSHA is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates 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.

Hazardous Materials in Structures: Asbestos-Containing Materials and Lead-Based Paint

Several regulations and guidelines pertain to abatement of and protection from exposure to ACM and LBP, including Construction Safety Orders 1529 (pertaining to ACM) and § 1532.1 (pertaining to LBP) from Title 8 of the CCR and Part 61, Subpart M, of the CFR (pertaining to ACM). In California, ACM and LBP abatement must be performed and monitored by contractors with appropriate certification from the California DHS. Asbestos is also regulated as a hazardous air pollutant under the Clean Air Act and a potential worker safety hazard under the authority of Cal/OSHA.

Requirements for limiting asbestos emissions from building demolition and renovation are specified in SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). CGC §§ 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and ACMs.

Requirements for Phase I Environmental Site Assessments

Phase I ESAs are required for land purchasers to qualify for the Innocent Landowner Defense under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), to minimize environmental liability under other laws such as RCRA, and as a lender prerequisite to extend a loan for purchase of land.

Certified Unified Program Agency

A CUPA is an agency of a county or city that administers several state programs regulating hazardous materials and hazardous wastes. Riverside County Department of Environmental Health Hazardous Materials Branch is the CUPA for all incorporated cities and towns and unincorporated areas. Riverside County Department of Environmental Health Hazardous Materials Branch administers the following HazMat programs:

- California Accidental Release Prevention Program
- Underground Storage Tanks
- Aboveground Petroleum Storage Tanks
- Waste Generator
- Waste Treatment (Tiered)
- Hazardous Materials Business Plan
- Emergency Response Team

California Health and Safety Code, §§ 17920.10 and 105255

Lead must be contained during demolition activities.

8 CCR Sections 1529 and 1532.1: Worker Safety Standards: Asbestos and Lead

CCR Title 8 § 1529 sets forth worker safety standards for lead exposure for employees conducting demolition, construction, and renovation work, including painting and decorating.

CCR Title 8 § 1532.1 sets forth worker safety standards for employees in work including construction, demolition, renovation, and maintenance.

California Aeronautics Act

The State Aeronautics Act included in the California Public Utilities Code establishes statewide requirements for airport land use compatibility planning and requires nearly every county to create an

Airport Land Use Commission (ALUC) or other alternative. San Bernardino County opted for an alternative to the ALUC and delegated responsibility to prepare an ALUCP for each airport jurisdiction.

California Airport Land Use Compatibility Planning Handbook

The California Airport Land Use Compatibility Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. The purpose of the handbook is to support the State Aeronautics Act. The handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

Regional

Regional Water Quality Control Board

The RWQCB is a department of Cal/EPA that oversees investigation and clean-up of sites including USTs where wastes have been discharged in order to protect the water quality of the state. The RWQCB regulates wastewater discharges to surface waters and to groundwater. They also regulate storm water discharges from construction, industrial, and municipal activities.

SCAQMD Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of ACM.

Local

At the local level, Riverside County provides for enforcement and monitoring of federal and State regulations addressing hazardous materials/hazardous wastes activities and management. The following County Ordinances provide the primary means for implementing applicable federal and State policies.

Ordinance No. 615.3

This Ordinance designates the Riverside County Department of Environmental Health as the local enforcement agency responsible for ensuring compliance with the provisions of the California HSC, Chapter 6.5, Division 20, §§ 25100 et seq., and the Environmental Health Standards for the Management of Hazardous Waste as specified in Title 22 of the CCR, Division 4.5 related to the generation, storage, handling, disposal, treatment, and recycling of hazardous waste.

Ordinance No. 718.1

This Ordinance implements a local medical waste management program in accordance with the Medical Waste Management Act, as found in the California HSC, Division 14, Part 14. The Ordinance establishes requirements for the management of medical waste and makes provisions for the enforcement thereof.

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The City of Beaumont is a participating jurisdiction in the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (HMP). The HMP identifies the county's hazards, reviews and assesses past disaster

occurrences, estimates the probability of future occurrences, and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards for the County and Operational Area member jurisdictions, including the City Beaumont. (Riverside County HMP, p. 4.)

Beaumont Drainage Management Plan

In accordance with the requirements of the State Regional Water Quality Control Board, the Beaumont-Cherry Valley Water District adopted a 2020 Urban Water Management Plan. The purpose of this plan is to analyze drainage problems in Beaumont and consider flood protection for existing and future development. Additionally, the plan aims to provide guidance on reducing levels of pollutants within stormwater runoff and increasing public awareness of water quality problems. (Beaumont 2040 Plan, p. 223.)

The Riverside County Flood Control and Water Conservation District (District) provides flood control facilities planning, design, operation, and maintenance within the City limits. The District’s Master Drainage Plan for the Beaumont Area analyzes drainage issues in Beaumont and provides solutions for drainage issues within the plan area. The Plan also describes the location, size, and capacity of flood control facilities that are needed for current development and anticipated growth. (Beaumont 2040 Plan, p. 223.)

Local Hazard Mitigation Plan

The City’s Local Hazard Mitigation Plan (LHMP) was last updated in 2017. The LHMP’s purpose is to identify potential City 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 damage to people and property from natural and man-made hazards. The plan identifies vulnerabilities, prioritizes mitigation actions, evaluates resources and identifies mitigation shortcomings, provides future mitigation planning, and maintenance guidelines for the existing plan. Mitigation strategies included in the LHMP will serve as the implementation plan for the Beaumont 2040 Plan Safety Element. Under AB 2140, cities may adopt their LHMP into their Safety Elements in order to ensure eligibility for potential reimbursement of post-disaster public assistance. (Beaumont 2040 Plan, p. 222.)

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code (MC) address hazards and hazardous materials.

Title 2 – Administration and Personnel, Chapter 2.28 – Emergency Services

Section 2.28.010 of the Beaumont MC states that is the intent of this chapter that informal mutual aid shall be available and furnished in all cases of local peril or emergency when requested by appropriate agency designates. The official who may proclaim a local emergency is the City Manager. In the absence of the City Manager, the City Police Chief or designated agent, Emergency Services Director, or designated agent, and/or the Mayor, Mayor Pro tem, or other Council member designated.

Title 3 – Revenue and Finance, Chapter 3.36 – Emergency Preparedness Facilities Fees

Beaumont MC Chapter 3.36 establishes the collection of an impact fee to be levied on new development within the City to fund Emergency Preparedness Centers to accommodate expected growth in the City. As defined in Beaumont MC § 3.36.020, Emergency Preparedness Centers means those improvements necessary to provide those facilities identified in the City of Beaumont General Plan, the City's Multi-hazard Functional Plan and the Emergency Preparedness Facilities Fee Study dated January 26, 2001, and other improvements in connection therewith, as may be determined by the City Council from time to time, which are not otherwise provided by, or required of, development within the City pursuant to Beaumont MC Title 17 (Zoning), Title 16 (Subdivisions), and Title 15 (Building and Construction). Emergency Preparedness Centers shall also include architectural, administrative, engineering, legal, planning, environmental and other services required in connection with the implementation of this Chapter and the construction of the foregoing improvements.

The Emergency Preparedness Facilities Fee is collected prior to the issuance of a building permit for a new residential unit (including the conversion of an existing unit to more than one unit), new commercial, office, and industrial development, and additions to existing commercial, office, and industrial development greater than 200 gross square feet. The fees collected shall be used for the purpose of acquiring and construction facilities identified by the City Council in the Master Plan or facilities included in the City's capital improvement plan. (Beaumont MC, §§ 3.36.020, 3.36.080.)

Title 17 – Zoning, Chapter 17.04 – Performance Standards

Beaumont MC § 17.04.040 (Hazardous Materials), states that in order to protect the health and welfare of persons living, working, or visiting the City of Beaumont the use, storage, manufacture, or disposal of hazardous material shall be regulated and monitored according to the standards established by the US EPA, the California DHS, and Beaumont MC § 17.04.040.

Beaumont MC § 17.04.040A requires preparation of a risk management and prevention program in accordance with the California Health and Safety Code, in addition to an inventory statement in accordance with federal, state, and local laws for all structures and land uses using materials identified as hazardous by the State of California Environmental Protection Agency (Cal EPA) and the U.S. EPA.

Beaumont MC § 17.04.040B, requires compliance with all applicable ordinances in order to use and/or store of flammable or explosive materials. This section of the Beaumont MC also prohibits open burning unless a written permit has been issued by the appropriate responsible agency.

Beaumont MC § 17.04.040C, prohibits the discharge of liquid or solid waste or similar material that contaminates the water supply, or interferes with the bacterial processes in sewage treatment or otherwise causes the emission of dangerous or offensive elements into the public sewer or private disposal system, except in accordance with the applicable requirements of the U.S. EPA.

Beaumont MC § 17.04.040D, prohibits the emission of dangerous levels of radioactivity at any time. The term dangerous levels correspond to the applicable Federal and/or State standards for exposure.

City of Beaumont 2040 General Plan

Safety Element

As required by State law (CGC § 65302(g)), the Safety Element identifies forces of nature and events resulting from human action that have the potential to cause harm to life and property. The goal of the Safety Element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. The Safety Element of the Beaumont General Plan includes goals and policies that will be applied to the Project related to hazards and hazardous materials. The applicable goals and policies are listed below:

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 9.3.5 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 9.4.2 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.

Goal 9.6: **A City that protects human life, land, and property from the effects of wildland fire hazards.**

Policy 9.6.3 Ensure that development in Very High Fire Hazard Severity Zones minimizes the risks of wildfire through planning and design of structures in accordance with the California Building Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.

Goal 9.11: **A City with minimized risk associated with hazardous materials.**

Policy 9.11.1 Require all users, generators, and transporters of hazardous materials and wastes to provide and maintain an updated inventory of hazardous waste and materials, associated handling procedures, and clean-up response plans.

Policy 9.11.2 Require an assessment of hazardous materials use as part of environmental review and/or include approval of the development of a hazardous management and disposal 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 9.11.6** Establish clear policies and procedures in the event of a hazardous contamination. Recommend and offer trainings to private sector companies.
- Policy 9.11.7** Coordinate with regulatory agencies regarding remnant safety hazards and future utilization of contaminated sites within Potrero Reserve and elsewhere in the City.
- Policy 9.11.8** Adopt ordinances that reduce the level of risk from hazardous materials, hazardous waste, infectious waste, and radioactive materials to the public, industries, and businesses.
- Policy 9.11.9** Promote proper hazardous waste disposal by hosting regular bi-annual or quarterly collection events.
- Policy 11.11.3** Protect the health of the citizens by careful consideration of uses eliminate or reduce odors, toxins, or other hazardous discharges.

4.8.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines, Appendix G contains the Environmental Checklist Form, which includes questions concerning hazards and hazardous materials. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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;
- 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;
- Impair implementation of or physically interfere within an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Methodology and Assumptions

The proposed Project is evaluated against the aforementioned significance criteria as the basis for determining the level of impacts related to hazards and hazardous materials. This analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts.

Where significant impacts remain, feasible mitigation measures are recommended, where warranted, to avoid or lessen the Project's significant adverse impacts.

4.8.5 Impacts and Mitigation Measures

Impact 4.8-1 *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Level of Significance: Less than Significant Impact

Construction

During Project construction, potentially hazardous materials would be handled and used on-site. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain machinery. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase. Although some of these materials would be stored on-site, storage would be required to comply with the guidelines established by the manufacturer's recommendations. Consistent with federal, state, and local requirements, transport, removal, and disposal of hazardous materials from the Project site would be conducted by a permitted and licensed service provider. Any handling, transport, use, or disposal would comply with all applicable federal, state, and local agencies and regulations, including the U.S. EPA, the California DTSC, the CalOSHA, Caltrans, the RCRA, and the Riverside County Department of Environmental Health Hazardous Materials Branch (the CUPA for Riverside County).

Operations

Operations of the proposed Project would not represent a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Properly removing and disposing of on-site hazardous materials in accordance with State and federal regulations before they are incidentally contacted can reduce impacts associated with these hazards. Additionally, any potentially hazardous material handled on the Project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. Furthermore, as mandated by the OSHA, all hazardous materials stored on the Project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release. In addition, and if applicable, future operations would include a hazardous materials business plan (HMBP) in accordance with §§ 25500–25543.3 of the Health and Safety Code. The Riverside County Department of Environmental Health Hazardous Materials Disclosure program governs the creation and maintenance of a HMBP. The information from the HMBP is made available to first responders in the county for emergency response activities. All handlers are required to disclose their inventory of hazardous materials in the form of a HMBP. The chemical inventory and HMBP must now be reported electronically.

Compliance with existing regulations would be sufficient to reduce potential impacts to a less than significant. Additionally, the Project would require various outdoor landscape maintenance activities. These demands would include the storage of, and periodic application of pesticides, herbicides, and

fertilizers. If equipment needed for landscaping are used and housed on-site, the Project may require the storage and of fuels and solvents on-site. Use of this type of equipment and listed materials are common to such facilities and compliance with existing regulations regarding their use would be sufficient to reduce potential impacts to a less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.8-2 Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Level of Significance: Less than Significant Impact

Construction

The construction of new developments could result in hazards to the public or the environment through the accidental upset or release of hazardous materials caused by accidental spillage of hazardous materials used during the construction phases of the Project, or as a result of the exposure of contaminated soil during grading activities. The Phase I ESA for the Project site evaluated the potential for hazardous materials, based upon readily discernible and/or documented present and historic uses of the properties and uses adjoining the sites and generally characterized the expected nature of hazardous materials that may be present as a result of such uses.

The Project site is not listed on an NPL or Superfund site, however the site was identified on the Historical HIST UST and SWEEPS UST databases at the site address 37251 Cherry Valley Boulevard under Sunny-Cal Egg & Poultry Co for having historically one 550-gallon diesel UST, one 8,000-gallon diesel UST and one 1,000-gallon unleaded gasoline UST, installed between 1978 and 1979. The removal date of the USTs is unknown. Based on the lack of UST removal and closure documents, the historical USTs are considered evidence of a REC in connection with the site, resulting in a potentially significant impact. A request to the County of Riverside Department of Environmental Health has been submitted for closure records. Their response is currently pending at the time of this report and is expected the week of March 22. The report will be updated pending the receipt of the records.

Operations

Project operations would involve the routine transport, use, and storage of materials/chemicals typical of industrial facilities. Use of these materials could 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. However, as discussed in Impact 4.8-1 above, the routine transport, use, and disposal of these materials during Project operations must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. The Project would also be subject to compliance with the regulatory framework which would ensure that Project

operations would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. A less than significant impact would occur in this regard.

Mitigation Measures

No mitigation measures are required.

Level of Significance

Less Than significant impact.

Impact 4.8-3 ***Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Level of Significance: Less than Significant Impact

As stated previously, some hazardous substances and materials would be stored, used, and generated on the Project site during construction and operation. These substances include fuels for construction equipment and vehicles, motor oil, cleaning solvents, paints, and storage containers and applicators containing such materials. However, use of these materials would be limited to the Project site, are not considered acutely hazardous, and do not have the potential to impact any schools. The proposed Project, however, would not affect any nearby schools as there are no schools are located within one-quarter mile of the Project site. The nearest school to the Project site is the Tournament Hills Elementary located at 36611 Champions Drive, approximately 0.9 miles to the southwest. The proposed Project would be required to adhere to all applicable regulations as noted in Impact 4.8-1. A less than significant impact would occur.

Mitigation Measures

No mitigation measures are required.

Level of Significance

Less than significant impact.

Impact 4.8-4 ***Would the project be located on a site which is included on a list of hazardous materials Project sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction and Operations

Consistent with ASTM International E1527-13, environmental databases and records were reviewed during preparation of the Phase I ESA to determine whether the Project site or surrounding properties are included on a list of hazardous materials sites compiled pursuant to CGC § 65962.5 (“Cortese” list). This records search concluded that the Project site is not included on the Cortese list.

The Phase I ESA analyzed the site for Recognized Environmental Conditions (RECs), Controlled RECs (CREC) or Historical Recs (HRECs). The Vertex Phase I ESA (April 20, 2021) did not find any evidence of RECs associated with the past and current use of the site; except for the following:

- The site was identified on the Historical UST (HIST UST) and Statewide Evaluation and Planning System UST (SWEEPS UST) databases at the site address 37251 Cherry Valley Boulevard under Sunny-Cal Egg & Poultry Co for having historically one 550-gallon diesel UST, one 8,000-gallon diesel UST and one 1,000-gallon unleaded gasoline UST, installed between 1978 and 1979.

As part of the Phase I ESA research, VERTEX submitted a public records request to the County of Riverside Department of Environmental Health – Hazardous Materials Certified Unified Program Agency for the site parcels on March 12, 2021. The records provided indicate the following:

- One 10,000-gallon double walled steel UST
- One 1,000-gallon double-walled steel UST
- One 550- gallon double walled steel UST

The research revealed that these USTs were removed from the site in January 1994. Confirmation sampling indicated relatively low concentrations of petroleum hydrocarbons as diesel, as gasoline, benzene, toluene, ethylbenzene, and xylenes were detected below the USTs. On September 20, 1994, the County of Riverside Department of Environmental Health granted **“no further action”** for the removed USTs which included the following statement: “Additionally, be advised that changes in the present or proposed use of the site may require further site characterization and mitigation activity. It is the property owner’s responsibility to notify this agency of any changes in report content, future contamination findings, or site usage.” Findings revealed that available materials did not indicate if excavated soil was disposed off-site or re-used to backfill the UST excavations. Based on this information and the conditions indicated in the “no further action letter,” the former USTs represent a CREC in connection with the Project site.

Additionally, a 1994 Phase I ESA conducted for the site is referenced in this VERTEX Phase I for the proposed Project. Based on the findings of a 1994 Phase I ESA, a Phase II subsurface investigation was also conducted which did not find methane in subsurface soil gas. The Phase II ESA findings included the following:

1. No gasoline range hydrocarbons or volatile organic compounds (VOCs) were detected in any of the samples that were analyzed. Only one of the six samples analyzed had detectable levels of diesel range hydrocarbons with a value of 130 mg/kg. The concentration of the various metals detected in the samples are consistent with typical background levels and do not exceed any State or Federal action level.
2. VOCs were not detected in the soil sample that was collected from the "processing area."
3. Pesticides were not detected in any of the 18 soil samples that were collected from the retention pond/manure spreading areas.
4. Pesticides and herbicides were not detected in any of the 17 soil samples that were collected from the pesticide/chemical storage and chicken coop areas.

The Phase I ESA found that the current 2019 Regional Water Quality Control Board (RWQCB) Residential Environmental Screening Level (ESL) for petroleum hydrocarbons as diesel is 260 mg/kg and 1,200 mg/kg for Commercial/ Industrial use. Based on this information, the detection of diesel at 130 mg/kg represents a de minimis condition and not a REC.

Also, based on review of readily available historical information, the site is located in a rural and residential area. No HRECs were identified with respect to the historical surrounding property uses.

Several facilities were identified within the American Society for Testing and Materials (ASTM) search distances of the site. Based on distance, apparent gradient relationship, regulatory status, and/or other facility-specific characteristics, no RECs to the site were identified with respect to these facilities.

Conclusions

The Phase I ESA performed in conformance with the scope and limitations of ASTM E 1527-13, Standard Practice for ESAs concluded that no evidence of RECs, CREC or HRECs in connection with the site, except for the following:

- Based on the reported contamination and the conditions indicated in the no further action letter, the former USTs represent a CREC in connection with the site. However, **Mitigation Measure (MM) HAZ-1** is recommended.

The Project does not include any RECs and is not part of the Cortese List. Additionally, with implementation of **MM HAZ-1**, the Project create a less than significant impact regarding the creation of a significant hazard to the public or the environment.

Mitigation Measures

MM HAZ-1 The Applicant shall prepare a Soil Management Plan prior to the redevelopment of the site.

Level of Significance

Less than significant impact with mitigation incorporated.

Impact 4.8-5 *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

Level of Significance: No Impact

Construction and Operations

The Project site is not within two miles of a public airport or public use airport; therefore, the Project would not result in a safety hazard for the people residing or working in the area. The nearest airstrip is the Banning Municipal Airport in Banning located approximately 9.5 miles east of the Project site. Furthermore, the proposed Project does not include any towers or tall structures that would result in a safety hazard. According to the Specific Plan, Planning Area 1 buildings are subject to a 60 feet maximum

height and Planning Area 2 buildings are subject to a 50 feet maximum height. Refer to **Section 4.11, Noise**, for impacts related to excessive noise. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Level of Significance

No impact.

Impact 4.8-6 ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Level of Significance: Less than Significant Impact

Constructions and Operations

The proposed Project shall comply with the City’s adopted Multi-Hazard Functional Plan. The developer is required to design, construct, and maintain structures, roadways, and facilities to comply with the applicable federal, state, and local requirements related to emergency access and evacuation plans. The proposed plan will be reviewed and approved by the fire marshal during the plan review. Through compliance with applicable federal, state, and local requirements, a less than significant impact would occur.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.8-7 ***Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

Level of Significance: Less than Significant Impact

The majority of surrounding areas have been previously disturbed with residential or industrial developments or other areas that are highly disturbed from off-road activity. The area to the north of the Project site, Cherry Valley Boulevard, has been previously cleared and is undergoing grading operations (San Gorgonio Crossing Project). The area to the east of the Project site contains residential development, agricultural and undeveloped land. To the south of the Project site, Brookside Avenue, is followed by undeveloped land, and residential development. To the west of the Project site is undeveloped land and Interstate 10. Although these areas and the Project site are surrounded by developed areas and undeveloped areas, they are designated as a moderate fire hazard severity zone.

While the Project site is located in an area with vegetation that can be prone to fire, due to the presence of surrounding development, non-contiguous nature of the existing undeveloped areas, presence of area roadways, and concrete construction of development, it is not likely to be affected by a wildfire during

construction or operations. In addition, the undeveloped area to the north would be separated from the Project area by parking, the drive isle, and landscaping. This buffer would ensure an appropriate width to reduce the risk of potential fire hazards. Lastly, the Project site would be in accordance with the 2019 California Building Code Chapter 7A which would require the use of fire-resistant building materials and fire sprinklers. It is anticipated that these design elements would reduce exposure of the Project site to wildfire. Therefore, although the surrounding areas could experience a fire, because of the above-listed factors, impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

4.8.6 Cumulative Impacts

For purposes of hazardous materials impact analysis, cumulative impacts are considered for cumulative development in the general Project vicinity, a one-mile radius. Impacts associated with hazardous materials are often site-specific and localized. The Draft EIR evaluates environmental hazards in connection with the Project site and surrounding area. Regarding the off-site environmental hazards, the database search documents the findings of various governmental database searches regarding properties with known or suspected releases of hazardous materials within a search radius of up to one mile from the site and serves as the basis for defining the cumulative impacts study area.

The Project site is currently vacant. Database record searches reveal that the site does not contain any current USTs or hazardous clean-up sites. Historical aerial photo review shows the Project site has been mostly undeveloped, with only a few small structures or trailers on the site.

Cumulative impacts related to hazards and hazardous materials would result from projects that combine to increase exposure to hazards and hazardous materials. The potential for cumulative impacts to occur is limited since the impacts from hazardous materials use on site are site-specific. Although some of the cumulative projects and other future projects associated with buildout of the surrounding communities also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site specific. As with the proposed Project, future development within the area must comply with all federal, State, and local statutes and regulations applicable to hazardous materials.

Each project is required to address any issues related to hazardous materials or wastes on a project-specific basis. With adherence to applicable federal, State, and local regulations governing hazardous materials, the potential risks associated with hazardous materials would be less than significant. The incremental effects of the proposed Project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, considering the above, Project impacts would be reduced to less than significant levels through compliance of applicable federal, State, and local requirements, policies, and regulations.

4.8.7 Significant Unavoidable Impacts

No significant unavoidable impacts have been identified.

4.8.8 References

Phase I Environmental Site Assessment. (2021). The Vertex Companies, Inc. Beaumont, CA

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4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Introduction

The purpose of this section is to describe the hydrologic resources available to the proposed Project while assessing the potential impact the Project could have on those resources. The pre-development conditions of the water and drainage systems surrounding the proposed Project area were used as a baseline with which to compare potential impacts associated with the Project and will inform the degree of impact that the proposed Project could have on those existing hydrologic systems. Federal, State, regional, and local regulations will provide further context regarding the area's hydrologic resources. Impacts in this section are assessed regarding their effects on water quality, groundwater availability, and other hydrological conditions of the area. The analysis also considers the proposed Project's potential effects in flood, tsunami, and seiche zones.

Information used in the preparation of this section includes the following:

- *Results for Infiltration Testing* (Southern California Geotechnical, 2021);
- *Beaumont Summit Station TPM 38223 Preliminary Drainage Study* (Webb, 2021);
- *Project Specific Water Quality Management Plan Beaumont Summit Station- Building 1* (Webb, 2021);
- *Project Specific Water Quality Management Plan Beaumont Summit Station- Building 2* (Webb, 2021); and
- *Project Specific Water Quality Management Plan Beaumont Summit Station- Building 3* (Webb, 2021).

The reports are summarized in this section and included in their entirety in **Appendix H**. In addition, a Water Supply Assessment (WSA) was prepared for the Project in November 2021, by Albert A. Webb and Associates included as **Appendix I**.

4.9.2 Environmental Setting

Existing Conditions

Hydrology

The United States is divided into successively smaller hydrological areas, or units, which are then nested within each other. These regions are labeled from largest to smallest as regions (HUC 2), subregions (HUC 4), basins (HUC 6), subbasins (HUC 8), watersheds (HUC 10), and subwatersheds (HUC 12).¹ Hydrological unit boundaries of each designation are delineated based on surface features of their geographic locations. The proposed Project would be located within the Santa Ana River watershed. The

¹ United States Geological Survey. (2013). Federal Standards and Procedures for the National Watershed Boundary Dataset (WBD). Pages 14 and 19. Reston, Virginia: United States Geological Survey.

Project site is in the sub-watershed of San Timoteo Canyon-San Timoteo Wash.² Each watershed is classified with a Hydrologic Unit Code (HUC) of HUC 8, HUC 10, and HUC 12, respectively.

The Santa Ana subbasin is the largest watershed in Southern California. The subbasin is home to over six million people and covers an approximately 2,700-square mile area of Orange, Riverside, San Bernardino, and Los Angeles counties. The Santa Ana watershed drains into the Santa Ana River, allowing the river to flow 100 miles from the crest of San Bernardino Mountains to the Pacific Ocean, near Huntington Beach.³

Precipitation frequency data for the Project area was retrieved from the National Oceanic and Atmospheric Administration's Atlas 14 (Beaumont, California area). The National Weather Service data indicated that in 2020, the Project area experienced lower than normal precipitation of 10 to 15 inches.⁴

The Project site varies in elevation from 2554 to 2419 (NAVD88 datum). The general drainage pattern for the site is characterized by sheet flow to the southwest. There is an existing steep slope along the southwestern boundary of the Project site which conveys runoff from the site into a vegetated streambed that runs northwest. A portion of the eastern and southern areas of the Project site drain south, where the streambed parallels Brookside Avenue. Most of the Project site drains southwest into the same streambed, further downstream. The streambed eventually enters an existing concrete ditch along Calimesa Boulevard to the northwest of the Project site.

Groundwater

Per the Geotechnical Investigation conducted for the proposed Project, groundwater was not encountered during explorations drilled to a maximum depth of 50 feet below ground level at the time of the study. The report further indicates that groundwater is deeper than 400 feet below ground surface, referencing published data by the California Department of Water Resources.⁵

Flood Hazard

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows the Project site being covered by one map panel, 06065C0785G (effective 8/28/2008). No part of the Project site is within a FEMA-mapped special flood hazard area. The entirety of the Project site is classified as Zone X, an area noted as having a minimal flood hazard. In addition, there are no dams, reservoirs, or large water bodies near the Project site.

Water Quality

The amount of pollutants in the surface runoff is determined by the quantity of a material in the environment and its characteristics. In an urban environment, the quantity of certain pollutants in the stormwater systems is generally associated with the intensity of the land use. The San Timoteo Creek

² Caltrans (2021). Water Quality Planning Tool. Retrieved from: <http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx>.

³ United States Geological Survey. (2016). California Water Science Center – Santa Ana Basin, National Water Quality Assessment Program: Study Unit Description. Retrieved from: https://ca.water.usgs.gov/projects/sana_nawqa/env_set.html

⁴ National Weather Service. (2020). Advanced Hydrologic Prediction Service. Retrieved from: [AHPS Precipitation Analysis \(weather.gov\)1&time_frame=year2date&time_type=year&units=eng&zoom=14&domain=current](https://www.weather.gov/1&time_frame=year2date&time_type=year&units=eng&zoom=14&domain=current)

⁵ Southern California Geotechnical. (2021). *Geotechnical Investigation Proposed E-Commerce Development Cherry Valley Avenue, West of Fabian lane, Beaumont, California.*

Reach 3 (Yucaipa Creek to Headwaters) is listed on the 303(d) list for impaired waterbodies for indicator bacteria.⁶

4.9.3 Regulatory Setting

Federal

Federal Clean Water Act

The proposed Project would be subject to federal permit requirements under the Federal Clean Water Act (CWA). The primary goals of the CWA are to maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The United States 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.

Under the NPDES permit program, the EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. Section 402 of the CWA prohibits the discharge of pollutants to "Waters of the United States" from any point source unless the discharge is in compliance with an NPDES Permit.

The Anti-degradation Policy under EPA's Water Quality Standards Regulations (48 F.R. 51400, 40 Code of Federal Regulations [CFR] 131.12, November 8, 1983), requires states and tribes to establish a three-tiered anti-degradation program to prevent a decrease in water quality standards.

- Tier 1—Maintains and protects existing uses and water quality conditions that support such uses. Tier 1 is applicable to all surface waters.
- Tier 2—Maintains and protects "high quality" waters where existing conditions are better than necessary to support "fishable/swimmable" waters. Water quality can be lowered in such waters but not to the point at which it would interfere with existing or designed uses.
- Tier 3—Maintains and protects water quality in outstanding national resource waters (ONRWs). Water quality cannot be lowered in such waters except for certain temporary changes.

Anti-degradation was explicitly incorporated into the federal CWA through 1987 amendments, codified in § 303(d)(4)(B), requiring satisfaction of anti-degradation requirements before making certain changes in NPDES permits.

⁶ Caltrans (2021). Water Quality Planning Tool. Retrieved from: <http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx>.

Section 303(d) of the CWA requires the SWRCB to list impaired water bodies that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop Total Maximum Daily Loads (TMDL) for these waters.

Section 404 of the CWA is administered and enforced by the U.S. Army Corps of Engineers (USACE). Section 404 establishes a program to regulate the discharge of dredged and fill material into waters of the United States, including wetlands and coastal areas below the mean high tide. USACE administers the day-to-day program, and reviews and considers individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance and enforces Section 404 provisions.

State

California Porter-Cologne Water Quality Control Act (Porter-Cologne Act)

The Porter-Cologne Act (California Water Code § 13000 et seq) is the principal law governing water quality regulation in California. It established a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected,
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason, and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine RWQCB's (based on hydrogeologic barriers) and the SWRCB, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Board decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrology regions. The State Water Board and Regional Water Boards have numerous nonpoint source pollution (NPS)-related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The SWRCB and the RWQCBs can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, clean-up and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions.

The Porter-Cologne Act also implements many provisions of the CWA, such as the NPDES permitting program. Section 401 of the CWA gives the State Water Board the authority to review any proposed federally permitted or federally licensed activity that may impact water quality and to certify, condition, or deny the activity if it does not comply with State water quality standards. If the State Water Board imposes a condition on its certification, those conditions must be included in the federal permit or license. Except for dredge and fill activities, injection wells, and solid waste disposal sites, waste discharge requirements may not “specify the design, location, type of construction, or particular manner in which compliance may be had...” (Porter Cologne Act § 13360). Thus, waste discharge requirements ordinarily specify the allowable discharge concentration or load or the resulting condition of the receiving water, rather than the manner by which those results are to be achieved. However, the Regional Water Boards may impose discharge prohibitions and other limitations on the volume, characteristics, area, or timing of discharges and can set discharge limits such that the only practical way to comply is to use management practices. Regional Water Boards can also waive waste discharge requirements for a specific discharge or category of discharges on the condition that management measures identified in a water quality management plan approved by the State Water Board or Regional Water Boards are followed.

The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. A number of statewide water quality control plans have been adopted by the State Water Board. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and are updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. Statewide and regional water quality control plans include enforceable prohibitions against certain types of discharges, including those that may pertain to nonpoint sources. Portions of water quality control plans, the water quality objectives and beneficial use designations, are subject to review by EPA. When approved they become water quality standards under the CWA.

State Water Resources Control Board

National Pollution Discharge Elimination System

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. The City of Beaumont and Project area is within the jurisdiction of the Santa Ana RWQCB.

The NPDES permit is divided into two phases: Phase I and Phase II. Phase I requires medium and large cities, or certain counties with populations of 100,000 or more to obtain NPDES permit coverage for their stormwater discharges. Phase II requires regulated small Municipal Separate Storm Sewer Systems (MS4s) in urbanized areas, as well as small MS4s outside the urbanized areas that are designated by the permitting authority, to obtain NPDES permit coverage for their stormwater discharges. Concerning the proposed Project, the NPDES permit is divided into two parts: construction and post-construction. The construction permitting is administered by the SWRCB, while the post-construction permitting is administered by the RWQCB. Development projects typically result in the disturbance of soil that requires compliance with the NPDES General Permit, Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction Activities (Order No. 2012-0006-DWQ, NPDES Number CAS000002)

(General Construction Permit). This Statewide General Construction Permit regulates discharges from construction sites that disturb one or more acres of soil.

The SWRCB has issued and periodically renews a statewide General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (GCASP) and a statewide General Industrial Activities Stormwater Permit (GIASP) for projects that do not require an individual permit for these activities. The GCASP was adopted in 2009 and further revised in 2012 (Order No. 2012-0006-DWQ). The most recent GIASP (Order No. 2014-0057-DWQ) was adopted in April 2014 and requires dischargers to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) to reduce or prevent industrial pollutants in stormwater discharges, eliminate unauthorized non-storm discharges, and conduct visual and analytical stormwater discharge monitoring to verify the effectiveness of the SWPPP and submit an annual report.

By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre of total land area must comply with the provisions of this NPDES Permit and develop and implement an effective SWPPP. The SWPPP is required to contain a site map(s), which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP is required to list Best Management Practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Construction General Permit Section A describes the elements that must be contained in an SWPPP. A Project Applicant must submit a Notice of Intent (NOI) to the SWRCB to be covered by the NPDES General Permit and prepare the SWPPP before beginning construction. SWPPP implementation starts with the commencement of construction and continues through project completion. Upon project completion, the Applicant must submit a Notice of Termination (NOT) to the SWRCB to indicate that construction is completed.

For industrial uses, the NPDES program requires certain industrial land uses to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program unless an exemption has been granted. This began on April 1, 2014 when the California State Water Resources Control Board adopted an updated new NPDES permit for storm water discharge associated with industrial activities (referred to as the “Industrial General Permit”). The new Industrial General Permit, which is more stringent than the former Industrial General Permit, became effective on July 1, 2015. Under this currently effective NPDES Industrial General Permit, industrial uses including but not limited to manufacturing, transportation facilities, and other uses with typically heavy industrial uses would require permitting. These facilities are subject to stormwater effluent limitations. While warehousing uses are not specifically included if a covered use is implemented, the proposed Project could require NPDES coverage under this order (2014-0057-DWQ).

Municipal Stormwater Permitting Program

The Municipal Stormwater Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Stormwater Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in CWA § 402(p). The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

For construction activities that would result in the disturbance of one acre or more, permittees must develop, implement, and enforce a program to reduce pollutant runoff in stormwater. This includes: (1) a program to prevent illicit stormwater discharges; (2) structural and non-structural BMPs to reduce pollutants in runoff from construction sites; and (3) preventing discharges from causing or contributing to violations of water quality standards. Permittees are required to review construction site plans to determine potential water quality impacts and ensure proposed controls are adequate. These include preparation and submission of an Erosion and Sediment Control Plan (ESCP) with elements of an SWPPP, prior to issuance of building or grading permits. The 2012 MS4 permit requires that the ESCP be developed by a Qualified SWPPP Developer. Permittees are required to develop a list of BMPs for a range of construction activities.

Regional

Riverside County

The proposed Project is within the larger Santa Ana Watershed which encompasses much of northern Riverside County and drains to the Santa Ana River. On January 29, 2010, the Santa Ana RWQCB issued a fourth-term area wide NPDES MS4 Permit to the Riverside County Flood Control and Water Conservation District (RCFCWCD) the County of Riverside and the cities of Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Menifee, Norco, Perris, Riverside, San Jacinto and Wildomar (Permittees). Watersheds are based on geography and do not follow jurisdictional boundaries and as a result these agencies are working together to improve water quality through implementation of water quality protection measures.

Accordingly, these efforts led to development of a Water Quality Management Plan (County WQMP) that was approved in October of 2012. The County WQMP was intended to be a guidance document to assist RCFCWCD which is considered the Principal Permittee, and co-permittees including the City of Beaumont to design water quality protection projects and measures in compliance with Santa Ana RWQCB for Priority Development Projects. These requirements are specified in the NPDES MS4 permit, discussed above and issued to the RCFCWCD, and other Cities within the Santa Ana River watershed in the 2010 MS4 Permit.

The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed located within Riverside County (Order No. R8-2010-0033, NPDES Permit No. CAS618033). The Permittees' stormwater programs

are designed to ensure compliance with this permit. In addition, the County WQMP is intended to protect, preserve, enhance, and restore water quality of receiving water bodies, which would be accomplished through an adaptive planning and management process. The process identifies high priority water quality conditions within the watershed and implements strategies to address them. The County WQMP also includes typical measures and design and design recommendation that are required for all projects. Accordingly, the co-permittees, including the City of Beaumont work cooperatively to implement the requirements of the permitting process.

Local

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code (MC) address hydrology and water quality topics:

Title 8 – Health and Safety, Chapter 8.32 – Nuisances

This chapter 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. (Beaumont MC, § 8.32.185.)

Title 13 – Public Services; Chapter 13.24 – Stormwater/Urban Runoff Management and Discharge Controls

The purpose of this chapter is to protect the health, safety and welfare of the public by:

1. Reducing pollutants in stormwater discharges to the maximum extent practicable;
2. Regulating illicit connections and discharges to the storm drain system; and
3. Regulating non-stormwater discharges to the storm drain system.

The intent of Chapter 13.24 is to protect and enhance the water quality of watercourses, water bodies, groundwater and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act, the State Porter-Cologne Water Quality Control Act and the conditions of an NPDES permit applicable to the City. (Beaumont MC, § 13.24.010.)

Title 15– Buildings and Construction; Chapter 15.24 – Floodplain Management

The purpose of Chapter 15.24 to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas of the City by legally enforceable regulations applied uniformly throughout the community to all publicly and privately owned land. According to Beaumont MC § 15.24.030, regulations in this chapter of the municipal code are designed to:

- A. Protect human life and health;
- B. Minimize expenditure of public money for costly flood control projects;

- C. Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
- D. Minimize prolonged business interruptions
- E. Minimize damage to public facilities and utilities such as water and gas mains; electric, telephone and sewer lines; and streets and bridges located in special flood hazard areas;
- F. Help maintain a stable tax base by providing for the sound use and development of special flood hazard areas so as to minimize future blighted areas caused by flood damage;
- G. Ensure that potential buyers are notified that property is in an area of special flood hazard area; and
- H. Ensure that those who occupy special flood hazard areas assume responsibility for their actions.

Beaumont MC § 15.24.040 indicates the following types of regulations are included in Chapter 15.24 to accomplish the purposes set forth in Beaumont MC 15.24.030, These regulations:

- A. Restrict or prohibit land uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities;
- B. Require that land uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- C. Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;
- D. Control filling, grading, dredging, and other development which may increase flood damage; and
- E. Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.

Title 16 – Subdivisions; Chapter 16.44 – Flood Control and Tract Drainage

This chapter sets flood event design standards, and the flood control facility design calculations (hydrologic and hydraulic) that are required from applicants of Schedules A, B, C, D, and E land divisions as defined in Beaumont MC §§ 16.40.050 through 16.40.090. According to Beaumont MC § 16.44.010, the required facilities are established as follows:

- A. The minimum design for facilities which control drainage water generated within a land division or floodwater flowing into or crossing a land division shall be based on a storm having a frequency of once in 100 years. Hydrologic and hydraulic calculations for the design of drainage facilities which control drainage water generated within a land division shall be submitted for approval to the City Engineer. Hydrologic and hydraulic calculations for the design of flood-control facilities to control floodwater flowing into or crossing a land division shall be submitted for approval to the flood-control agency having jurisdiction and to the City Engineer.
- B. The use of streets for flood-control and drainage purposes may be prohibited by the City Engineer if the use thereof is not in the interest of the public health, safety and welfare.

- C. When the City Engineer permits the use of streets for flood-control and drainage purposes, the ten-year frequency design discharge shall be contained between the tops of curbs, and the 100-year frequency design discharge shall be contained within the street right-of-way. If either of these conditions is exceeded, additional flood control facilities shall be provided.

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a hydrology/water quality report is required for an implementing development project if: the project may require drilling for new utilities, construction activities that require deep excavation, or project is above water table, or may require excavation that will reach water table.

City of Beaumont 2040 General Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to hydrology and water quality include:

Land Use and Design Element

- Goal 3.10:** **A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.**
- Policy 3.10.7** Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.
- 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.
- 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.
- Implementation LUCD7** Development Fact Sheets. Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions.
- Implementation LUCD13** Coordination of Development Plans and Infrastructure Funding. Phase development based on availability of infrastructure and only allow

annexation to occur only when the full range of urban services is available or funded.

Implementation LUCD23 Joint Use. Create a joint use agreement with the Flood Control District and other utility companies to allow residents greater park and recreational access.

Health, Equity, and Environmental Justice Element

Goal 6.7: **A City that safely and systemically addresses toxics, legacy pollutants, and hazardous materials.**

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 6.7.7 Work with the Beaumont Cherry Valley Water District to develop and distribute an informational brochure regarding best practices to reduce or eliminate surface and groundwater contamination.

Community Facilities and Infrastructure Element

Goal 7.2: **A clean and sustainable water supply that supports existing community needs and long-term growth.**

Policy 7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District (BCVWD) incorporation into their next UWMP and PWMP.

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.

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 7.4.2 Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

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 7.4.4 Use agency websites, public service announcements, and other means to inform the public about water quality issues, methods to prevent contaminants from entering the storm drain system, public stormwater pollution, and a system for reporting non-stormwater discharges to waterways. Some of these materials can be sourced from the Riverside County Flood Control and Water Conservation District.

- Goal 7.5:** Manage and effectively treat storm water to minimize risk to downstream resources.
- Policy 7.5.1** Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.
- Policy 7.5.2** Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.
- 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.
- Policy 7.5.6** Participate, when appropriate, in regional task force efforts in partnership with the Santa Ana Regional Water Quality Control Board, including but not limited to, the development and ongoing implementation of Total Maximum Daily Loads (TMDLs) and water quality sampling programs.
- Policy 7.5.7** Pursue grant funding and partnership opportunities for stormwater capture and/or restoration projects.
- Policy 7.5.8** Continue to routinely monitor and evaluate the effectiveness of the storm drain collection and conveyance system and adjust as needed. This may include retrofitting for enhanced infiltration.
- 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.
- Policy 7.5.10** Seek opportunities to integrate stormwater facilities into public spaces as architectural design elements. Include informational and educational signs to raise public awareness of water use and water pollution issues.
- Implementation CFI1** Underground Infrastructure Mapping. Work collaboratively with regional utility agencies to adopt smart city technology to map underground infrastructure.
- Implementation CFI2** Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:
- Greywater capture and reuse systems.
 - On-site bioretention-based stormwater facilities.

- Coordinated below grade installation/repair between various providers and agencies.
- Wind generation on residential and commercial buildings.
- Electric vehicle infrastructure requirements.
- Green building performance standards.

Implementation CF13 Adequate Water Supply for New Development: Require a Water Supply Assessment for new developments to ensure adequate water supply.

Implementation CF14 Water System Plans and Rate Study. Participate in the revision the Urban Water Management Plan and Potable Water System Master Plan based on current requirements and policy.

Implementation CF15 Funding. Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed.

Implementation CF16 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CF17 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies, landscaping, rainwater capture, greywater systems, and use of cisterns.
Implementation CF18 Low Impact Development. Develop standards to:

- determine where Low Impact Development (LID) techniques are appropriate and can incorporate best management practices.
- identify and eliminate barriers to incorporate watershed protection principles.

Implementation CF19 Area Drainage Plan. Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.

Implementation CF120 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CF121 Local implementation Plan. Prepare a Local Implementation Plan (LIP) that documents the internal procedures for implementation of the various program elements described in the Drainage Area Management Plan and Regional Water Quality Control Board - Santa Ana Region Order No. R8-2010-0033 ("MS4 Permit").

Implementation CF122 Site Inspections. Conduct periodic inspections of commercial and industrial facilities for non-stormwater and/or pollutants discharges to the storm drain system.

Implementation CF123 Construction Site Inspections. Conduct construction site inspections in order to check for inadequate erosion and sediment control measures and/or non-stormwater discharges.

Implementation CF124 Sewer and Stormwater User Fees. Work with local and regional agencies to update existing user fees for sewer and stormwater, fund needed system upgrades, and to the extent feasible, allow for wastewater recycling and stormwater capture

Safety Element

Goal 9.8: A City with reduced potential flood hazards.

Policy 9.8.1 In coordination with the Public Works Department, annually review the City’s Land Use and Flood Hazard Maps to ensure that they accurately reflect areas recognized by FEMA as being subject to flooding.

Policy 9.8.2 Restrict development in Flood Hazard Areas.

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 9.8.5 Limit future development of critical facilities including, but not limited to, hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities within the boundaries of the 100-year flood plain.

Policy 9.8.6 Encourage critical facilities to implement feasible design mitigation measures that ensure the building will not flood during a 100-year flood event to greatest extent practical.

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.

Implementation S22 Flood Control Maps. Regularly update City’s maps to reflect latest FEMA designations.

Implementation S23 Update Municipal Code. Update municipal code to require:

- on-site stormwater runoff retention.

- limit stormwater runoff impacts on adjacent properties.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures

4.9.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning hydrology and water quality. The questions presented in the Environmental Checklist Form have been used as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - Result in substantial erosion or siltation on- or off-site;
 - Substantially increase the rate or amount of surface in a manner which would result in flooding on- or off-site;
 - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
 - Impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.5 Impacts and Mitigation Measures

Impact 4.9-1: *Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Level of Significance: *Less than Significant Impact*

Construction

Construction activities associated with the development of the proposed Project would be typical of those used in comparable warehouse and commercial developments. Grading and earthmoving activities conducted during the proposed Project’s construction period may require the use of water for dust mitigation. Water from dust control and other liquids such as fuels, lubricants, and liquid wastes can create runoff that would temporarily affect water quality.

Construction activities for the lots, infrastructure, and the storm drain system would require a NPDES Construction General Permit, obtained from the CalEPA, SWRCB.⁷ Prior to the issuance of a Construction General Permit, an approved SWPPP would need to be prepared for the Project. The SWPPP would identify site-specific construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater runoff from the Project site. BMPs are designed to control and prevent discharges of pollutants that can adversely impact the downstream surface water quality. Construction BMPs would include, but not be limited to, the following:

- Minimization of disturbed areas to the portion of the project site necessary for construction;
- Stabilization of exposed or stockpiled soils and cleared or graded slopes;
- Establishment of permanent re-vegetation or landscaping as early as is feasible;
- Removal of sediment from surface runoff before it leaves the project site by silt fences or other similar devices around the site perimeter;
- Diversion of upstream runoff around disturbed areas of the project site;
- Protection of all storm drain inlets on-site or downstream of the project site to eliminate entry of sediment;
- Prevention of tracking soils and debris off-site through use of a gravel strip or wash facilities, which will be located at all construction exits from the project site;
- Proper storage, use, and disposal of construction materials, such as solvents, wood, and gypsum; and
- Continual inspection and maintenance of all BMPs through the duration of construction by the City.

Operations

The City of Beaumont requires the preparation and implementation of a Project-Specific Water Quality Management Plan (WQMP). The WQMP must be approved by the City Engineer prior to the issuance of any grading or building permit.⁸ Separate Preliminary WQMPs were prepared for the Project's Buildings 1, 2 and 3 and included as **Appendix H**. The WQMPs address post-construction water quality. This Project proposes to treat on-site runoff using a series of treatment control measures including biofiltration and infiltration basins. Where feasible stormwater will be captured within underground detention basins. While the underground detention basins have limited infiltration ability, the captured stormwater will be pumped to irrigate natural vegetation and infiltrate into native soils. On-site flows would be directed towards the proposed underground corrugated metal pipe (CMP) detention system for increased runoff mitigation for Buildings 1 and 3. On-site flows for Building 2 will be directed to a detention basin that provide both infiltration and mitigation for increased runoff. Flows would ultimately discharge to the existing natural streambed to the west of the Project site. The Project would also include self-treating

⁷ California Water Boards – State Water Resources Control Board. (2019). Construction Stormwater Program. Retrieved from: https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html

⁸ Riverside County, California MC § 13.12 – Stormwater Drainage system Protection Regulations

landscape areas throughout the Project site. Routine inspection and maintenance of the biofiltration and infiltration basins and underground detention system are requirements of the City.

As identified in Standard Condition (SC) HYD-1, preparation, implementation, and participation with the Construction General Permit, including preparation of a SWPPP containing site-specific BMPs, would reduce Project construction effects on water quality to acceptable levels. Compliance with SC HYD-2 would require the Project provide a Final WQMP specifically identifying BMPs that would be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. Compliance with SC HYD-3 would require preparation of an Erosion Control Plan that identifies specific measures to control on-site and off-site erosion. Therefore, SC HYD-1 through SC HYD-3 are proposed to preclude the violation of water quality standards during and after construction. Thus, impacts would be less than significant.

Standard Conditions and Requirements

SC HYD-1 The Applicant or his/her designees shall obtain a General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The Applicant or his/her designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of the first grading permit.

SC HYD-2 Prior to issuance of the first grading permit, the Applicant shall submit to the City Engineer for approval, a Final water quality management plan (WQMP) specifically identifying BMPs that will be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. The Final WQMP shall specify best management practices specific to the Project site, which shall be integrated into the stormwater conveyance plan. The plan shall identify specific strategies, including the following.

- Site design features, including maximizing open space, preservation of natural drainages, and minimization of impervious surfaces.
- Source control features, including leveraging public outreach and education, use of appropriate landscaping, and covering trash storage areas.
- Treatment controls, including the use of underground chambers.

SC HYD-3 Prior to issuance of the first grading permit, an Erosion Control Plan (ECP) shall be prepared, and included with the Project's grading plan. The ECP shall identify specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The ECP shall include the following measures at a minimum:

- a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California; and
- b) An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this Project will

be corrected through a remediation or restoration program within a specified time frame.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

Impact 4.9-2: *Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Level of Significance: Less than Significant Impact

Construction and Operations

The Project site is within the service area of the City of the BCVWD. BCVWD’s potable water system is supplied by wells in Little San Gorgonio Creek (Edgar Canyon) and the Beaumont Basin. Although the proposed Project would result in additional impervious surfaces on-site, the proposed Project would treat on-site runoff with biofiltration, infiltration, and reuse. On-site flows would be directed towards a proposed underground CMP detention system. Flows would then be pumped from the detention system at a reduced rate to mitigate for increased runoff to the biofiltration and infiltration basins. Flows from the detention system for Building 3 would also be pumped to an area of native vegetation to be reused as irrigation and to promote infiltration within the native soils.

The Infiltration Report prepared by Southern California Geotechnical (**Appendix H**) notes that sixteen infiltration tests were performed at the site and the infiltration rates at these locations ranged from 0 to 19.4 inches per hour. Based on the existing conditions water infiltration results, the Infiltration Report recommends that the following infiltration rates for the proposed infiltration systems:

Infiltration System	Site Location	Infiltration Rate (Inches per Hour)
A	North-Central	0
B	North-Central	5.4
C	North-Central	11.5

Flows would ultimately discharge to the existing natural streambed to the west of the Project site, to landscaped areas within the built-up portions of the site and to the natural water drainage feature located in Planning Area 3 which would allow for infiltration and groundwater recharge. The Project would also include self-treating landscape areas.

The Infiltration Report suggest that infiltration rates can be significantly reduced if the soils are exposed to excessive disturbance or compaction during construction. Compaction of the soils at the bottom of the infiltration system can significantly reduce the infiltration ability of the basins. Therefore, the subgrade soils within proposed infiltration system areas should not be over-excavated, undercut or compacted in

any significant manner. A representative of the geotechnical engineer is recommended to be on-site during the construction of the proposed infiltration system.

The pre-treatment of water would minimize pollutants from entering the basin, thereby minimizing impacts to groundwater management. A Water Supply Assessment (WSA) has been prepared by Albert A. Webb and Associates (**Appendix I**) and is discussed further in **Section 4.17: Utilities and Service Systems**. Further, the site does not contain any active or decommissioned groundwater wells. Therefore, the proposed Project would not significantly impact local groundwater recharge or impede sustainable groundwater management of the basin. Less than significant impacts would occur and no mitigation is required.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

Impact 4.9-3: *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

Result in substantial erosion or siltation on- or off-site?

Level of Significance: Less than Significant Impact

Construction and Operations

The Project is proposing to build an e-commerce development of three warehouses on approximately 145.4 acres of vacant land with some pavement and structures remnants from the former egg and poultry farm. Existing elevations across the site vary from 2,554 to 2,419 (NAVD88 datum). The slopes throughout the site vary, while the general existing drainage pattern for the site is characterized by sheet flow to the southwest. Along the southwestern boundary of the Project site, an existing escarpment conveys runoff from the site into a vegetated streambed which runs northwest. A portion of the eastern and southern areas of the site drain south, where the streambed parallels Brookside Avenue. The majority of the site drains southwest into the same streambed, further downstream. The streambed eventually enters an existing concrete ditch along Calimesa Boulevard to the northwest of the Project.

In the proposed condition, on-site runoff would be conveyed through the site via proposed curb and gutters, and ribbon gutters. Runoff is collected via a network of inlets provided at low point throughout the site and conveyed via underground storm drain towards the proposed water quality treatment facilities. For the Building 1, stormwater will be conveyed to an underground detention basin that will have limited infiltration ability. Stormwater will then be pumped at a reduced flow rate to a biofiltration basin to further cleanse the water before draining into the proposed infiltration basin for Building 2. Only after the stormwater from Building 2 has infiltrated, will stormwater from Building 1 be pumped from the underground detention basin. Stormwater runoff from the BSS - Building 2 site would be treated in a proposed infiltration basin. Stormwater runoff from Building 3 will be conveyed to an underground

detention basin that will have limited infiltration ability. Stormwater will then be pumped at a reduced flow rate to a biofiltration basin to further cleanse the water before draining into the natural drainage system downstream of the project site.

Due to the lack of downstream storm drain facilities, the Project site would be required to mitigate for increases in runoff. For Buildings 1 and 3, a CMP detention chamber system has been proposed for each site. The CMP detention chamber system would be pumped out at a reduced discharge rate to mitigate for the increased runoff. The proposed infiltration basin in the Building 2 site would serve to treat for water quality requirements and mitigation along with a proposed CMP detention system which would equalize with the basin. The proposed mitigation systems for each building site have been sized to mitigate for increased runoff for the 2-year, 5-year, and 10-year storm events with a duration of 24 hours. For preliminary purposes, it was assumed this will result in the largest mitigation volume required.

Additional durations will be analyzed during final engineering. An outlet structure has been designed to ensure outflow for each system does not surpass the existing flowrates found from the unit hydrograph analysis of each area. Runoff will discharge from each detention system into the existing vegetated streambed area.

The proposed site plan and building layouts do not allow for the same tributary drainage areas to each of the south and west discharge points. To maintain existing outlet conditions, portions of the site would be required to over-mitigate to ensure the downstream facilities are not adversely impacted. The total flows from both discharge points would drain to the west and would *not be in excess of pre-Project flows*.⁹

As noted in Impact 4.9-1, the Project would be subject to the NPDES Construction Stormwater Permit and would implement a SWPPP, which would help minimize erosion and sedimentation from construction activity (see SC HYD-1 above). The Project would also implement a WQMP and Final WQMP for each building that would include construction and post-construction BMPs to further minimize erosion and sedimentation (see SC HYD-2 above). In addition to the SWPPP and WQMP, the Project is also subject to the applicable federal, state, regional, and local regulatory framework concerning water quality listed above. Therefore, with implementation of the SWPPP, WQMP, and applicable regulatory framework, the Project is not anticipated to result in substantial erosion or siltation. Thus, impacts would be less than significant.

Standard Conditions and Requirement

Compliance with SC HYD-1, HYD-2, and HYD-3.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

⁹ Albert A. Webb and Associates. 2021. *Preliminary Drainage Study, pages 4 and 5.*

Impact 4.9-4: *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Impede or redirect flood flows?

Level of Significance: Less than Significant Impact

Construction and Operations

The Project is proposing to build an e-commerce development of three warehouses on approximately 188 acres of vacant land with some pavement and structures. As noted above in Impact 4.9-3, the slopes throughout the site vary, while the general existing drainage pattern for the site is characterized by sheet flow to the southwest. The Drainage Report concluded that the proposed Project drainage improvements would adequately convey flows to the proposed basins at pre-Project flows and as such would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site.

Additionally, with implementation proposed underground detention system and the proposed biofiltration basins would provide adequate water pre-treated from Buildings 1 and 3 and water from Building 2 would be treated on-site via the proposed infiltration basins. Because water is being treated on-site, no polluted water runoff would occur and as previously noted, the Project would continue to maintain pre-Project release flows.

Finally, although drainage flows would be required to be internally redirected through the water collection system, the site ultimately continues to drain southwest into the same streambed, further downstream. The streambed eventually enters an existing concrete ditch along Calimesa Boulevard to the northwest of the Project. As shown in the Drainage Report provided for the Project (**Appendix H**), the stormwater facilities have been designed to have the capacity for all required Hydrologic Conditions of Concern (HCOC) storm events, including post-development peak flows for 100-year storm events.

Prior to issuance of grading permit, the Applicant would be required to submit all grading and drainage plans for review to the City, to ensure that the Project would not increase flows on- or off-site or substantially exceed the existing drainage facilities. As noted above, the Project's drainage design would maintain pre-Project peak water flows. Therefore, impacts would be less than significant.

Standard Conditions and Requirement

Compliance with SC HYD-1, HYD-2, and HYD-3.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

Impact 4.9-5: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?

Level of Significance: No Impact

Construction and Operations

The Project site is inland and is not at risk for inundation due to a tsunami because it is located more than 50 miles from the Pacific Ocean. The Project site is not within a seiche zone because no large bodies of water border the Project site.

As discussed above, the Project site is within FEMA FIRM map panel 06065C0785G (effective 8/28/2008). Based on a review of this map panel, the Project site is located in Zone X, an area noted as having a minimal flood hazard. Therefore, the Project site is located outside the 100-year flood hazard area, and no flood risk is present.

According to Figure 5.9-3 of the City's General Plan EIR,¹⁰ the Project site is not located in a flood hazard zone and according to the Riverside County General Plan Dam Failure Inundation Zones Map, the Project site is not located in a dam hazard zone that is susceptible to flood hazards and inundation due to dam rupture. Therefore, Project implementation would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.¹¹ Thus, no impact would occur.

Mitigation Measures

No mitigation is required.

Level of Significance

No impact.

Impact 4.9-6: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Level of Significance: Less than Significant Impact

¹⁰ City of Beaumont. (2020). *Final Program Environmental Impact Report, Beaumont General Plan Update*. Figure 5.9-3: Flood Hazard Zones. Page 5.9-11. Retrieved from: <https://beaumontca.gov/121/General-Plan>. Accessed August 27, 2021.

¹¹ Riverside County. (2015). *Riverside County General Plan, Chapter 6: Safety Element*. Figure S-10: Dam Failure Inundation Zones. Page S-39. Retrieved from: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch06_Safety_DEC2016.pdf?ver=2017-10-06-093651-757. Accessed August 27, 2021.

Construction and Operations

The Project site is within the Santa Ana River Watershed and is subject to the SARWQCB Basin Plan and Riverside County Drainage Area Management Plan. As discussed in Impact 4.9-1 and Impact 4.9-4, the Project would meet applicable state, regional and local water quality goals. A less than significant impact would occur.

Standard Conditions and Requirement

Compliance with SC HYD-3 is required.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

4.9.6 Cumulative Impacts

As identified above, implementation of the Project would result in a less than significant impact concerning hydrology and water quality. The Project would be consistent with applicable federal, state, regional, and local water standards that would ensure that the Project's impacts would be cumulatively less than significant. The Project would also require and prepare a SWPPP and Final WQMP that would outline development standards and BMPs that would aid in reducing water quality impacts for construction and post-construction activity. Prior to construction starting, the City would review and approve the final drainage and grading plans, and final WQMP to ensure that all applicable flood control and water quality standards are met. Additionally, the Project would maintain pre-Project peak flows. Moreover, according to the Water Supply Assessment provided as **Appendix I**, the Beaumont-Cherry Valley Water District and the City of Beaumont entered into a Memorandum of Understanding on July 9, 2019, which defined the general terms, roles, and responsibilities of both agencies as they related to the delivery of recycled water from the City's upgraded and expanded treatment facility.¹² Therefore, the Project would not result in a cumulatively considerable impact related to drainage or water quality.

4.9.7 Significant Unavoidable Impacts

No significant unavoidable hydrology or water quality impacts have been identified.

4.9.8 References

Albert A. Webb Associates. (2021). *Preliminary Drainage Study*.

Albert A. Webb Associates. (2021). *Project Specific Water Quality Management Plan, Beaumont Summit Station – Building 1*.

¹² Albert A. Webb and Associates. 2021. WSA., page 3-13.

Albert A. Webb Associates. (2021). *Project Specific Water Quality Management Plan, Beaumont Summit Station – Building 2*.

Albert A. Webb Associates. (2021). *Project Specific Water Quality Management Plan, Beaumont Summit Station – Building 3*.

Beaumont, City of. (2020). *Final Program Environmental Impact Report, Beaumont General Plan Update*. Figure 5.9-3: Flood Hazard Zones. Page 5.9-11. Retrieved from: <https://beaumontca.gov/121/General-Plan>. Accessed August 27, 2021.

Riverside, County of. (2015). *Riverside County General Plan, Chapter 6: Safety Element*. Figure S-10: Dam Failure Inundation Zones. Page S-39. Retrieved from Riverside County Website: [https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch06 Safety DEC2016.pdf?ver=2017-10-06-093651-757](https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch06_Safety_DEC2016.pdf?ver=2017-10-06-093651-757). Accessed August 27, 2021.

Southern California Geotechnical. (2021). *Results of Infiltration Testing*.

4.10 LAND USE AND PLANNING

4.10.1 Introduction

This section of the Draft Environmental Impact Report (Draft EIR) evaluates potential impacts to land use in the City of Beaumont (City) from implementation of the proposed Beaumont Summit Station Specific Plan (Project). The analysis in this section is based on the proposed land use designations described in Chapter 2, Development Plan, Chapter 3, Planning Areas and Development Regulations, and Chapter 4, Design Guidelines, of the Beaumont Summit Station Specific Plan (Specific Plan). The Project, including the Specific Plan, has been evaluated for its consistency with relevant goals and policies in Beaumont General Plan 2040 Update (Beaumont 2040 GP) and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Potential land use impacts of the Project analyzed in this section of the Draft EIR include those that could result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans. Where applicable, mitigation measures are proposed to ensure the application of actions which would minimize or remove land use impacts that are identified as significant.

4.10.2 Environmental Setting

Project Site

Existing and Proposed Conditions

The Project site is comprised of 188 gross acres of the former Sunny-Cal Egg and Poultry Ranch. Remaining uses include cement pads, several structures, and vacant property. Site topography slopes towards the southwest. A jurisdictional waterway with a sharply incised channel crosses the southern portion of the site in a southeast to northwest direction

While currently vacant, development of 560 low density residential units with a series of open space and park areas was approved as part of the Sunny-Cal Specific Plan. The Sunny-Cal Specific Plan identified the Specific Plan area to be included within the City's Sphere of Influence (SOI) and annexed into the City. The property, without the portion of the prior Planning Area (PA) 2 (panhandle), was incorporated into the City's Sphere of Influence (SOI) and annexed into the City in 2017. Annexation into the Beaumont-Cherry Valley Water District (BCVWD) occurred at the same time.

The Project site currently has a General Plan Land Use Designation of Single-Family Residential. The zoning for the Project site is Specific Plan.

The Project includes several entitlements, including approval of a new Specific Plan and General Plan Amendment, to convert residential uses for e-commerce (PA 1) and commercial (PA 2) uses. The existing open space uses (PA 3) would continue to be preserved as part of the Project. Refer to **Exhibit 3.0-4, Specific Plan**, which illustrates the previously approved Sunny-Cal Specific Plan land uses with the amended boundary and land uses of the Project site which summarizes the changes to the approved Specific Plan (see **Table 4.10-1** below).

Table 4.10-1: Existing and Proposed Land Use Plan

Land Use	Sunny-Cal Specific Plan (2007)	Summit Station Specific Plan
Low Density Residential	158.65 acre	560 du
Commerce Center		
Warehouse	--	--
Office		139.8 acres
		2,507,465 sf
Commercial		
Hotel (220 Keys)	--	--
Retail		10.9 acres
Restaurant		100,000 sf
		25,000 sf
		25,000 sf
Open Space		
Park/Trail	21.15 acres	0 acres
Buffer/Open Space	8.71 acres	30.6 acres
Circulation	9.8 acres	6.7 acres
Total	200 acres	188 acres
Source: Kimley-Horn. 2022. Beaumont Summit Station Specific Plan. Table 1. du = dwelling units; sf = square feet Note: Land use acreages are net of roads and are rounded.		

Surrounding Uses

As shown in **Exhibit 4.8-1, Project Vicinity**, surrounding land uses include the following

- **North:** Cherry Valley Boulevard with planned industrial uses zoned Industrial (I-P) and Danny Thomas Ranch beyond in the County of Riverside.
- **East:** Scattered single-family residences zoned Agriculture (A-1-1) and residential (R-A-1) in the County of Riverside.
- **South:** Brookside Avenue and property zoned for neighborhood commercial and single-family residential uses beyond.
- **West:** Vacant property zoned for Residential (R-A-1) and Commercial (C-P-S) in the County of Riverside.

4.10.3 Regulatory Setting

Federal

There are no federal land use regulations that are applicable to the proposed Project.

State

California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law, §§ 65000 to 66499.58. Under State planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the California Government Code (CGC), including a section on land use. Each of the elements

must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

California Codes

The California Codes are 29 legal codes enacted by the California State Legislature, which together form the general statutory law of California. Unlike the United States Code or other U.S. state legal codes, they have never been consolidated into a single unified code. The official Codes are maintained by the California Legislative Counsel for the Legislature. CGC § 53091(d) states “Building ordinances of a county or city shall not apply to the location or construction of facilities for the production, generation, storage, treatment, or transmission of water, wastewater, or electrical energy by a local agency.”

Furthermore, § 539091(e) states “Zoning ordinances of a county or city shall not apply to the location or construction of facilities for the production, generation, storage, treatment, or transmission of water, or for the production or generation of electrical energy, facilities that are subject to § 12808.5 of the Public Utilities Code, or electrical substations in an electrical transmission system that receives electricity at less than 100,000 volts. Zoning ordinances of a county or city shall apply to the location or construction of facilities for the storage or transmission of electrical energy by a local agency, if the zoning ordinances make provision for those facilities.”

Regional

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization (MPO) for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region’s MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

The Project is considered a project of “regionwide significance” pursuant to the criteria in SCAG’s Intergovernmental Review Procedures Handbook (November 1995) and § 15206 of the *CEQA Guidelines*. Therefore, this section addresses the Project’s consistency with the applicable SCAG regional planning guidelines and policies.

Regional Transportation Plan/Sustainable Communities Strategy

In September 2020, SCAG adopted the 2020–2045 RTP/SCS, a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards. This long-range plan,

required by the state of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The RTP/SCS is a living, evolving blueprint for the region's future. The City is a member jurisdiction of the San Bernardino Council of Governments (SBCOG), and a participating agency in SCAG's 2020-2045 RTP/SCS.

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP Plan Area provides a regional vision for balanced growth by complying with federal and state endangered species laws. The MSHCP is discussed in detail in **Section 4.3.3**.

Local

City of Beaumont Municipal Code

Title 16 – Subdivisions

Title 16 is the City's subdivision ordinance and is adopted pursuant to the provisions of the Subdivision Map Act of 1975 with current amendments and govern all land divisions within the City. (Beaumont Municipal Code (MC) §§ 16.04.010A and B.) According to § 16.04.01C, Beaumont MC Title 16 was adopted to promote orderly growth and development of the City; to protect existing and future citizen rights; to develop a harmonious and workable relationship between the citizens of the City, employees of the City and applicants for land division; and to provide a means whereby the process, from submission to approval, is completed in a minimum time frame.

Beaumont MC § 16.04.020 establishes the City Planning Commission is designated as the "advisory agency" charged with the duty of making investigations and reports on the design and improvement of all proposed parcel map land divisions and tentative subdivision maps in the City. This section also authorizes the Planning Commission to conditionally approve or disapprove all tentative parcel maps and tentative subdivision maps and land divisions and submit to the City Council for final approval.

Beaumont MC § 16.04.030 establishes the City's Land Division Committee, which consists of representatives from the following departments and districts: Planning, Engineering, Building and Safety, Public Works, Riverside County Flood Control and Water Conservation District, and the Fire Department. The Land Division committee shall be chaired by the Planning Department representative. All land division maps shall be considered by the Land Division Committee and the committee report its findings and recommendations on subdivision maps and parcel maps to the advisory agency with jurisdiction over the map.

Title 17 - Zoning

This Title (Title 17) shall be known as the Zoning Ordinance of the City of Beaumont and may also be referred to hereinafter as the Zoning Ordinance. This Zoning Ordinance was adopted pursuant to Article XI, Section 7 of the Constitution of the State of California and was prepared in compliance with the requirements of Title 7 of the CGC. This Zoning Ordinance is enacted pursuant to the authority vested in the City of Beaumont by the State of California Constitution, the State of California Planning, Zoning, and

Development Laws (CGC §§ 65000 et. seq.), the State of California Subdivision Map Act (CGC § 66510 et. seq.), and the State of California Health and Safety Code. The City of Beaumont Zoning Ordinance consists of the following:

- A. **Zoning Ordinance.** The Zoning Ordinance establishes zoning districts (also referred to as zones) that govern the use of land, indicates standards for structures and improvements that are permitted within the various zones, and establishes procedures for the granting of permits and entitlements.
- B. **Zoning Map.** The zoning map delineates the boundaries of the zoning districts that are applicable to specific properties within the City.

City of Beaumont 2040 General Plan

Land Use and Design Element

- 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 3.1.1** Promote a balance of land use and development types throughout the City.
- Policy 3.1.3** Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).
- Policy 3.1.4** Establish an Employment District that integrates diversity of jobs with multi-modal access to the rest of City.
- Policy 3.1.6** Preserve and protect natural open space areas in south and southwest Beaumont and its sphere of influence.
- Policy 3.1.7** Connect new growth areas to existing Beaumont neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design strategies.
- Policy 3.1.8** Require new major centers and larger residential developments to be accessible to major transportation facilities as well as be well-connected to transit.
- 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 3.1.10** Infill vacant areas within City limits by developing new residential neighborhoods around neighborhood centers and community gathering spaces, such as schools and parks.
- Policy 3.1.11** Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

- 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 3.3:** **A City that preserves its existing residential neighborhoods and promotes development of new housing choices.**
- Policy 3.3.3** Continue to maintain and conserve existing residential neighborhoods.
- Policy 3.3.6** Encourage developers to build supportive commercial uses by the time 75% of the residential uses are constructed.
- Policy 3.3.7** Require well-connected walkable neighborhoods with quality access to transit, pedestrian and bicycle facilities.
- Policy 3.3.9** Ensure new development projects and infill construction are of a compatible scale in existing neighborhoods and provide adequate transitions to adjacent residential properties.
- Policy 3.3.11** Discourage the construction of new gated communities. When gated communities are allowed, require frequent pedestrian and bicycle connections between the gated community and surrounding areas at distances no more than 600 feet apart.
- Goal 3.4:** **A City that maintains and expands its commercial, industrial and other employment generating land uses.**
- Policy 3.4.3** Encourage development of employment-generating uses in the SR-79 West Subarea.
- 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 3.11.8** 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.
- Policy 3.11.9** Continue to maintain the Badlands and Potrero area as primarily a functioning wildlife habitat.
- 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.
- 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** Develop policies for hillside development in order to protect the natural environment.

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.

Implementation LUCD 9 Regulatory Barriers. Review the zoning code, subdivision regulations, development regulations, and fire and building codes to address potential regulatory barriers to mixed use development.

Implementation LUCD 16 Core Service Areas. Prioritize capital spending in neighborhoods that promote active transportation, mixed use support improvements to its core service areas

Implementation LUCD 17 Mixed Use Development. Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed-use development.

Implementation LUCD 25 Hillside Development Ordinance. Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.

Mobility Element

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policy 4.1.2 Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.

Policy 4.1.3 Identify key streets and intersections that will be exempt from the LOS threshold due to inadequate right-of-way, environmental constraints, or funding limitations.

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

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 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Policy 4.3.5 Ensure that existing and future roadway improvement balance the needs of all users, including pedestrians and bicyclists.

Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.

Policy 4.3.4 Enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers.

Policy 4.3.5 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.4 Develop a comprehensive trails network to connect neighborhoods and key attraction areas.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M7 Grant Funding. Submit grant funding applications consistent with grant opportunities to SCAG and RCTC for multi-modal infrastructure projects that promote complete streets.

Implementation M10 Traffic Study Methodology. Update the City's traffic study requirements to implement the VMT methodology and impact thresholds adopted by the City.

Implementation M19 Multi-Use Trail. Engage with appropriate agencies to expedite implementation of a Class I facility along the Edison Transmission Easement Corridor. Annually pursue grant funding opportunities to fund the facility.

Implementation M20 Transit Station Location. Engage RCTC frequently and participate in meetings to ensure that the Pass transit station is in the City of Beaumont.

Implementation M29 Zoning Code Update. Update the City's parking Standards to:

- provide a reduction in parking standards if comprehensive TDM programs are provided.
- increase the number of electric vehicle charging stations in parking areas.

Implementation M30 Curbside Management. Actively manage curb spaces in activity areas to balance multiple demands (e.g., AVs, TNCs, bicycles, pedestrians, delivery loading/unloading, street furniture, etc.) and ensure a balanced provision to all users.

Economic Development and Fiscal Element

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policy 5.1.8 Align City investment, including capital projects, with areas of desired economic growth and business attraction in the existing commercial and industrial areas, Employment District and Urban Villages.

Goal 5.6: A collaborative community that advances economic development goals through partnerships.

Policy 5.6.1 Support and participate in regional economic development efforts, such as the Riverside County Economic Development Agency’s programs and events.

Implementation EDF 27 Coordination with Nearby Cities. Establish regular coordination with neighboring jurisdictions, including the City of Banning, City of Calimesa and Riverside County to explore strategies for efficient infrastructure maintenance and delivery of services and economic development programs.

Community Facilities and Infrastructure Element

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policy 7.2.4 Provide the Beaumont 2040 land use plan to the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) for use in preparation of a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin.

Policy 7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District (BCVWD) incorporation into their next UWMP and PWMP.

Implementation CFI 5 Funding. Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed.

Implementation CFI 9 Area Drainage Plan. Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.

Implementation CFI 26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zerowaste culture, including outreach, marketing, and local grant program to support efforts.

Conservation and Open Space Element

Goal 8.8: A City where the natural and visual character of the community is preserved.

Policy 8.8.3 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

Sustainable Beaumont: The City’s Roadmap to Greenhouse Gas Reductions (Climate Action Plan)

The City approved Sustain Beaumont (Climate Action Plan) in 2015, which serves as a long-term plan for achieving sustainability by utilizing resources effectively and reducing GHG emissions. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, the City can keep dollars in the local economy, create new green jobs, and improve community quality of life. The goals outlined in the Climate Action Plan are shown in **Table 4.7-6, City of Beaumont, Sustainable Beaumont Plan (Climate Action Plan) Consistency in Section 4.7, Greenhouse Gas Emissions**, of this Draft EIR.

4.10.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning land use and planning. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- 1) Physically divide an established community.
- 2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Methodology

This analysis analyzes the Project’s consistency with regional and local plans, policies, and regulations for the purposes of avoiding or mitigating an environmental effect. Specifically, the Project was analyzed with respect to the applicable regional planning guidelines and strategies of SCAG’s RTP/SCS and the Beaumont 2040 GP.

Approach to Analysis

This analysis of impacts on land use and planning components examines the Project’s temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including

local planning documents. The determination that a Project component will or will not result in “substantial” adverse effects on land use and planning standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project’s components.

4.10.5 Impacts and Mitigation Measures

Impact 4.10-1 *Would the Project physically divide an established community?*

Level of Significance: No Impact

Project Site

Construction and Operations

Although the previously approved Specific Plan included residential uses, the Specific Plan was never implemented. As noted above, the Project site is characterized by cement pads, several structures, and vacant property. Furthermore, the Project’s proposed e-commerce, commercial, and open space components would be consistent with the land use designations upon approval of the General Plan Amendment and approval of the Specific Plan. The Project would not physically divide an established community and therefore, no impact would occur.

Mitigation Measures

No mitigation is necessary.

Level of Significance

No impact.

Impact 4.10-2 *Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Level of Significance: Less than Significant Impact

CEQA requires that an EIR consider whether a Project would conflict with any applicable land use plan, policy, or regulation (including, but not limited to a general plan, specific plan, or zoning ordinance) that was adopted for the purpose of avoiding or mitigating environmental effect(s). This environmental determination differs from the larger policy determination of whether a proposed Project is consistent with a jurisdiction’s general plan. The broader general plan consistency determination considers all evidence in the record concerning the Project characteristics, its desirability, as well as its economic, social, and other non-environmental effects. Regarding plan or policy consistency, a project is evaluated in terms of whether the proposed site plan, project design, and/or development within a given location would substantially impede implementation of an adopted plan or policy resulting in a significant environmental effect. The mere fact that a project may be inconsistent in some manner with particular policies in a general plan or zoning ordinance does not, per se, amount to a significant environmental effect. In the context of land use and planning, significant impacts occur when a conflict with any

applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project results in an adverse physical environmental impact.

Construction and Operations

SCAG 2020-2045 RTP/SCS Strategies

The Project, as designed would be compatible with the strategies proposed by SCAG in their 2020-2045 RTP/SCS. These strategies were a collaborative effort between SCAG and local agencies with the intention of not only managing regional growth, but also maximizing ecological health. **Table 4.10-2, Project Compatibility with SCAG 2020-2045 RTP/SCS Strategies** below describes the proposed Project’s compatibility with the land use strategies proposed in SCAG’s 2020-2045 amendment of the RTP/SCS. Due to the Project’s consistency with SCAG’s Land Use strategies, no significant impact is expected in this regard.

Table 4.10-2: Project Compatibility with SCAG 2020-2024 RTP/SCS

RTP/SCS Strategies	Project Consistency
1. Encourage regional economic prosperity and global competitiveness	Consistent: The proposed Project includes development of commercial and e-commerce facilities. The proposed Project would add to economic development of the region by adding a new logistics and merchandise distribution facility. This would provide both temporary and permanent employment opportunities and add to the tax base and generate revenue for the City.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods	Consistent: The Project consists of commercial development and e-commerce facilities which will contribute to local or regional accessibility. At the local level, the proposed Project includes street improvements adjacent to the Project site which would provide increased connectivity to regional circulation elements including the I-10 freeway. The Project also provides adequate ingress and egress to ensure circulation on Cherry Valley Boulevard and Brookside Avenue functions efficiently. In addition, the proposed Project is located in an area that is planned to enhance the overall efficiency and regional capacity to distribute goods and products.
3. Enhance the preservation, security, and resilience of the regional transportation system	Consistent: The Project would result in construction of commercial and e-commerce development which entails employment opportunities and does include transportation improvements that would result in broad improvements to safety. As discussed above, the proposed Project includes a design that would ensure the safe and efficient movement of people and vehicles into and through the Project area, addressing light trucks and passenger vehicles, heavy trucks, public transit, and non-vehicular circulation (pedestrians and bicycles). The proposed Project would improve the local and regional reliability related to the transportation and delivery of goods and services.
4. Increase person and goods movement and travel choices within the transportation system	Consistent: The proposed Project is a local development project and does not include any elements that would directly enhance a sustainable regional transportation system. As discussed in responses to Goals 1, 2, and 3, the proposed Project makes indirect contributions through ensuring safety, local transportation improvements, and improving regional distribution of goods and products. See also, responses to Goals 1, 2, and 3, above.

RTP/SCS Strategies	Project Consistency
5. Reduce greenhouse gas emissions and improve air quality	Consistent: The proposed Project would include interior circulation elements and adjacent roadways that would improve the circulation system. The proposed Project consists of an e-commerce and commercial development and is not itself considered a project that would improve air quality. The development would indirectly improve regional air quality by its location being in proximity to regional transportation corridors and in a location that reduces overall distances for product distribution. However, the proposed Project includes measures for both construction and operation that would reduce air emissions.
6. Support healthy and equitable communities	Consistent: As discussed above, the proposed Project includes a design that would ensure the safe and efficient movement of people and vehicles into and through the Project area, addressing light trucks and passenger vehicles, heavy trucks, public transit, and non-vehicular circulation (pedestrians and bicycles). The proposed Project would improve the local and regional reliability related to the transportation and delivery of goods and services.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network	Consistent: The Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage which would reduce greenhouse gas emissions. Additionally, at the local level, the proposed Project includes street improvements adjacent to the Project site which would provide increased connectivity to regional circulation elements including the I-10 freeway. The Project also provides adequate ingress and egress to ensure circulation on Cherry Valley Boulevard and Brookside Avenue functions efficiently. In addition, the proposed Project is located in an area that is planned to enhance the overall efficiency and regional capacity to distribute goods and products.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel	Consistent: The Project area is surrounded predominantly by undeveloped, vacant, and open space land and there are no nearby transit stops. As such, there are limited opportunities for the Project to facilitate transit and active transportation in the site vicinity. Nevertheless, the Project would improve surrounding roadways which then will improve the transportation network within the City. These roadways provide connectivity the I-10 allowing local traffic to access regional transportation facilities
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not Applicable. The Project does not include housing development.
10. Promote conservation of natural and agricultural lands and restoration of habitats	Consistent: The Project site is located within an existing semi-urban area designated for residential development through the Sunny-Cal SP. There are no designated agricultural lands or farmlands in the area or habitat restoration areas.
Source: SCAG. 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176 (accessed January 2022).	

The Project site is presently designated as “Single Family Residential” by the General Plan. A new Specific Plan and a General Plan Amendment would change the property’s land use designation from Single Family

Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and open space uses.

The City is located in the northwestern portion of Riverside County (County) and is bounded by 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 by the City of Banning to the east. The City is committed to working with all surrounding jurisdictions in an effort to deal with cross-border and regional issues. Beaumont GP Goal 5.6 and Implementation actions EDF 27, CFI, CFI 9, and CFI 26 address how the City will cooperate and work with other agencies to development and implement regional plans for groundwater, drainage, and solid waste.

The County of Riverside has an Airport Land Use Compatibility Plans (ALUCPs) which is tasked with the compatibility planning for land uses surrounding 16 private, public, and military airports throughout Riverside County. The purpose is to protect the public health, safety, and welfare through compatible development with airports and minimize the public's exposure to noise and safety hazards. This is achieved through the implementation of policies in Compatibility Plans for each of the airports. As noted in **Section 4.8, Hazards and Hazardous Materials**, the City is not within an airport land use plan area; there are no airports within the City, and the closest airport, Banning Municipal Airport, is located over nine miles southeast from the Project site. The Project's consistency with other regional plans is discussed in the applicable topical section of the Draft EIR. **Section 4.3, Biological Resources** discusses the Project consistency with the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP).

Additionally, the Project would further avoid creating an environmental effect or would further mitigate it with its participation in the cap-and-trade program.¹ The cap-and-trade program is a system designed to reduce pollution in the atmosphere. The cap on greenhouse gas emissions that drive global warming is a firm limit on pollution. The cap gets stricter over time. The trade part is a market for companies to buy and sell allowances that let them emit only a certain amount, as supply and demand set the price. Trading gives companies a strong incentive to save money by cutting emissions in the most cost-effective ways.

The cap-and-trade program is applicable to the Project as it applies to large industrial sources such as power plants, refineries, and cement manufacturers which produce the raw materials utilized for the construction of the Project. The cap-and-trade program covers the greenhouse gas emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, greenhouse gas emissions associated with CEQA projects' electricity usage are covered by the cap-and-trade program. The cap-and-trade program also applies to the fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels. According to **Section 4.7, Greenhouse Gas Emissions, Table 4.7-9, Project Consistency with Applicable CARB Scoping Plan Measures**, the Project is consistent with the Climate Action Plan.

As such, the Project would be consistent with the City's Zoning Ordinance and Zoning Map; therefore, it would be consistent with all goals, policies, within the Beaumont GP. As such, inconsistency with City land

¹ The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy

use plans and regulations and the creation of environmental effects from Project implementation would be less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

4.10.6 Cumulative Impacts

The geographic scope for cumulative impacts related to land use includes closely related past, present, and reasonably foreseeable future projects located in the surrounding area. Regarding conflicts with any land use plan, policies, or regulations, approval of the proposed Project and implementation of the proposed mitigation measures identified in this EIR would ensure that the proposed Project complies with applicable goals, policies, and regulations implemented by the County and City, including the previously noted cap-and-trade program or other applicant agencies with authority over on-site resources, or other land use planning authority. Greenhouse gas emissions have no jurisdictional boundaries and are ultimately a cumulative effect city, station, nation, and worldwide. However, Project participation in the cap-and-trade program limits greenhouse gas emissions and as noted in **Section 4.7, Greenhouse Gas Emissions, Table 4.7-9, Project Consistency with Applicable CARB Scoping Plan Measures**, the Project would be consistent with this program.

Potential land use impacts are site-specific and require evaluation on a case-by-case basis. This is true with regard to land use compatibility impacts, which are generally a function of the relationship between the interactive effects of a specific development site and those of its immediate environment. Existing as well as future cumulative development within the surrounding area is anticipated to occur in accordance with the City's General Plan and Municipal Code and be evaluated as such the same as the proposed Project. Therefore, the proposed Project, in conjunction with these other projects, is not anticipated to introduce incompatible uses and substantially conflict with the operation of surrounding land uses.

The proposed Project would not physically divide an established community because it does not block access to any existing neighborhoods or existing uses in the vicinity of the Project site. The proposed Project would provide increased connectivity within the area with improvements to Cherry Valley Boulevard and Brookside Avenue that would connect to regional freeways the I-10. Therefore, the proposed Project would not make a cumulative contribution to impacts associated with conflicts with land use planning documents or related policies and regulations. These impacts are less than cumulatively considerable and less than significant.

4.10.7 Significant Unavoidable Impacts

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

4.10.8 References

City of Beaumont. (2020). City of Beaumont General Plan 2040 Update. Retrieved from:

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

Riverside County General Plan, 2015. Available: <https://planning.rctlma.org/General-Plan-Zoning/General-Plan>.

Southern California Association of Governments. 2020-2045 RTP/SCS. Available: [SCAG Connect SoCal - The 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy Adopted on September 3, 2020](#).

4.11 NOISE

4.11.1 Introduction

The purpose of this section is to describe both construction-related and operational noise and vibration levels to on-site and surrounding land uses resulting from the Beaumont Summit Station Specific Plan (Project). The analysis in the section evaluates the level of noise impacts the proposed Project would have on the environment. Noise data and assumptions that are used for quantifying the proposed Project’s emissions are based on the following sources completed by Kimley-Horn. The noise data and calculations are included in **Appendix J** of this EIR.

4.11.2 Environmental Setting

Existing Noise Sources

The City of Beaumont is impacted by various noise sources. Mobile sources of noise, especially cars, trucks, and trains are the most common and significant sources of noise. Other noise sources are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise.

Mobile Sources

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the Project traffic analysis (prepared by Kimley-Horn, 2022). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along roadway segments in proximity to the Project site are included in **Table 4.11-1, Existing Traffic Noise Levels**.

Table 4.11-1: Existing Traffic Noise Levels

Roadway Segment		ADT	dBA CNEL 100 Feet from Roadway Centerline
Cherry Valley Blvd	I-10 EB Ramps to I-10 WB Ramps	8,547	65.1
	I-10 WB Ramps to Hannon Rd	6,706	64.0
	Hannon Rd to Union St	6,073	63.6
	Union St to Nancy Ave	5,140	62.9
	Nancy Ave to Beaumont Ave	4,715	62.5
Brookside Ave	Hannon Rd to Union St	2,099	56.6
	Union St to Nancy Ave	2,366	57.1
	Nancy Ave to Oak View Dr	2,757	57.8
	Oak View Dr to Beaumont Ave	2,557	57.4

Roadway Segment		ADT	dBA CNEL 100 Feet from Roadway Centerline
Oak Valley Pkwy	I-10 EB Ramps to I-10 WB Ramps	10,996	62.8
	I-10 WB Ramps to Oak View Dr	12,837	63.7
Hannon Rd	Cherry Valley Blvd to Brookside	733	48.7
Union St	Cherry Valley Blvd to Brookside	383	45.9
Nancy Ave	Cherry Valley Blvd to Brookside	916	49.7
Oak View Dr	Brookside Ave to Oak Valley Pkwy	4,723	60.1
Beaumont Ave	Cherry Valley Blvd to Brookside	6,906	61.7
	Brookside Ave to Oak Valley Pkwy	9,488	63.1
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level			
Source: Based on traffic data within the <i>Traffic Impact Study</i> , prepared by Kimley-Horn, 2021. Refer to Appendix J for traffic noise modeling assumptions and results.			

As depicted in **Table 4.11-1**, the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 45.9 dBA CNEL to 65.1 dBA CNEL 100 feet from the centerline. CNEL is 24-hour average noise level with a 5 dBA “weighting” during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Stationary Sources

The nearest source of stationary noise in the Project vicinity would come from existing single-family residential properties to the east. Noise sources from residential uses typically include mechanical equipment such as heating, ventilation, and air conditioning (HVAC), automobile related noise such as cars starting and doors slamming, and landscaping equipment. The noise associated with these sources may represent a single-event noise occurrence or short-term noise. The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

Noise Measurements

The Project site was formerly used as an egg and poultry ranch but is currently vacant and unoccupied. To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted four short-term noise measurements and one long-term noise measurement on July 21, 2021; see **Appendix J**. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The 10-minute measurements were taken between 9:46 a.m. and 11:00 a.m., the 24-hour measurement began at 11:15 a.m. on July 21, 2021 and ended on July 22, 2021. Measurements of L_{eq} are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in **Table 4.11-2, Existing Noise Measurements** and shown on **Exhibit 4.11-1, Noise Measurement Locations**.

Table 4.11-2: Existing Noise Measurements

Site	Location	Measurement Period	Duration	Daytime Average L _{eq} (dBA)	Nighttime Average L _{eq} (dBA)
ST-1	N. Deodar Drive and Katherine Court	9:46 – 9:57 a.m.	10 Minutes	56.2	-
ST-2	Southern side of Brookside Avenue, approximately 1,400 feet east of I-10	10:02 – 10:12 a.m.	10 Minutes	66.3	-
ST-3	Northeast corner of Calimesa Blvd. and Coit Avenue	10:25 – 10:35 a.m.	10 Minutes	63.8	-
ST-4	Along the south side of Cherry Valley Boulevard, adjacent to the northwest corner of the Project site boundary.	10:50 – 11:00 a.m.	10 Minutes	69.8	-
LT-1	Along the south side of Cherry Valley Boulevard, adjacent to the northwest corner of the Project site boundary.	7/21/2021 at 11:15 a.m. to 7/22/2021 at 11:35 a.m.	24 hours	68.3	61.8

Source: Noise measurements taken by Kimley-Horn, July 21, 2021. See **Appendix J** for noise measurement results.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. Vibration sensitive receivers are generally similar to noise sensitive receivers but may also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. The Project site is primarily surrounded by residential properties to the east and south of Brookside Avenue, the properties immediately to the north and west are vacant and undeveloped. Sensitive land uses nearest to the Project are listed in **Table 4.11-3, Sensitive Receptors**.

Table 4.11-3: Sensitive Receptors

Receptor Description	Distance and Direction from the Project to Property Line	Jurisdiction
Single-family Residences	Adjacent to the east	Riverside County
Single-family Residences	160 feet to the south	City of Beaumont
Single-family Residences	530 feet to the southeast	City of Beaumont
Single-family Residences	740 feet to the west	Riverside County

Source: Google Earth

Acoustic Fundamentals

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many

distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (μPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness. **Table 4.11-4, Typical Noise Levels** provides typical noise levels.

Table 4.11-4: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	- 110 -	Rock Band
Jet fly-over at 1,000 feet	- 100 -	
Gas lawnmower at 3 feet	- 90 -	
Diesel truck at 50 feet at 50 miles per hour	- 80 -	Food blender at 3 feet Garbage disposal at 3 feet
Noisy urban area, daytime	- 70 -	Vacuum cleaner at 10 feet Normal Speech at 3 feet
Gas lawnmower, 100 feet Commercial area	- 60 -	
Heavy traffic at 300 feet	- 50 -	Large business office Dishwasher in next room
Quiet urban daytime	- 40 -	Theater, large conference room (background)
Quiet urban nighttime	- 30 -	Library
Quiet suburban nighttime	- 20 -	Bedroom at night, concert hall (background)
Quiet rural nighttime	- 10 -	Broadcast/recording studio
Lowest threshold of human hearing	- 0 -	Lowest threshold of human hearing

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (L_{eq}) represents the continuous sound pressure level over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. Each is applicable to this analysis and defined in **Table 4.11-5, Definitions of Acoustical Terms**.

Table 4.11-5: Definitions of Acoustical Terms

Term	Definitions
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in μPa (or 20 micronewtons per square meter), where 1 pascals is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 μPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01} , L_{10} , L_{50} , L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5 dBA weighting during the hours of 7:00 a.m. to 10:00 a.m. and a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions. Under the dB scale, three sources of equal loudness together would produce an increase of 5 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted:

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.¹

¹ Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992.

Groundborne Vibration

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 4.11-6, Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Table 4.11-6: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	--	Extremely fragile historic buildings, ruins, ancient monuments	--
0.01	Barely Perceptible	--	--
0.04	Distinctly Perceptible	--	--
0.1	Strongly Perceptible	Fragile buildings	--
0.12	--	--	Buildings extremely susceptible to vibration damage
0.2	--	--	Non-engineered timber and masonry buildings
0.25	--	Historic and some old buildings	--
0.3	--	Older residential structures	Engineered concrete and masonry (no plaster)
0.4	Severe	--	--
0.5	--	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)

PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2020 and Federal Transit Administration, *Transit Noise and Vibration Assessment Manual*, 2018.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

4.11.3 Regulatory Setting

Federal

To limit population exposure to physically or psychologically damaging as well as intrusive noise levels, the Federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

Federal Transit Administration Noise and Vibration Guidance

The Federal Transit Administration (FTA) has published the Transit Noise and Vibration Impact Assessment report to provide guidance on procedures for assessing impacts at different stages of transit project development. The report covers both construction and operational noise impacts and describes a range of measures for controlling excessive noise and vibration. The specified noise criteria are an earlier version of the criteria provided by the Federal Railroad Administration's High-Speed Ground Transportation Noise and Vibration Impact Assessment. In general, the primary concern regarding vibration relates to potential damage from construction. The guidance document establishes criteria for evaluating the potential for damage for various structural categories from vibration.

State

California Government Code

California Government Code (CGC) § 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

California Noise Control Act of 1973

California Health and Safety Code §§ 46000 through 46080, known as the California Noise Control Act, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act also finds that

there is a continuous and increasing bombardment of noise in urban, suburban, and rural areas. The act declares that the State of California has a responsibility to protect the health and welfare of its citizens through the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

California Code of Regulations, Title 24 (California Noise Insulation Standards)

The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, hotel rooms, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings and habitable rooms (including hotels), the acceptable interior noise limit for new construction is 45 dBA CNEL.

California Vehicle Code

A number of California vehicle noise regulations can be enforced by local authorities, as well as the California Highway Patrol. These include §§ 23130, 23130.5, 27150 and 38275 of the California Vehicle Code (CVC), as well as excessive speed laws, which may also be applied to curtail traffic noise.

California Vehicle Code (CVC §§ 23130 and 23130.5) establish maximum noise emission limits for the operation of all motor vehicles at any time under any conditions of grade, load, acceleration, or deceleration.

CVC § 27150 requires motor vehicles to be equipped with an adequate muffler to prevent excessive noise.

CVC § 38275 requires off-highway motor vehicles to be equipped with an adequate muffler to prevent excessive noise.

Local

City of Beaumont 2040 General Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential noise impacts include:

Land Use and Community Design Element

Goal 3.4: **A City that maintains and expands its commercial, industrial and other employment-generating land uses.**

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.

Noise Element

Goal 10.1: **A City where noise exposure is minimized for those living, working, and visiting the community**

Policy 10.1.1 Protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.

Policy 10.1.2 Adopt, maintain, and enforce planning guidelines that establish the acceptable noise standards identified in Table 10.1 and 10.2.

Policy 10.1.2 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 10.1.8 Promote the effective enforcement of Federal, State, and City noise standards by all appropriate City departments.

Goal 10.2: **A City with minimal mobile source-generated noise levels.**

Policy 10.2.1 Work with Caltrans and the Federal Highway Administration to reduce noise impacts to sensitive receptors along I-10, SR-60 and SR-70.

Policy 10.2.2 Regulate traffic flow to enforce speed limits to reduce traffic noise. Periodically evaluate and enforce established truck and bus routes to avoid noise impacts on sensitive receptors.

Policy 10.2.3 Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

Policy 10.2.4 Reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range.

- Policy 10.2.5** Require the use of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels where roadway noise exceeds the normally compatible range.
- Policy 10.2.6** Encourage the use of noise-reducing paving materials, such as open-grade or rubberized asphalt, for public and private road surfacing projects in proximity to existing and proposed residential land uses.
- Policy 10.2.7** Consider the noise effects of City purchases and or leases of vehicles and other noise generating equipment. Take reasonable and feasible actions to reduce the noise generated from City-owned or leased vehicles and equipment, where possible.
- Policy 10.2.8** Ensure that noise and vibration from existing rail lines is considered during the land use planning and site development processes.
- Policy 10.2.9** If Metrolink or other passenger rail service is initiated, work with the rail service providers to address noise and vibration considerations adjacent to the rail corridor.
- Implementation N1** Update the City’s Noise Ordinance. Provide development standards and project design guidelines that include a variety of mitigation measures that can be applied to meet City standards for projects exceeding the City’s noise standards.
- Implementation N2** Requirement for Acoustical Studies. Amend development application requirements so that projects that could result in noise environments above normally acceptable noise ranges or all new development complete acoustical studies prepared by qualified professionals to ensure that the noise levels are at acceptable levels, per the Municipal Code.
- Implementation N3** Project Design Guidelines. Integrate project design guidelines that integrate features into new developments that minimize impacts associated with the operation of air conditioning and heating equipment, on-site traffic, and use of parking, loading, and trash storage facilities.
- Implementation N4** Freeway Noise Reduction. Work collaboratively with Caltrans and the Federal Highway Administration to install measures that mitigate noise impacts along freeways.
- Implementation N5** Traffic Noise Assessment. Periodically review and assess the sources of noise and vibration, strategies for mitigating impacts, and specific actions that can be applied.
- Implementation N6** Construction Noise Limits. Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits (maximum noise levels, hours and days of allowed activity) established in the City’s noise regulations.
- Implementation N7** Stationary Equipment. Enforce requirements that all stationary construction equipment shall be operated with closed engine doors, equipped with properly

operating and maintained mufflers, and placed so that emitted noise is directed away from the nearest sensitive receptors.

Implementation N8 Equipment Staging Areas. Require that equipment staging shall be in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors.

Implementation N9 Additional Noise Attenuation Techniques. Require that temporary sound barriers are installed and maintained between the construction site and the sensitive receptors during the clearing, earth moving, grading, and foundation/conditioning phases of construction. Temporary sound barriers shall consist of sound blankets affixed to construction fencing along all sides of the construction site boundary facing potentially sensitive receptors.

Implementation N10 Vehicle and Equipment Idling. Establish requirements that construction vehicles and equipment are not left idling for longer than five minutes when not in use.

City of Beaumont Municipal Code

The Beaumont Municipal Code (MC) establishes the following provisions for noise relative to the proposed Project:

Section 9.02.050 – Special Provisions

All ambient noise measurements shall commence at the base ambient noise levels in decibels within the respective times and zones as follows:

Table 4.11-7: Base Ambient Noise Level

Decibels	Time	Zone Use
45 dBA	10:00 p.m. – 7:00 a.m.	Residential
55 dBA	7:00 a.m. – 10: p.m.	Residential
50 dBA	10:00 p.m. – 7:00 a.m.	Industrial and Commercial
75 dBA	7:00 a.m. – 10: p.m.	Industrial and Commercial

Source: City of Beaumont, City of Beaumont Municipal Code, 2019

Actual decibel measurements exceeding the levels set forth hereinabove at the times and within the zones corresponding thereto shall be employed as the “base ambient noise level.” Otherwise, no ambient noise shall be deemed to be than the above specified levels.

Section 9.02.110 – Special Provisions

F. Construction, Landscape. Maintenance or Repair

1. It shall be unlawful for any person to engage in or permit the generation of noise related to landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement, at such sound levels, as measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under this Chapter, at other times than between the hours of 7:00 a.m. and 6:00 p.m. The person engaged in such activity is hereby permitted to exceed sound levels otherwise set forth in this Chapter for the duration of the activity during the above

described hours for purposes of construction. However, nothing contained herein shall permit any person to cause sound levels to at any time exceed 55 dB(A) for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school.

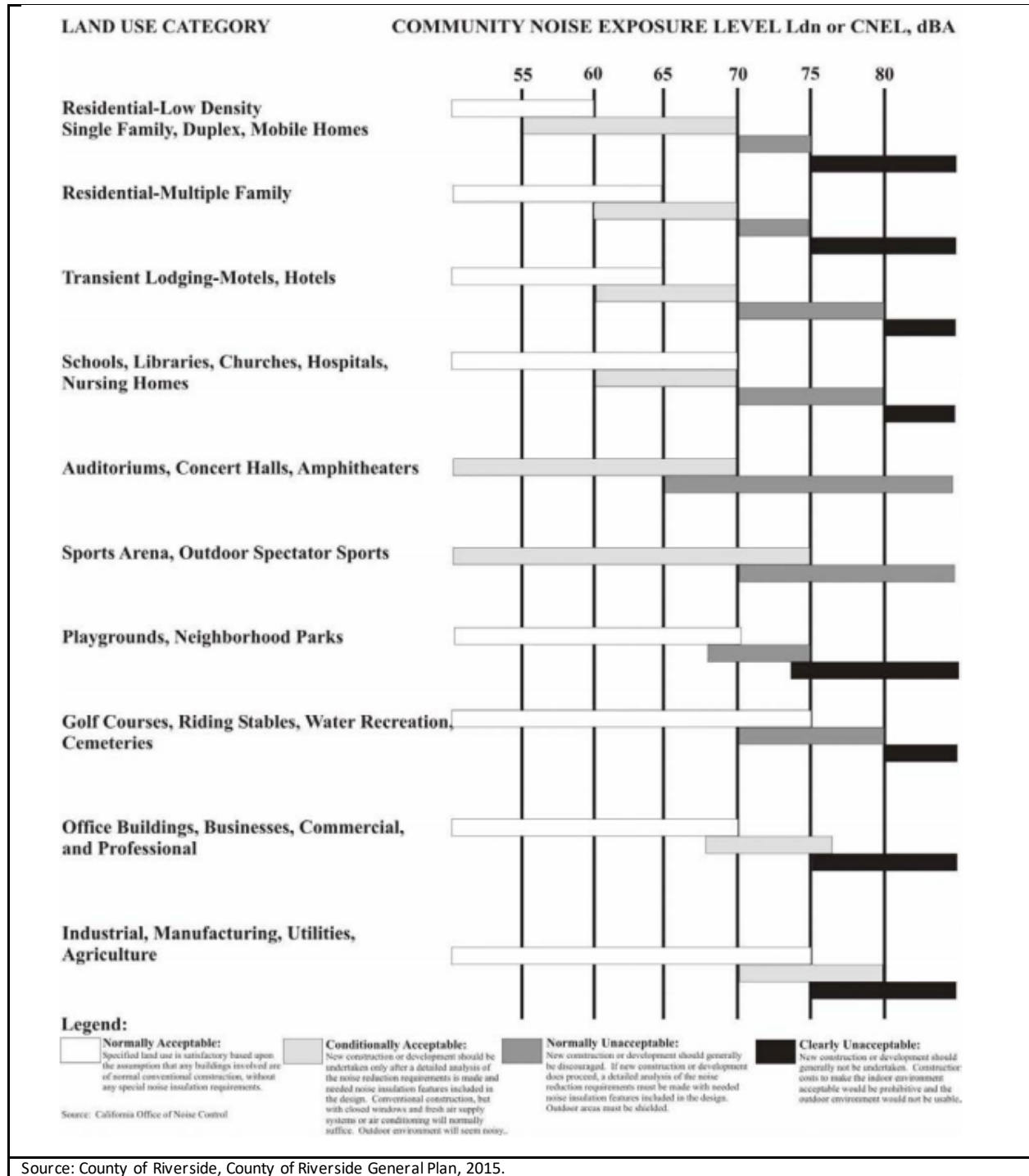
2. Whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

County of Riverside General Plan

The County of Riverside General Plan contains the following policies addressing noise as part of the Noise Element:

- Policy N 1.1** Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or blockwalls shall be used.
- Policy N 1.5** Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.
- Policy N 1.6** Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.

Table 4.11-8: Land Use Compatibility for Community Noise Exposure



4.11.4 Impact Thresholds and Significance Criteria

CEQA Thresholds

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning noise. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- 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;
- Generate excessive groundborne vibration or groundborne noise levels; and
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

Methodology and Assumptions

Construction

Construction noise levels were based on typical noise levels generated by construction equipment published by the FTA and the FHWA. Construction noise is assessed in dBA Leq. This unit is appropriate because Leq can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise modeling was conducting using the FHWA Roadway Construction Noise Model (RCNM). Reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise. The City of Beaumont does not establish quantitative construction noise standards; therefore, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts.²

Operations

The analysis of the Without Project and With Project noise environments is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the Project operational noise impacts from stationary sources. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected with the Project's stationary sources. The reference noise levels are used to represent a

² Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, Table 7-2, Page 179, September 2018.

worst-case noise environment as noise level from stationary sources can vary throughout the day. Operational noise is evaluated based on the standards within the City’s Noise Ordinance and General Plan.

An analysis was conducted of the Project’s effect on traffic noise conditions at offsite land uses. Without Project traffic noise levels were compared to With Project traffic noise levels. The environmental baseline is the Without Project condition. The Without Project and With Project traffic noise levels in the Project vicinity were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108). The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures (walls and buildings), barriers, and topography. The noise attenuating effects of changes in elevation, topography, and intervening structures were not included in the model. Therefore, the modeling effort is considered a worst-case representation of the roadway noise.

In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. The City has identified a two-step process for evaluating traffic noise impacts in previous CEQA documents. A potentially significant impact would occur if the Project would cause ambient noise levels to increase by 3 dBA CNEL or more and the resulting noise falls on a noise-sensitive land use that exceeds the noise and land use compatibility standards (i.e., causing the noise level of a noise sensitive land use within an area to be categorized as either “Normally Unacceptable” or “Clearly Unacceptable”). Note that noise level changes less than 3 dBA are not detectable by the human ear.

The City of Beaumont does not specifically provide noise and land use compatibility standards (i.e., noise standards using a 24-hour metric such as Ldn or CNEL and with Normally Acceptable, Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable designations). In these cases, the County’s noise and land use compatibility standards (as recommended by the State Office of Planning and Research) are relied upon. Noise levels up to 60 dBA CNEL are considered Normally Acceptable and noise levels up to 70 dBA CNEL are considered Conditionally Acceptable. Meeting the conditionally acceptable standards are appropriate as long as the 45 dBA interior noise standard can be met. Therefore, the proposed Project would result in a significant increase in existing traffic noise levels if Project traffic would increase the noise level by 3 dBA CNEL to over 70 dBA CNEL at an outdoor use area of a residence.

Vibration

Groundborne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential groundborne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria.

For a structure built traditionally, without assistance from qualified engineers, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any vibration damage. FTA guidelines show that modern engineered buildings built with reinforced-concrete, steel or timber can withstand vibration levels up to 0.50 in/sec and not experience vibration damage. The Caltrans 2020 *Transportation and Construction Vibration Guidance Manual* identifies the vibration threshold for human

annoyance, vibrations levels of 0.04 in/sec begin to cause annoyance and levels of 0.2 in/sec are considered annoying.

4.11.5 Impacts and Mitigation Measures

Impact 4.11-1 *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Level of Significance: Less than Significant Impact

On-Site Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. The nearest sensitive receptors to the Project construction area are existing residential uses to the east with the nearest residential building located approximately 67 feet from the construction area. However, it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at a single point near sensitive receptors. Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Such activities would require industrial saws, excavators, and dozers during demolition; dozers and tractors during site preparation; excavators, graders, dozers, scrapers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Typical noise levels associated with individual construction equipment are listed in **Table 4.11-9, Typical Construction Noise Levels**.

Table 4.11-9: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 67 feet from Source ¹
Air Compressor	80	77
Backhoe	80	77
Compactor	82	79
Concrete Mixer	85	82
Concrete Pump	82	79
Concrete Vibrator	76	73
Crane, Mobile	83	80
Dozer	85	82
Generator	82	79
Grader	85	82
Impact Wrench	85	82
Jack Hammer	88	85
Loader	80	77

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 67 feet from Source ¹
Paver	85	82
Pneumatic Tool	85	82
Pump	77	74
Roller	85	82
Saw	76	73
Scraper	85	82
Shovel	82	79
Truck	84	81
1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20\log(d_1/d_2)$ Where: dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018.		

Although the construction equipment noise levels in **Table 4.11-9** are from FTA’s 2018 *Transit Noise and Vibration Impact Assessment Manual*, the noise levels are based on measured data from a U.S. Environmental Protection Agency report which uses data from the 1970s³, the FHWA Roadway Construction Noise Model which uses data from the early 1990s, and other measured data. Since that time, construction equipment has been required to meet more stringent emissions standards and the additional necessary exhaust systems also reduce noise from what is shown in the table.

The City’s MC does not establish quantitative exterior construction noise standards; however, § 9.02.111 states that construction activities within one-quarter mile of an occupied residence can only occur between 6:00 a.m. and 6:00 p.m. during the months of June through September and between 7:00 a.m. and 6:00 p.m. during the months of October through May. In addition, no sound can exceed 55 dBA for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school. While the Beaumont MC does not establish quantitative construction noise standards, this analysis conservatively uses the FTA’s threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts.⁴ Standard construction provides 25 dBA of exterior-to-interior noise attenuation with windows closed and 15 dBA with windows open.⁵ Therefore, it can be assumed that exterior noise levels of 80 dBA would equal 55 dBA when measured from the interior with windows closed.

Phase 1 and Phase 2 Construction Noise

The noise levels calculated in **Table 4.11-10, Phase 1 and Phase 2 Construction Noise Levels**, show estimated exterior construction noise for each phase of construction without accounting for attenuation from intervening barriers, structures, or topography. Because building construction, paving, and architectural coating activities are anticipated to overlap, the equipment from these phases have been combined. During construction, equipment would operate throughout the Project site and the associated noise levels would not occur at a fixed location for extended periods of time. The closest sensitive receptors are located along the eastern property line.

³ U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, NTID300.1, December 31, 1971.
⁴ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, Table 7-2, Page 179, September 2018.
⁵ United States Environmental Protection Agency, *Protective Noise Levels (EPA 550/9-79-100)*, 1979.

Table 4.11-10: Phase 1 and Phase 2 Construction Noise Levels at Nearest Receptor

Construction Phase	Modeled Exterior Construction Noise Level (dBA L _{eq})	FTA Noise Threshold (dBA L _{eq})	Exceed Threshold?
Demolition	69	80	No
Site Preparation	65	80	No
Grading	69	80	No
Building Construction/Paving/Architectural Coating	67	80	No
1. Following FTA methodology, all equipment is assumed to operate at the center of the Project site because equipment would operate throughout the Project site and not at a fixed location for extended periods of time. Thus, the worst-case distance used in the RCNM model was 350 feet to the property line east of the construction zone.			
Source: Federal Highway Administration, <i>Roadway Construction Noise Model</i> , 2006. Refer to Appendix J for noise modeling results.			

As shown in **Table 4.11-10**, exterior construction noise levels would not exceed the FTA’s 80 dBA threshold at the property line. Additionally, as noise levels would not exceed 70 dBA, interior noise levels would attenuate to 55 dBA or less (conservatively assuming 15 dBA outdoor to indoor noise reduction with windows open). Therefore, noise levels when measured in the interior of the nearest occupied residence would not exceed the City’s threshold of 55 dBA at any time. In addition, as required by the City MC, construction activities may only occur between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Construction noise would therefore have a less than significant impact.

Off-Site Construction Traffic Noise. Construction noise may be generated by passenger cars from worker trips and trucks to deliver materials and haul soil to and from the Project site. Delivery trucks, haul trucks, and worker vehicles associated with the construction of the proposed Project would vary from day to day, with the highest volumes generally occurring during construction initiation. The Project’s off-site construction noise impact from haul trucks was analyzed by using the FHWA RD-77-108 model to quantify noise from the Project’s maximum estimated haul truck usage with existing traffic and roadway noise levels along the potential haul routes. The location of roadside sensitive receptors was also considered. As the Project would require haul trucks over the course of the construction period to accommodate the soil off haul necessary for construction. The addition of haul trucks would alter the fleet mix of haul route roadways. This effect was accounted for by adjusting the fleet mix (i.e., increasing the truck percentages) in the FHWA RD-77-108 model.

Table 4.11-11, Construction Traffic Noise Levels provides the predicted noise levels along Cherry Valley Boulevard as all construction traffic is anticipated to access the site from this roadway. **Table 4.11-11** shows that roadway noise levels would range from 62.5 dBA to 65.1 dBA under existing conditions and from 62.5 dBA to 66.8 dBA under existing conditions plus Project construction. The greatest change in noise levels would occur along Cherry Valley Boulevard from the Project access to Hannon Road. Construction traffic would result in an increase in ambient noise levels of up to 2.1 dBA. This increase in ambient noise levels is below the perceptible range (3.0 dBA). Therefore, a less than significant impact would occur.

Table 4.11-11: Construction Traffic Noise Levels

Roadway Segment		Existing Conditions		Existing Plus Construction		Change	Noise Threshold	Significant Impact
		ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline			
Cherry Valley Blvd.	I-10 EB Ramps to I-10 WB Ramps	8,547	65.1	9,054	66.8	1.7	70	No
	I-10 WB Ramps to Project Access	6,706	64.0	7,213	66.0	2.0	70	No
	Project Access to Hannon Rd	6,706	63.9	7,213	66.0	2.1	60	No
	Hannon Rd to Union St	6,073	63.6	6,406	65.3	1.7	60	No
	Union St to Nancy Ave	5,140	62.9	5,473	64.8	1.9	60	No
	Nancy Ave to Beaumont Ave	4,715	62.5	4,715	62.5	0	60	No
ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level.								
Source: Based on traffic data within the <i>Traffic Impact Study</i> , prepared by Kimley-Horn, 2022. Refer to Appendix J for traffic noise modeling assumptions and results.								

Operations

Implementation of the proposed Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project would include stationary noise equipment (i.e., trash compactors, air conditioners, etc.); truck and loading dock (i.e., slow moving truck on the site, maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); drive-thru noise; and off-site traffic noise.

Mechanical Equipment

The Project is located near residential properties to the east and south, while properties to the north and west are vacant. The nearest sensitive receptor to the Project site is approximately 67 feet east of the property boundary. Potential stationary noise sources related to long-term operation of the Project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.⁶ Based on current site plans, the nearest Project structure would be a retail building located approximately 230 feet west of the nearest residential and non-residential property lines. At a minimum distance of 230 feet, mechanical equipment noise levels would attenuate to 39 dBA, which is below the City’s noise ambient noise standards of 45 dBA for nighttime (10:00 p.m. – 7:00 a.m.) and 55 dBA for daytime (7:00 a.m. – 10:00 p.m.) for residential receptors (refer to **Table 4.11-7**). Noise from mechanical equipment would also be below the City’s non-residential 50 dBA nighttime standard and 75 dBA daytime standard. Noise impacts associated with HVAC equipment would be less than significant. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed Project would result in a less than significant impact related to stationary noise levels. Further, the Project would be required to comply with the General Plan and Municipal Code noise standards.

Warehouse Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks’ diesel engines, exhaust systems, and brakes during low gear shifting’ braking activities; backing up toward the docks; dropping

⁶ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

down the dock ramps; and maneuvering away from the docks. The proposed warehouse building includes dock-high doors for truck loading/unloading and manufacturing/light industrial operations. The dock-high doors are approximately 250 feet from the closest property line (non-residential uses located to the east). The closest residential property line is approximately 675 feet to the northeast. Intervening terrain/slope and a retaining wall and is also located between the Building 2 Warehouse. Based on the Project plot plans, the elevation of the site would be approximately 48 feet lower than the grade at the property line of the receptors. The retaining wall and terrain would block the line of sight between the loading docks and the receptors, providing a minimum 5 dBA reduction.⁷ Truck and loading dock noise is typically 64.4 dBA L_{eq} at 50 feet.⁸

Based on distance attenuation, noise levels due to loading/unloading would be reduced to 45 dBA at the closest residential property line located 675 feet to the northeast of the loading areas. Note that this noise level conservatively assumes activity would occur at the three closest loading docks simultaneously. Loading dock operations would occur throughout the Project site and would be at average distances further away. As noted above, the Project would be grade separated by approximately 48 feet and would include a retaining wall that would attenuate noise between the loading docks and receptors to the east. Due to the grade differences and intervening wall, noise levels would be attenuated by 5 to 8 dB⁹ to at least 40 dBA at the closest residential property line. At the closest non-residential property line, noise levels would be 49 dBA. Therefore, loading/unloading noise levels would be below the City's 45 dBA nighttime residential standard and below the 50 dBA non-residential standard. It should be noted that this noise level does not assume any reductions for topographical differences and intervening terrain. Furthermore, loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Conservatively, this analysis does not take credit for these protective aprons/gaskets. As described above, noise levels associated with trucks and loading/unloading activities would not exceed the City's standards and impacts would be less than significant.

Parking Noise

Parking would be scattered throughout the site and located on the north, west, south, and center portions of the Project site. The proposed Project would provide 1,482 automobile parking stalls and 918 trailer stalls. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA.¹⁰ Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech.¹¹ It should be noted that parking lot noises are instantaneous noise levels compared to noise

⁷ Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, 2006.

⁸ Loading dock reference noise level measurement (single truck) conducted by Kimley-Horn on December 18, 2018.

⁹ Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, 2006.

¹⁰ Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

¹¹ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010.

standards in the hourly L_{eq} metric, which are averaged over the entire duration of a time period. As a result, actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above.

For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from the vehicles entering and exiting the parking lot, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used. Using the methodology, the Project’s peak hourly noise level that would be generated by the on-site parking levels was estimated using the following FTA equation for a parking lot:

$$L_{eq(h)} = SEL_{ref} + 10 \log (NA/1,000) - 35.6$$

Where:

$L_{eq(h)}$ = hourly L_{eq} noise level at 50 feet

SEL_{ref} = reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet

NA = number of automobiles per hour

35.6 is a constant in the formula, calculated as 10 times the logarithm of the number of seconds in an hour

Based on the peak hour trip generation rates in the Traffic Study, approximately 585 trips during the worst-case peak hour (Phase 1 and Phase 2 combined) would be made to the Project site each day. Using the FTA’s reference noise level of 92 dBA SEL¹² at 50 feet from the noise source, the Project’s highest peak hour vehicle trips would generate noise levels of approximately 54 dBA L_{eq} at 50 feet from the parking lot. The nearest property line is 160 feet east of the closest parking area. Based strictly on distance attenuation, parking lot noise at the nearest receptor would be 44 dBA which is below the City’s nighttime residential and non-residential noise standards of 45 dBA and 50 dBA, respectively. Therefore, noise impacts from parking lots would be less than significant.

Drive-Thru Noise

Phase 2 of the proposed Project would include two drive-thru restaurants. Project noise sources from drive-thru operations include amplified speech from the intercom, idling vehicles, vehicles circulating along the drive-thru lanes. The measured noise level associated with active drive-thru operations is 64 dBA at a distance of 20 feet.¹³ The restaurants would be located approximately 560 feet and 700 feet from the eastern property line and based on distance attenuation, drive-thru noise levels would be 35.1 and 33.1 dBA, respectively. The combined noise levels from these two drive-thru restaurants operating simultaneously would be 37.2 dBA, which is below the City’s nighttime residential and non-residential noise standards of 45 dBA and 50 dBA, respectively.

Off-Site Phase 1 Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. Based on the Traffic Impact Analysis, Phase 1 of the proposed Project would result in approximately

¹² Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

¹³ Drive-thru noise sample collected by Kimley-Horn on August 17, 2018.

3,692 daily trips. The Phase 1 Opening Year “2024 Without Project” and “2024 With Project” scenarios are compared in **Table 4.11-12, Phase 1 Traffic Noise Levels**. As shown in **Table 4.11-12**, roadway noise levels without the Project, would range from 46.2 dBA CNEL to 68.5 dBA CNEL and with the Project between 48.6 dBA CNEL and 69.6 dBA CNEL. Project generated traffic would result in a maximum increase of 2.4 dBA. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. **Table 4.11-12** shows that none of the roadway segments would exceed both 3.0 dBA and the County’s 60 CNEL land use compatibility standard for residential uses (refer to **Table 4.11-8**).¹⁴ Therefore, Phase 1 Opening Year traffic noise would result in a less than significant impact.

Table 4.11-12: Phase 1 Traffic Noise Levels

Roadway Segment		2024 Without Project		2024 With Project		Change	Normally / Conditionally Acceptable Standard ¹	Significant Impacts
		ADT	dBA CNEL at 100 feet from Centerline	ADT	dBA CNEL at 100 feet from Centerline			
Cherry Valley Blvd	I-10 EB Ramps to I-10 WB Ramps	18,933	68.5	20,550	69.6	1.1	70 / 77.5	No
	I-10 WB Ramps to Project Access	12,022	66.5	15,139	68.3	1.8	70 / 77.5	No
	Project Access to Hannon Rd	12,022	66.5	14,480	67.3	0.8	60 / 70	No
	Hannon Rd to Union St	9,602	65.6	10,933	66.1	0.6	60 / 70	No
	Union St to Nancy Ave	8,612	65.1	9,639	65.6	0.5	60 / 70	No
	Nancy Ave to Beaumont Ave	7,578	64.5	8,184	64.9	0.3	60 / 70	No
Brookside Ave	Hannon Rd to Union St	2,227	56.8	2,379	57.1	0.3	60 / 70	No
	Union St to Nancy Ave	2,511	57.4	2,967	58.1	0.7	60 / 70	No
	Nancy Ave to Oak View Dr	2,926	58.0	3,803	59.2	1.1	60 / 70	No
	Oak View Dr to Beaumont Ave	2,714	57.7	3,018	58.1	0.5	60 / 70	No
Oak Valley Pkwy	I-10 EB Ramps to I-10 WB Ramps	29,962	67.2	30,307	67.2	0.0	70 / 77.5	No
	I-10 WB Ramps to Oak View Dr	39,313	68.5	39,886	68.6	0.1	70 / 77.5	No
Hannon Rd	Cherry Valley Blvd to Brookside	953	49.9	1,105	50.5	0.6	60 / 70	No
Union St	Cherry Valley Blvd to Brookside	406	46.2	710	48.6	2.4	60 / 70	No
Nancy Ave	Cherry Valley Blvd to Brookside	1,555	52.0	1,976	53.0	1.0	60 / 70	No
Oak View Dr	Brookside Ave to Oak Valley Pkwy	5,012	60.3	5,585	60.8	0.5	60 / 70	No
Beaumont Ave	Cherry Valley Blvd to Brookside	11,844	64.1	12,146	64.2	0.1	60 / 70	No
	Brookside Ave to Oak Valley Pkwy	14,034	64.8	14,488	64.9	0.1	60 / 70	No

ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level.

1. Potential impacts occur when the Project change exceeds 3 dBA and the land use compatibility standard is exceeded (i.e., both must occur).

Source: Based on traffic data within the *Traffic Impact Study*, prepared by Kimley-Horn, 2022. Refer to **Appendix J** for traffic noise modeling assumptions and results.

Off-Site Phase 1 Plus Phase 2 Traffic Noise

Phase 2 of the Project is anticipated to be complete by 2027. Based on the Traffic Impact Analysis, Phase 2 of the proposed Project would generate an additional 8,485 trips for a combined total of 12,177 daily trips. The Project Buildout Opening Year “2027 Without Project” and “2027 With Project” scenarios are compared in **Table 4.11-13, Project Buildout (Phase 1 Plus Phase 2) Traffic Noise Levels**. As shown in **Table 4.11-13**, roadway noise levels without the Project, would range from 48.6 dBA CNEL to 69.6 dBA CNEL and with the Project between 52.0 dBA CNEL and 69.9 dBA CNEL. Project generated traffic would result in a maximum increase of 5.7 dBA. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. **Table 4.11-13** shows that an increase in traffic noise levels along the following roadway segments would exceed 3.0 dBA:

¹⁴ As noted above in the thresholds section, the City of Beaumont does not specifically provide noise and land use compatibility standards for traffic noise. However, the City has identified a two-step process for evaluating traffic noise impacts in previous CEQA documents. The County’s noise and land use compatibility standards (as recommended by the State Office of Planning and Research) are relied upon for receptors within the City and unincorporated County.

- Brookside Avenue from Nancy Avenue to Oak View Drive
- Union Street from Cherry Valley Boulevard to Brookside Avenue
- Nancy Avenue from Cherry Valley Boulevard to Brookside Avenue

However, although the “2027 With Project” traffic noise along these roadway segments may be noticeably louder, the traffic noise would remain below 60 CNEL, the County’s normally acceptable land use compatibility standard for residential uses (refer to **Table 4.11-8**), except for Brookside Avenue from Nancy Avenue to Oak View Drive. However, 61.5 dBA is the noise level at 100 feet from the roadway centerline. There is one residence along this segment, and it is 150 feet from the roadway centerline. At 150 feet, the noise level attenuates to 58.8 dBA, which is within the 60 dBA Normally Acceptable standard. Additionally, the primary outdoor space for this receptor appears to be in the back yards and not along the roadway (i.e., further than 150 feet away). Additionally, a golf course is located along the south side of this segment. The golf course would be within the 75 dBA normally acceptable standard. Therefore, traffic noise at Project Buildout would result in a less than significant impact.

Table 4.11-13: Project Buildout (Phase 1 Plus Phase 2) Traffic Noise Levels

Roadway Segment		2027 Without Project		2027 With Project		Change	Normally / Conditionally Acceptable Standard ¹	Significant Impacts
		ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline			
Cherry Valley Blvd	I-10 EB Ramps to I-10 WB Ramps	19,488	68.6	23,439	69.9	1.2	70 / 77.5	No
	I-10 WB Ramps to Project Access	12,458	66.7	19,818	68.8	2.1	70 / 77.5	No
	Project Access to Hannon Rd	12,458	66.6	19,159	68.5	1.9	60 / 70	No
	Hannon Rd to Union St	9,996	65.7	15,144	67.5	1.8	60 / 70	No
	Union St to Nancy Ave	8,945	65.3	12,941	66.9	1.6	60 / 70	No
	Nancy Ave to Beaumont Ave	7,884	64.7	10,186	65.8	1.1	60 / 70	No
Brookside Ave	Hannon Rd to Union St	2,364	57.1	2,940	58.0	0.9	60 / 70	No
	Union St to Nancy Ave	2,665	57.6	4,393	59.8	2.2	60 / 70	No
	Nancy Ave to Oak View Dr	3,105	58.3	6,527	61.5	3.2	60 / 70	No ²
	Oak View Dr to Beaumont Ave	2,880	57.9	4,032	59.4	1.5	60 / 70	No
Oak Valley Pkwy	I-10 EB Ramps to I-10 WB Ramps	30,676	67.3	32,082	67.5	0.2	70 / 77.5	No
	I-10 WB Ramps to Oak View Dr	40,147	68.6	42,417	68.9	0.2	70 / 77.5	No
Hannon Rd	Cherry Valley Blvd to Brookside	1,000	50.1	1,576	52.0	2.0	60 / 70	No
Union St	Cherry Valley Blvd to Brookside	431	46.4	1,583	52.1	5.7	60 / 70	No
Nancy Ave	Cherry Valley Blvd to Brookside	1,615	52.1	3,309	55.3	3.1	60 / 70	No
Oak View Dr	Brookside Ave to Oak Valley Pkwy	5,319	60.6	7,589	62.1	1.5	60 / 70	No
Beaumont Ave	Cherry Valley Blvd to Brookside	12,292	64.2	13,442	64.6	0.4	60 / 70	No
	Brookside Ave to Oak Valley Pkwy	14,650	65.0	16,376	65.5	0.5	60 / 70	No

ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level.

1. Potential impacts occur when the Project change exceeds 3 dBA and the land use compatibility standard is exceeded (i.e., both must occur).
 2. There is one residence along this segment, and it is 150 feet from the roadway centerline. At 150 feet, the noise level attenuates to 58.8 dBA, which is within the 60 dBA Normally Acceptable standard and impacts are less than significant.

Source: Based on traffic data within the *Traffic Impact Study*, prepared by Kimley-Horn, 2022. Refer to **Appendix J** for traffic noise modeling assumptions and results.

Off-Site Horizon Year (Phase 1 Plus Phase 2) Traffic Noise

The Horizon Year “2040 Without Project” and “2040 Plus Project” scenarios were also compared. As shown in **Table 4.11-14, Horizon Year (Phase 1 Plus Phase 2) Traffic Noise Levels**, roadway noise levels would range between 48.8 dBA CNEL and 68.6 dBA CNEL at 100 feet from the centerline and between

52.9 dBA CNEL and 69.9 dBA CNEL with the Project. The Project would result in a maximum increase of 4.0 dBA CNEL. **Table 4.11-14** shows that an increase in traffic noise levels along the following roadway segments would exceed 3.0 dBA:

- Union Street from Cherry Valley Boulevard to Brookside Avenue
- Nancy Avenue from Cherry Valley Boulevard to Brookside Avenue

However, although the “2040 With Project” traffic noise along these roadway segments may be noticeably louder, the traffic noise would remain below 60 CNEL, the County’s normally acceptable land use compatibility standard for residential uses (refer to **Table 4.11-8**). Therefore, the Horizon Year “2040 Plus Project” scenario would result in a less than significant traffic noise impact.

Table 4.11-14: Horizon Year (Phase 1 Plus Phase 2) Traffic Noise Levels

Roadway Segment		2040 Without Project		2040 With Project		Change	Normally / Conditionally Acceptable Standard ¹	Significant Impacts
		ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline			
Cherry Valley Blvd	I-10 EB Ramps to I-10 WB Ramps	19,488	68.6	23,439	69.9	1.2	70 / 77.5	No
	I-10 WB Ramps to Project Access	13,961	67.2	21,321	69.1	1.9	70 / 77.5	No
	Project Access to Hannon Rd	13,961	67.1	20,662	68.9	1.8	60 / 70	No
	Hannon Rd to Union St	13,528	67.1	18,676	68.5	1.4	60 / 70	No
	Union St to Nancy Ave	12,337	66.7	16,333	67.9	1.2	60 / 70	No
	Nancy Ave to Beaumont Ave	10,229	65.8	12,531	66.7	0.9	60 / 70	No
Brookside Ave	Hannon Rd to Union St	2,982	58.1	3,558	58.9	0.8	60 / 70	No
	Union St to Nancy Ave	3,265	58.5	4,993	60.3	1.8	60 / 70	No
	Nancy Ave to Oak View Dr	3,807	59.2	7,229	61.9	2.8	60 / 70	No
	Oak View Dr to Beaumont Ave	3,540	58.8	4,692	60.1	1.2	60 / 70	No
Oak Valley Pkwy	I-10 EB Ramps to I-10 WB Ramps	30,676	67.3	32,082	67.5	0.2	70 / 77.5	No
	I-10 WB Ramps to Oak View Dr	40,147	68.6	42,417	68.9	0.2	70 / 77.5	No
Hannon Rd	Cherry Valley Blvd to Brookside	8,197	59.2	8,773	59.5	0.3	60 / 70	No
Union St	Cherry Valley Blvd to Brookside	750	48.8	1,902	52.9	4.0	60 / 70	No
Nancy Ave	Cherry Valley Blvd to Brookside	1,615	52.1	3,309	55.3	3.1	60 / 70	No
Oak View Dr	Brookside Ave to Oak Valley Pkwy	5,319	60.6	7,589	62.1	1.5	60 / 70	No
Beaumont Ave	Cherry Valley Blvd to Brookside	16,110	65.4	17,260	65.7	0.3	60 / 70	No
	Brookside Ave to Oak Valley Pkwy	18,534	66.0	20,260	66.4	0.4	60 / 70	No
ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level.								
1. Potential impacts occur when the Project change exceeds 3 dBA and the land use compatibility standard is exceeded (i.e., both must occur).								
Source: Based on traffic data within the <i>Traffic Impact Study</i> , prepared by Kimley-Horn, 2022. Refer to Appendix J for traffic noise modeling assumptions and results.								

As discussed, construction and operation of the Project would not result in significant noise impacts.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

Impact 4.11-2 Generation of excessive groundborne vibration or groundborne noise levels?

Level of Significance: Less than Significant Impact

Construction Vibration

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 4.11-15, Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment. Vibration levels at 67 feet, the distance from the Project boundary to the nearest existing structure is also included in **Table 4.11-15**. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 4.11-15**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 4.11-15: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 67 Feet (in/sec) ¹
Large Bulldozer	0.089	0.0203
Caisson Drilling	0.089	0.0203
Loaded Trucks	0.076	0.0173
Jackhammer	0.035	0.0080
Small Bulldozer/Tractors	0.003	0.0007

¹ Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

The nearest structure to the Project construction site is approximately 67 feet away. **Table 4.11-15** shows that at 67 feet the vibration velocities from construction equipment would not exceed 0.0203 in/sec PPV, which is below the FTA’s 0.20 in/sec PPV threshold for building damage and below the 0.04 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with Project construction would be less than significant.

Operational Vibration

The Project would include truck movement activity at the Project site. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. For perspective, Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)”¹⁵. Since the Project’s truck movements would be at low speed (not at freeway speeds) and would be over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity would not result in excessive groundborne vibrations; no vehicle-generated vibration impacts would occur. In addition, there are no sources of substantial groundborne vibration associated with the Project, such as rail or subways. The Project would not create or cause any vibration impacts due to operations.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

Impact 4.11-3 For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Level of Significance: Less than Significant Impact

The closest airport to the Project site is the Banning Municipal Airport located approximately 9 miles to the southeast. The Project is not within 2.0 miles of a public airport or within an airport land use plan. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

¹⁵ California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol (“TeNS”)*, September 2013.

4.11.6 Cumulative Impacts

Cumulative Construction Noise

The Project’s construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project’s construction-related noise impacts would be less than significant following the City of Beaumont Municipal Code.

Construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City’s standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

Cumulative Operational Noise

Cumulative Off-Site Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Opening Year Without Project scenarios to the Opening Year Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project’s contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- ***Combined Effect.*** The cumulative with Project noise level (“Opening Year With Project”) would cause a significant cumulative impact if a 3.0 dB increase over “Existing” conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project.
- ***Incremental Effects.*** The “Opening Year With Project” causes a 1.0 dBA increase in noise over the “Opening Year Without Project” noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise, by definition, is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 4.11-16, Opening Year Plus Project Conditions Predicted Traffic Noise Levels identifies the traffic noise effects along roadway segments in the Project vicinity for “Existing,” “Opening Year Without Project,” and “Opening Year With Project,” conditions, including incremental and net cumulative impacts.

Table 4.11-16: Opening Year Plus Project Conditions Predicted Traffic Noise Levels

Roadway Segment		Existing ¹	2040 Without Project ¹	2040 With Project ¹	Combined Effects	Incremental Effects	Normally/ Conditionally Acceptable Standard ³	Cumulatively Significant Impact?
					Difference In dBA Between Existing and 2040 With Project	Difference In dBA Between 2040 Without Project and 2040 With Project		
Cherry Valley Blvd	I-10 EB Ramps to I-10 WB Ramps	65.1	68.6	69.9	4.8	1.2	70 / 77.5	No
	I-10 WB Ramps to Project Access	64.0	67.2	69.1	5.1	1.9	70 / 77.5	No ²
	Project Access to Hannon Rd	63.9	67.1	68.9	5.0	1.8	60 / 70	Yes ³
	Hannon Rd to Union St	63.6	67.1	68.5	4.9	1.4	60 / 70	yes ³
	Union St to Nancy Ave	62.9	66.7	67.9	5.0	1.2	60 / 70	Yes ³
	Nancy Ave to Beaumont Ave	62.5	65.8	66.7	4.2	0.9	60 / 70	No
Brookside Ave	Hannon Rd to Union St	56.6	58.1	58.9	2.3	0.8	60 / 70	No
	Union St to Nancy Ave	57.1	58.5	60.3	3.2	1.8	60 / 70	No
	Nancy Ave to Oak View Dr	57.8	59.2	61.9	4.2	2.8	60 / 70	No
	Oak View Dr to Beaumont Ave	57.4	58.8	60.1	2.6	1.2	60 / 70	No
Oak Valley Pkwy	I-10 EB Ramps to I-10 WB Ramps	62.8	67.3	67.5	4.7	0.2	70 / 77.5	No
	I-10 WB Ramps to Oak View Dr	63.7	68.6	68.9	5.2	0.2	70 / 77.5	No
Hannon Rd	Cherry Valley Blvd to Brookside	48.7	59.2	59.5	10.8	0.3	60 / 70	No
Union St	Cherry Valley Blvd to Brookside	45.9	48.8	52.9	7.0	4.0	60 / 70	No
Nancy Ave	Cherry Valley Blvd to Brookside	49.7	52.1	55.3	5.6	3.1	60 / 70	No
Oak View Dr	Brookside Ave to Oak Valley Pkwy	60.1	60.6	62.1	2.1	1.5	60 / 70	No
Beaumont Ave	Cherry Valley Blvd to Brookside	61.7	65.4	65.7	4.0	0.3	60 / 70	No
	Brookside Ave to Oak Valley Pkwy	63.1	66.0	66.4	3.3	0.4	60 / 70	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level
 1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.
 2. Future development along this segment would be industrial/warehouse. There is one residence approximately 200 feet from the roadway centerline. At this distance, traffic noise levels would attenuate to 64.6 dBA CNEL. Additionally, planned roadway improvements along this segment include a 10-foot earthen berm that would reduce noise levels by approximately 10 dBA or more, resulting in 54.6 dBA, which is below the 60 dBA residential standard.
 3. Noise levels are between the 60 dBA Normally Acceptable level and the 70 dBA CNEL Conditionally Acceptable level. Standard construction provides 25 dBA of exterior-to-interior noise attenuation. Therefore, interior noise levels would be below the 45 dBA CNEL interior standard with windows closed.

Source: Based on traffic data within the *Traffic Impact Study*, prepared by Kimley-Horn, 2022. Refer to **Appendix J** for traffic noise modeling assumptions and results.

Table 4.11-16 shows the volume of traffic generated by the Project would potentially meet the criteria for cumulative noise increases along several road segments. The noise levels along the following roadway segments result in combined effects and incremental effects:

- Cherry Valley Boulevard from I-10 eastbound ramps to I-10 westbound ramps. Noise levels would be 69.9 dBA and would not exceed the 70 dBA Normally Acceptable noise standard. Impacts along this segment would be less than significant.
- Cherry Valley Boulevard from I-10 westbound ramps to Project access. Noise levels would be 69.1 and would not exceed the 70 dBA Normally Acceptable noise standard. Future development along this segment would be industrial/warehouse. There is one residence approximately 200 feet from the roadway centerline. At this distance, traffic noise levels would attenuate to 64.6 dBA CNEL. Additionally, planned roadway improvements along this segment include a 10-foot earthen berm that would reduce noise levels by approximately 10 dBA or more, resulting in 54.6 dBA, which is below the 60 dBA residential standard. Impacts along this segment would be less than significant.
- Cherry Valley Boulevard from Project access to Hannon Road. Although noise levels would exceed the 60 dBA Normally Acceptable standard, the 70 dBA conditionally acceptable standard would not be exceeded. The With Project noise level would be 68.9 dBA. Interior noise levels would be 43.9 dBA with the standard 25 dBA exterior-to-interior attenuation rate. There are four residences located along this segment. However, the primary outdoor space appears to be in the backyard and not along the roadway. Impacts along this segment would be potentially significant.
- Cherry Valley Boulevard from Hannon Road to Union Street. Although noise levels would exceed the 60 dBA Normally Acceptable standard, the 70 dBA conditionally acceptable standard would not be exceeded. The With Project noise level would be 68.5 dBA. Interior noise levels would be 43.5 dBA with the standard 25 dBA exterior-to-interior attenuation rate. There are three residences located along this segment. However, the primary outdoor space appears to be in the back yards and not along the roadway. Impacts along this segment would be potentially significant.
- Cherry Valley Boulevard from Union Street to Nancy Avenue. Although noise levels would exceed the 60 dBA Normally Acceptable standard, the 70 dBA conditionally acceptable standard would not be exceeded. The With Project noise level would be 67.9 dBA. Interior noise levels would be 42.9 dBA with the standard 25 dBA exterior-to-interior attenuation rate. A landscape supply, a place of worship, agricultural uses, and approximately seven residences are located along this segment. However, the primary outdoor space appears to be in the back yards and not along the roadway. It should be noted that commercial and agricultural uses are normally acceptable up to 70 dBA and 75 dBA, respectively. Impacts along this segment would be potentially significant.
- Brookside Avenue from Union Street to Nancy Avenue. Although noise levels would exceed the 60 dBA Normally Acceptable standard, the 70 dBA conditionally acceptable standard would not be exceeded. The With Project noise level would be 60.3 dBA. There are several residences along the south side of this roadway segment, but they all are above the roadway grade and include a solid block wall barrier that would attenuate noise levels by 8 dBA. Therefore, exterior noise levels in the backyard activity areas would be 52.3 dBA, which is below the 60 dBA normally acceptable

standard. Additionally, interior noise levels would be 27.3 dBA with the standard 25 dBA windows closed exterior-to-interior attenuation rate and 37.3 dBA with the standard 15 dBA windows open attenuation rate. Impacts along this segment would be less than significant.

- Brookside Avenue from Nancy Avenue to Oak View Drive. However, 61.9 dBA is the noise level at 100 feet from the roadway centerline. There is one residence along this segment, and it is 150 feet from the roadway centerline. At 150 feet, the noise level attenuates to 59.3 dBA, which is within the 60 dBA Normally Acceptable standard. Additionally, the primary outdoor space appears to be in the back yards and not along the roadway (i.e., further than 150 feet away). Additionally, a golf course is located along the south side of this segment. The golf course would be within the 75 dBA normally acceptable standard. Impacts along this segment would be less than significant.
- Union Street from Cherry Valley Boulevard to Brookside Avenue. Noise levels would be 52.9 dBA and would not exceed the 60 dBA Normally Acceptable noise standard. Impacts along this segment would be less than significant.
- Nancy Avenue from Cherry Valley Boulevard to Brookside Avenue. Noise levels would be 55.3 dBA and would not exceed the 60 dBA Normally Acceptable noise standard. Impacts along this segment would be less than significant.

As noted above, locations are conditionally acceptable when interior standards can still be met. Standard construction provides 25 dBA of exterior-to-interior noise attenuation with windows closed¹⁶ and interior noise levels would be below the 45 dBA CNEL interior standard. However, the exterior-to-interior noise attenuation rate is 15 dBA with windows open¹⁷ and interior noise levels could exceed the 45 dBA standard in a windows open condition. Therefore, traffic noise impacts along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue) would be potentially significant.

Feasible mitigation is not available to reduce traffic noise. Typically, feasible mitigation measures for off-site roadway noise impacts include repairing the roads with rubberized asphalt and developing sound walls or attenuation barriers to minimize noise impacts. However, this mitigation can only be imposed on on-site roadways since the Applicant would not have authorization or control to make off-site improvements. As impacts would also occur on off-site roadways and properties, it is usually infeasible for the Applicant to implement these measures. Sound walls would be infeasible due to impacts on right of way, restricted views, and not being proportional to the barely perceptible¹⁸ increase in sound compared with the No Project scenario. Rubberized asphalt could be considered by the City's public works department in the future as part of scheduled maintenance funding, but it would not be roughly proportional to impose paving costs on the Project for a barely perceptible sound level increase. Therefore, mitigation measures to reduce the potentially significant traffic noise impact along Cherry Valley Boulevard are not feasible. Noise levels along this segment of Cherry Valley Boulevard would still be within the Conditionally Acceptable standard. However, as the Normally Acceptable standard

¹⁶ United States Environmental Protection Agency, *Protective Noise Levels (EPA 550/9-79-100)*, 1979.

¹⁷ Ibid.

¹⁸ Per the Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. The incremental effects noise increase for Cherry Valley Boulevard shown on Table 19 range from 0.9 dBA to 1.9 dBA and would be below the 3-dBA barely perceptible standard.

would be exceeded, cumulative operational noise impact from related projects, in conjunction with Project-specific noise impacts would not be cumulatively considerable along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue) and impacts would be significant and unavoidable.

Cumulative Stationary Noise

Stationary noise sources of the proposed Project would result in an incremental increase in non-transportation noise sources in the Project vicinity. However, as discussed above, operational noise caused by the proposed Project would be less than significant. Similar to the proposed Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there was such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant.

4.11.7 Significant Unavoidable Impacts

Noise impacts would be less than significant with the exception of cumulative off-site traffic noise along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue). Cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity. Noise levels along the affected segments of Cherry Valley Boulevard would be Conditionally Acceptable. However, mitigation was determined to be infeasible to reduce mobile traffic noise to Normally Acceptable levels in accordance with the Land Use Compatibility standards.

4.11.8 References

California Department of Transportation, *California Vehicle Noise Emission Levels*, 1987.

California Department of Transportation, *Traffic Noise Analysis Protocol*, 2020.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.

California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2020.

City of Beaumont, *Beaumont General Plan*, 2018.

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County of Riverside, *General Plan*, 2015.

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Federal Highway Administration, *Noise Measurement Handbook – Final Report*, 2018.

Federal Highway Administration, *Roadway Construction Noise Model*, 2006.

Federal Highway Administration, *Roadway Construction Noise Model User’s Guide Final Report*, 2006.

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Kimley-Horn, *Beaumont Summit Station Project Traffic Impact Study*, February 2022.

United States Environmental Protection Agency, *Protective Noise Levels (EPA 550/9-79-100)*, 1979.

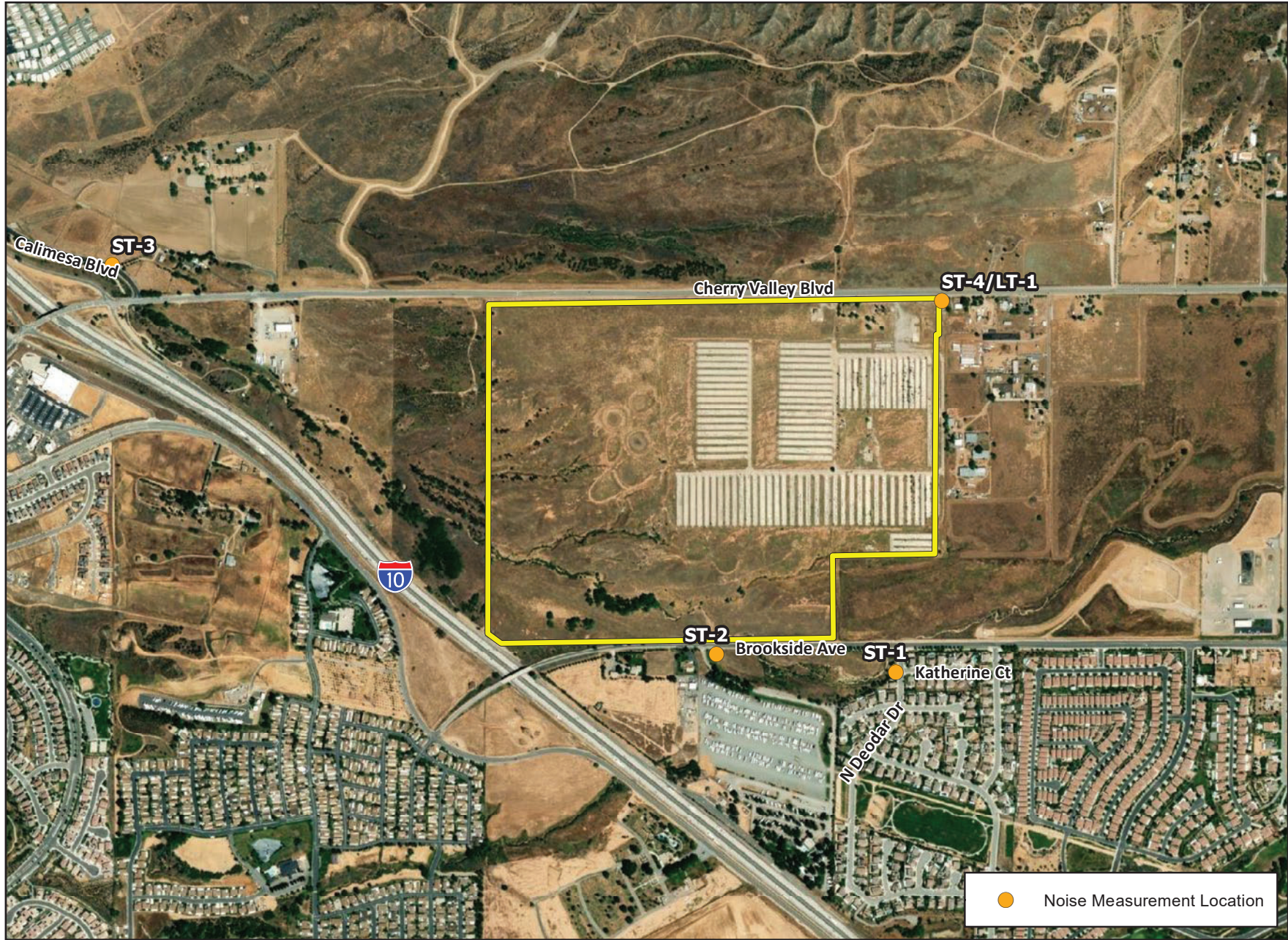


Exhibit 4.11-1: Noise Measurement Locations
Beaumont Summit Station Specific Plan EIR
City of Beaumont



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4.12 POPULATION AND HOUSING

4.12.1 Introduction

The purpose of this section is to describe the existing population and housing character of the Beaumont Summit Station Specific Plan (Project) Area and evaluate the potential environmental consequences of future development that could occur by adopting and implementing the Project. This section includes a summary of the relevant regulatory setting necessary to evaluate potential environmental impacts resulting from the proposed Project, describes potential impacts, and discusses existing and proposed goals, policies, and implementation programs and zoning regulations that would avoid or reduce those potential impacts. Available data from the State of California Department of Finance (DOF), the Southern California Association of Governments (SCAG), and the City of Beaumont (City) was used for this analysis.

4.12.2 Environmental Setting

The approximately 188-acre Project site is comprised of the former Sunny-Cal Egg and Poultry Ranch; remaining uses include cement pads and several structures on a vacant property containing no housing, population, or places of employment. The Project site is located entirely within the limits of the City. Site topography slopes towards the southwest. A jurisdictional waterway with a sharply incised channel crosses the southern portion of the site in a southeast to northwest direction. The Project includes e-commerce, commercial, and open space land uses.

SCAG Projections

SCAG’s regional forecast population, housing, and employment projections towards year 2045 for the City and the County are shown in **Table 4.12-1, SCAG Projections – City of Beaumont and County of Riverside**. According to SCAG’s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal, significant growth is anticipated to occur within the City as well as the County in the next two decades. Population in the City is forecasted to increase to 80,200 persons by 2045, an approximately 55.2 percent difference from 2016. Households within the City are forecasted to increase to 25,100 households by 2045, an approximately 55.4 percent difference from 2016. SCAG also forecasts that the number of jobs in the City will increase to 15,900 by 2045, an approximately 52.3 percentage difference.

Table 4.12-1: SCAG Projections – City of Beaumont and County of Riverside

	2016	2045	Projected Change 2016-2045	Percent Difference 2016-2045
City of Beaumont				
Population	45,500	80,200	34,700	55.2%
Households	14,200	25,100	10,900	55.4%
Employment	9,300	15,900	6,600	52.3%
County of Riverside				
Population	2,364,000	3,252,000	888,000	31.6%
Households	716,000	1,086,000	370,000	41.0%
Employment	743,000	1,103,000	360,000	39.0%
Source: SCAG 2020. RTP/SCS 2020-2045 – Connect SoCal, <i>Demographics and Growth Forecast</i> . Retrieved from: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed February 2021).				

Citywide and County Population

As of January 2021, the City and the County of Riverside (County) have a current population of approximately 52,686 persons and 2,454,453 persons, respectively. **Table 4.12-2, Population – Trends in the City of Beaumont and County of Riverside**, below displays the population growth trends in the City as well as the County, collected by the DOF and SCAG. SCAG projects that the population of the City and County would increase to 80,200 persons and 3,252,000 persons by horizon year 2045, respectively.¹

According to **Table 4.12-2**, the population growth has steadily increased in both the City and the County from 2010 to 2021. The largest percentage increase for the City occurred from 2018 to 2019, at 3.88 percent. The largest percentage increase for the County occurred from 2016 to 2017 at 1.39 percent.

Table 4.12-2: Population – Trends in the City of Beaumont and County of Riverside

Year	City of Beaumont		County of Riverside	
	Population	Percent Change	Population	Percent Change
2010	36,877	N/A	2,189,641	N/A
2011	38,230	3.66%	2,216,250	1.21%
2012	39,231	2.61%	2,244,472	1.27%
2013	40,375	2.91%	2,268,660	1.07%
2014	41,501	2.78%	2,290,907	1.08%
2015	43,108	3.87%	2,315,706	0.83%
2016	44,685	3.65%	2,343,785	1.21%
2017	46,025	2.99%	2,376,580	1.39%
2018	47,776	3.80%	2,400,762	1.01%
2019	49,630	3.88%	2,422,146	0.89%
2020	51,475	3.71%	2,442,304	0.83%
2021	52,686	2.35%	2,454,453	0.49%

Source:

- (1) DOF. (2021). E-4 Population Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-4/2010-20/> (accessed August 2021).
- (2) DOF. (2021) E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark. <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/> (accessed August 2021).
- (3) SCAG. (2020). *Connect SoCal – Demographics and Growth Forecast*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed August 2021).

Citywide and County Households

As shown in **Table 4.12-3, Housing Units – City of Beaumont and County of Riverside**, the DOF estimated that as of January 2021, there are approximately 17,232 housing units in the City and 864,076 housing units in the County. Households, broken down by total housing units and occupied housing units, average household, and vacancy rates are also shown in **Table 4.12-3** below.

¹ SCAG. (2020). *Connect SoCal – Demographics and Growth Forecast*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed August 2021).

Table 4.12-3: Housing Units – City of Beaumont and County of Riverside

	City of Beaumont	County of Riverside
By Unit Type¹		
Single-Family Detached	14,832	592,473
Single-Family Attached	310	53,163
Two to Four	686	39,173
Five Plus	881	98,295
Mobile Homes	523	80,972
Total	17,232	864,076
Occupied	16,410	751,584
Average Household Size	3.18	3.23
Vacancy Rate	4.8%	13.0%
Source: DOF. 2020. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/ (accessed February 2021).		

According to the data presented in **Table 4.12-3**, both the City and County have a marginal difference between total housing available and housing units occupied. Furthermore, both the City and County have a high vacancy rate of 4.8 percent and 13.0 percent, respectively, and therefore are not considered housing-poor.

City Employment

As shown in **Table 4.12-4, Employment by Sector – City of Beaumont (2020)**, the latest information provided in the City’s Draft 6th Cycle Housing Element determined that the City’s employment consists of approximately 19,385 persons who work across 13 major industrial sectors. As determined in **Table 4.12-4**, the most prevalent industries in the City are Education & Social Services, which includes Health Care, with 5,714 employees (29.5 percent of total) and Retail Trade with 2,593 employees (13.4 percent of total). Agriculture is the least prevalent employment industry, employing approximately 1 percent of employees.²

Table 4.12-4: Employment by Sector – City of Beaumont (2020)

Industrial Sector	Jobs in the City of Beaumont	
	Jobs	Percent (%) of Total Jobs
Agriculture	180	1.0%
Construction	1,071	5.5%
Manufacturing	1,483	7.6%
Wholesale Trade	383	1.9%
Retail Trade	2,593	13.4%
Transportation	1,279	6.5%
Information	456	2.3%
Finance	810	4.1%
Professional Services	1,709	8.8%
Education & Social Services	5,714	29.5%
Art, Entertainment, Recreation	1,729	8.9%
Other	715	3.6%
Public Administration	1,263	6.5%
Total	19,385	100%
Source: SCAG 2020 Pre-Certified Local Housing Data (American Community Survey 2014-2018 5-year estimates using groupings of 2-digit NAICS codes)		

² Note that the Draft 6th Cycle Housing Element is currently in public review and employment demographics are estimates based on SCAG’s Pre-Certified Local Housing Data. Therefore, the employment data presented in this section is subject to change and does not represent.

Jobs-Housing Balance

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. The balance of jobs and housing in an area—in terms of the total number of jobs and housing units as well as the type of jobs versus the price of housing—has implications for mobility, air quality, and the distribution of tax revenues. The jobs/housing ratio is one indicator of a project’s effect on growth and quality of life in the project area. SCAG applies the jobs-housing ratio at the regional and sub regional levels to analyze the fit of unemployed, housing, and infrastructure. A major focus of SCAG’s regional planning efforts has been to improve this balance.

Jobs-housing goals and ratios are advisory only. No ideal jobs-housing ratio is adopted in state, regional, or city policies. According to SCAG’s RTP/SCS, also called Connect SoCal, an area’s job-housing ratio is balanced when the jobs-housing ratio in the SCAG region is 1.19. Communities with more than 1.19 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.19 are housing-rich. A job-housing imbalance can indicate potential air quality, greenhouse gas and traffic problems associated with commuting.

Table 4.12-5: Job Housing Balance

Jurisdiction	Year	Employment	Households	Jobs-Housing Ratio
City of Beaumont	2021	19,385	17,232	1.12
	2045	15,900	25,100	0.63
County of Riverside	2021	1,035,300*	864,076	1.19
	2045	1,103,000	1,086,000	1.01

Source:
 *Employment based on State of California Employment Development Department (EDD)’s Riverside County Profile. Last updated July 2021. Retrieved from:
<https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSResults.asp?selectedarea=Riverside+County&selectedindex=33&state=true&geogArea=0604000065&countyName=>
 (1)SCAG. (2020). *Connect SoCal, Demographics and Growth Forecast Technical Report*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed August 2021).
 (2) SCAG. (2020). *Connect SoCal, Environmental Justice*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_environmental-justice.pdf?1606001617 (accessed August 2021).

As shown in **Table 4.12-5**, the City is below the proposed balanced ratio of 1.19 in both 2021 and projected 2045. The job-housing ratio is expected to decrease by 0.49 percent from 2021 to 2045 which indicates that the City is anticipated to be housing-rich and jobs-poor. The jobs created from Project implementation would help shorten work related trips by providing jobs within the City and thus, get closer to meeting Vehicle Miles Traveled (VMT) threshold for the City. Therefore, the Project would provide needed employment opportunities in the City, which is expected to create a better balance between housing and jobs within the City and the region.

4.12.3 Regulatory Setting

This section summarizes existing regional and local laws and policies pertaining to population and housing in Beaumont.

Federal

There are no federal regulations that pertain to regulations for housing and population.

State

California Planning and Zoning Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code [CGC] § 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California’s projected population growth in each county based on California DOF population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. The RHNA is a tool used for SCAG and its member local governments in planning for growth. The RHNA quantifies the need for housing within each jurisdiction. Communities then plan, consider, and decide how they will address this need through the process of completing the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth but allows communities to prepare for growth in a way that enhances quality of life and mobility; improves access to jobs, transportation, and housing; and in a way that would not adversely impact the environment.

State law recognizes the vital role that local governments play in the supply and affordability of housing. To that end, the California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

California housing element laws (CGC §§ 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs.

Housing Accountability Act (Senate Bill 330)

Senate Bill (SB) 330 – Housing Accountability Act (CGC § 65589.5 et seq.) was passed by the California Legislature, signed by the Governor, and became effective on January 1, 2020. The bill is the result of the Legislature’s extensive findings regarding the California “housing supply crisis” with “housing demand far outstripping supply.” In 2018, California ranked 49th out of 50 states in housing units per capita. As stated in SB 330, the Legislature further found that:

[T]he housing crisis has particularly exacerbated the need for affordable homes at prices below market rates... The housing crisis harms families across California and has resulted in all of the following... including increased poverty and homelessness, crowded and unsafe housing in urban areas, forced housing in green fields at the urban-rural interface with longer commute times and a higher exposure to fire hazard...as well as increase greenhouse gas emissions... the housing crises is severely impacting the state’s economy and also harms the environment.

As part of the newly enacted SB 330, CGC § 65589.5(a)(1) provides:

The lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California. California housing has become the most expensive in the nation. The excessive cost of the state’s housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing. Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration... Many local governments do not give adequate attention to the economic, environmental, and social costs of decisions that result in disapproval of housing development projects, reduction in the density of housing projects, and excessive standards for housing development projects.

SB 330 amends CGC § 65589.5, adds CGC §§ 65940, 65943 and 65950, and repeals and readopts CGC §§ 65906.5, 65913.10 and 65941.1. SB 330 has numerous provisions, for which the most relevant to the Project include new prohibitions against removing or downzoning residentially zoned land such that there would be a “net loss” in residential zoning capacity. The legislation adds Chapter 12 to Division 1 of Title 7 of the Government Code (§§ 66300 et seq.) that applies to “affected cities,” which are identified as cities in urbanized areas as determined by the most recent census. In accordance with SB 330, the HCD has prepared a list of affected cities and has determined that Beaumont is an “affected city.” Therefore, pursuant to CGC § 66300(b)(1)(A) and (b):

(b)(1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:

(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation

and zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018...”

Except when approved by HCD or when the following exception is set out in CGC § 66300(i)(1) applies:

(i)(1) This section does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.

Regional

Southern California Association of Governments and Regional Housing Needs Assessment

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. It serves as a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The socioeconomic estimates and projections are used for federal and state-mandated long-range planning efforts such as the RTP/SCS, the Air Quality Management Plan, the Federal Transportation Improvement Program, and the RHNA.

The RHNA is an assessment process performed periodically as part of Housing Element and General Plan updates at the local level. The RHNA quantifies the need for housing by income group within each jurisdiction during specific planning periods. The RHNA is used in land use planning, to prioritize local resource allocation and to help decide how to address existing and future housing needs. The RHNA allows communities to anticipate growth, so that collectively the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

Regional Transportation Plan/Sustainable Communities Strategy

Western Riverside Council of Governments

The Western Riverside Council of Governments (WRCOG) is a joint-powers agency that conducts interagency regional coordination and planning for local governments in western Riverside County and serves as the council of governments and local transportation planning agency for the western Riverside subregion of SCAG. Its member agencies are 17 cities, including the City of Beaumont; Riverside County, and the Eastern and Western Municipal Water Districts. WRCOG administers the Riverside County Measure A, a half-cent transportation sales tax that supports freeway construction projects and designates smaller revenue allocations for arterial roadway improvements in western Riverside County. WRCOG also administers western Riverside County's Transportation Uniform Mitigation Fee (TUMF)

Program to mitigate the cumulative regional impacts of new development on the subregion’s arterial highway system identified on the Regional System of Highways and Arterials. Other areas overseen by WRCOG include housing, planning for regional growth, and planning for solid waste and hazardous waste management.

Local

Beaumont Housing Element

The current Housing Element for the City is a “6th cycle” Housing Element that covers the years 2021 through 2029. Beaumont’s Housing Element is intended to ensure that the City establishes policies, procedures, and incentives in its land use planning activities that result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in the City. The Housing Element provides the policies that guide City decision-making and implement housing goals through the year 2029 to ensuring a balance of housing types and costs are available to meet the needs of the City. The Project would not displace any housing and therefore, not required to allocate residential units as part of the City’s RHNA.

City of Beaumont 2040 General Plan

Land Use and Community Design Element

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.

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.1 Support the development of new housing opportunities, as defined by the Land Use Plan contained in this Element.

Policy 3.3.2 Develop a variety of housing types at varying densities that meet the needs of residents of a variety of incomes, lifestyles and needs.

Policy 3.3.3 Continue to maintain and conserve existing residential neighborhoods.

Policy 3.3.4 Continue to explore future opportunities for new residential development.

Policy 3.3.6 Encourage developers to build proposed retail and services in a specific plan no later than when 75 percent of the residential development has occurred.

Policy 3.3.7 Require well-connected walkable neighborhoods with quality access to transit, pedestrian, and bicycle facilities.

Policy 3.3.10 Permit accessory dwelling units on single-family residential lots.

Implementation LUCD14 Develop financial and regulatory incentives (e.g., reduced fee permits, expedited building permits, impact fee waivers) to promote new development in the Sphere of Influence that conforms with the vision of the

General Plan, including support for employment uses, mixed use housing, active transportation, and jobs.

Implementation LUCD15 Establish an infill housing incentive program. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives.

Goal 3.4: **A City that maintains and expands its commercial, industrial and other employment-generating land uses.**

Policy 3.4.1 Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City’s location near the I-10 and the SR60 Freeways.

Policy 3.4.2 Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors.

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 Element

Goal 5.1: **A dynamic local economy that attracts diverse business and investment.**

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 5.1.5 Maintain a regulatory environment that is business friendly, easy to navigate, flexible and encourages growth consistent with the General Plan.

4.12.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning population and housing. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the proposed Project would have a significant effect on population and housing if it would:

- a) Include 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); and/or
- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacing housing elsewhere.

Methodology and Assumptions

The Project’s demographics were examined in the context of existing and projected population for the City and County and considers consistency with relevant planning documents. Information on population,

housing, and employment for the planning area is available from several sources, including SCAG's Connect SoCal and population and housing data from the DOF.

Approach to Analysis

This analysis of impacts on population and housing examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "significant" adverse effects on population and housing considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.12.5 Impacts and Mitigation Measures

Impact 4.12-1 *Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Level of Significance: Less than Significant Impact

Although the Project does not include residential uses, the Project would indirectly induce population growth since the Project includes commercial uses, which would result in jobs for City residents. The Project's construction and operations would result in the development of commercial, e-commerce, and open space land uses on approximately 188 acres. Refer to **Section 5.3, Growth-Inducing Impacts** for additional discussion.

Employment Growth

Construction

The construction phase of the Project would generate employment opportunities, including construction management, engineering, and labor. Construction related jobs are not considered significantly inducing because they are temporary in nature and are anticipated to be filled by persons in the surrounding area. As noted above in **Table 4.12-3: Housing Units – City of Beaumont and County of Riverside**, the City is housing-rich and has a 4.8 percent vacancy rate. Additionally, the City is considered "jobs poor" as it has a high 10.5 percent unemployment rate. This suggests that the Project's employment opportunities would be adequately filled by local residents or the surrounding community. Therefore, the Project's employment opportunities for the construction phase would not induce substantial unplanned population growth.

Operations

As shown in **Table 4.12-6, Project Generated Employment** below, the projected number of employees that would result from the implementation of the Project was calculated based on the employment forecast factors used in the Beaumont 2040 GP Draft EIR.³ The Project has the potential to generate approximately 4,010 employees.

Table 4.12-6: Project Generated Employment

Land Use	Square Feet (sf)	Employment Factor	Total Employees
E-Commerce Center (light industrial) E-Commerce Office	2,557,465 sf	1 employee per 750sf	3,410 employees
Commercial Hotel Retail Restaurant	150,000sf	1 employee per 250sf	600 employees

Although the Project would generate approximately half of SCAG’s forecasted employment for the City, the forecasted increase in Project employment is well within the City’s total future employment of 19,910 by 2045 and well within the County’s forecasted employment of 1,103,000 by 2045. In addition, the City is jobs-poor with a significant unemployment rate of 10.5 percent, as of July 2021. According to the Beaumont 2040 GP Draft EIR, most of the City’s residents commute to other cities for work. Thus, the Project’s related employment growth impacts are not anticipated to be significant since the City is housing-rich and would be adequately served by the regional and local workforce.

Population Growth

Buildout of the Specific Plan would increase jobs in the City, which would have the potential to increase the demand for housing in the area. However, the City is housing-rich and therefore the Project would produce more jobs that would support the improvements designated by SCAG in pursuit of an improved jobs-housing-balance for the City and the County by 2045. As stated above, because the City is housing-rich, it is expected that jobs at the Project site would be drawn from the local and regional labor force. The Project is not anticipated to result in a substantial population growth, and impacts would be less than significant.

Jobs-Housing Balance

As shown in **Table 4.12-5** above, the job-housing balance for the City and County towards horizon year 2045 would be considered housing-rich. The Project would produce approximately 4,010 more jobs and therefore would support the improvements designated by SCAG in pursuit of a job-housing balance for the SCAG region, including the City and County.

As shown in **Table 4.12-7, Projected Jobs-Housing Balance (with Project)**, the jobs-housing ratio for the City (with Project) is estimated to be 0.79, which represents a slight difference from the SCAG projections for the City in 2045 of 0.63. Project buildout would result in a similar job-housing balance of 1.02 for the

³ City of Beaumont. (2019). *Beaumont General Plan 2040 Program DEIR – Section 5.13 Population and Housing: page 5.13-13*. Retrieved at: <https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720> (Accessed August 24, 2021).

County, equivalent to the SCAG projection for the County of 1.01. Therefore, no significant impact related to jobs-housing balance is anticipated to occur with implementation of the Project.

Table 4.12-7: Projected Jobs-Housing Balance (with Project)

Year	Employment	Households	Jobs-Housing Ratio
City of Beaumont			
2021	19,385	17,232	1.12
SCAG 2045 Projection	15,900	25,100	0.63
Net increase due to Project	4,010	Not Applicable	Not Applicable ¹
SCAG 2045 Projection + Project	19,910	25,100	0.79
County of Riverside			
2021	1,035,300	864,076	1.19
SCAG 2045 Projection	1,103,000	1,086,000	1.01
Net increase due to the Project	4,010	Not Applicable	Not Applicable
SCAG 2045 Projection + Project	1,107,010	1,086,000	1.02
Source: Employment based on State of California Employment Development Department (EDD)'s Riverside County Profile. Last updated July 2021. Retrieved from: https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSResults.asp?selectedarea=Riverside+County&selectedindex=33&state=true&geogArea=0604000065&countyName= (1)SCAG. (2020). Connect SoCal, Demographics and Growth Forecast Technical Report. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed August 2021). (2) SCAG. (2020). Connect SoCal, Environmental Justice. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_environmental-justice.pdf?1606001617 (accessed August 2021). ¹ Jobs-housing ratios are identified for regions and subregions and are not applicable to an area as small as the Summit Station Specific Plan			

Conclusion

As noted above, the Project would generate approximately 4,010 new employment opportunities in the City of Beaumont. All growth is planned according to the Beaumont GP 2040 and SCAG Connect SoCal Plan and would improve the City’s job-housing imbalance. The Project’s employment is anticipated to be served by the regional and local workforce and would not require additional housing. A less than significant impact is expected to occur.

Mitigation Measures

No mitigation measures are necessary.

Level of Significance

Less than significant impact.

Impact 4.12-2 *Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Level of Significance: Less than Significant Impact

Construction and Operations

The Project site is comprised of cement pads, several structures, and vacant property. The approved 2007 Sunny-Cal Specific Plan included approximately 158.65 acres of Low Density Residential. This Project, which would amend the previously approved specific plan includes 1) a General Plan Amendment to change the current “Single Family Residential” land use to “Industrial, General Commercial, and

Open Space” land use, consistent with the proposed e-commerce center, commercial area, and open space uses; and 2) approval of a Specific Plan that establishes the zoning, land use designations, development standards, and design guidelines for the entire Project area. While the Sunny-Cal Specific Plan project was approved, no development occurred since the Project approval. There are no homes in the Project site, as such, no displacement of homes would occur. A less than significant impact would occur.

Mitigation Measures

No mitigation measures are necessary.

Level of Significance

Less than significant impact.

4.12.6 Cumulative Impacts

The County of Riverside is considered the area for cumulative impacts. Cumulative impacts are analyzed using demographic projections in SCAG’s Connect SoCal Growth Forecast. As identified above, the Project would not result in cumulative citywide or countywide population and housing impacts, since the Project would be adequately served by the regional and local workforce and improve SCAG’s job-housing balance for the region, without necessitating additional housing. Related Projects would undergo project-specific discretionary review by the City, and development would be required to be consistent with applicable state and local regulatory framework.

Upon approval, the Project would improve the jobs-housing balance in the City and County which is notably considered a housing-rich area. Therefore, the Project combined with related projects would not result in cumulatively considerable impacts to population and housing as no substantial new unplanned growth would occur.

4.12.7 Significant Unavoidable Impacts

No significant unavoidable population and housing impacts have been identified.

4.12.8 References

City of Beaumont. (2021). *6th Cycle Housing Element*. Retrieved from:

<https://www.beaumontca.gov/DocumentCenter/View/37079/Draft-Housing-Element---2021-2029---6th-Cycle>. (accessed August 17, 2021).

City of Beaumont. (2019). *Beaumont General Plan 2040 Program DEIR – Section 5.13 Population and Housing: page 5.13-13*. Retrieved at:

<https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720> (accessed August 2021).

DOF. (2021). E-4 Population Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-4/2010-20/> (accessed August 2021).

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EDD. (2021). *Riverside County Profile*. Retrieved from: <https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSRresults.asp?selectedarea=Riverside+County&selectedindex=33&state=true&geogArea=0604000065&countyName=> (accessed August 2021).

SCAG. (2020). *Connect SoCal – Demographics and Growth Forecast*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed August 2021).

SCAG. (2020). *Connect SoCal - Environmental Justice*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_environmental-justice.pdf?1606001617 (accessed August 2021).

4.13 PUBLIC SERVICES

4.13.1 Introduction

The purpose of this section is to describe the potential impacts from the Beaumont Summit Station Specific Plan (Project) on public services within the City of Beaumont (City) by identifying anticipated increased demand and evaluating its relationship to existing and planned public services facilities and availability. Per the California Environmental Quality Act (CEQA), the emphasis in this Draft Environmental Impact Report (Draft EIR) is on impacts to public services by the Project that could require construction or expansion of existing public service facilities resulting in a physical impact on the environment. For purposes of this Draft EIR, public services consist of fire and police protection, schools, parks, and library services. Information provided in this section was primarily obtained from the City of Beaumont General Plan (Beaumont GP) and the City of Beaumont Municipal Code (Beaumont MC).

This section describes the environmental and regulatory setting for public services, as it pertains to implementation of the Project. Information given in this section is based on resource information obtained from available public resources including, but not limited to, the Beaumont GP. The analyses for each Project component are considered with respect to the applicable plan, policy, or regulation of the agency with jurisdiction over that Project component.

In accordance with Appendix G of CEQA, the emphasis in this Draft EIR is on impacts to recreation by the Project that could require construction or expansion of existing recreational facilities resulting in a physical impact on the environment. CEQA Appendix G questions related to recreation and fire services are separately addressed in this Draft EIR in **Section 4.14, Recreation** and **Section 4.18, Wildfire**.

4.13.2 Environmental Setting

City of Beaumont Public Services

Fire Protection

The City contracts with the Riverside County Fire Department (RCFD), in conjunction with the California Department of Forestry and Fire Protection (CAL FIRE), for City-wide fire protection, emergency medical services, dispatch, and fire prevention and safety education. CAL FIRE is dedicated to the fire protection and stewardship of over 31 million acres of California's privately owned wildlands. Additionally, the U.S. Forest Service is responsible for nearby federal lands in national forests and grasslands. All Riverside County stations are dispatched by the same County Fire 9-1-1 Center and are part of the "Integrated Fire Protection System," under contract with the State of California. The RCFD and CAL FIRE staff serve not only the City, but also provide shared resources with the cities of Calimesa and Banning. In addition to fire services provided by RCFD/CAL FIRE, the City employs a Fire Safety Specialist who oversees plan review, installation, and inspections of fire suppressant systems.^{1,2}

¹ City of Beaumont. 2020. Beaumont General Plan. https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521 (accessed August 2021).

² City of Beaumont. 2016. Existing Conditions Report. <https://www.beaumontca.gov/DocumentCenter/View/36624/City-of-Beaumont-Existing-Conditions-Final> (accessed August 2021).

The fire station closest to the Project area is RCFD Station 22, the Cherry Valley Station, located at 10055 Avenida Miravilla, Cherry Valley, CA 92223, approximately 2.8 roadway miles northeast of the Project area.³

The City, through its contract with the RCFD and CAL FIRE also has the use of seven shared engines in San Jacinto, five shared engines in Desert Hot Springs, and nine shared engines in Moreno Valley for a total of 21 shared engines.⁴

The Project would be required to comply with RCFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards. Additionally, all future development within the Specific Plan area would be subject to compliance with the existing regulations specified in the California Fire Code (CFC), California Building Code (CBC), International Fire Code, Beaumont MC and specific fire and life safety requirements in effect that the time of building fire plan check.

Law Enforcement

The City operates its own police department. The Beaumont Police Department (BPD) is located across the street from Beaumont City Hall at 660 Orange Avenue, 4.4 roadway miles southeast of the Project site. BPD utilizes Community-Oriented Policing and Problem Solving (COPPS). COPPS is a policing philosophy that promotes and supports organizational strategies to address the causes and reduce the fear of crime and social disorder through problem-solving tactics and community police partnerships. Community policing brings police and citizens together to prevent crime and solve neighborhood problems. With community policing, the emphasis is on stopping crime before it happens, not responding to calls for service after the crime occurs. Community policing gives citizens more control over the quality of life in their community.

The BPD currently operates with a total of 38 sworn staff members and includes patrol officers, detectives and a sergeant; task force members; motor officers; community policing team member; multiple enforcement team members; and one K-9 unit.⁵ Per the Beaumont GP, the BPD has a long-standing and successful tradition of maintaining positive relationships with community members through effective community partnerships, and a variety of programs such as a Community-Oriented Policing and Problem Solving (COPPS) team. Furthermore, the City has a three-minute response time objective. As of 2017, the BPD met this goal with average response times of three minutes for in-progress calls.

³ RCFD. ND. Station Locator. <https://www.rvcfire.org/stationsAndFunctions/FireStations/Pages/Fire-Station-Map.aspx> (accessed August 2021).

⁴ City of Beaumont. 2016. Existing Conditions Report. <https://www.beaumontca.gov/DocumentCenter/View/36624/City-of-Beaumont-Existing-Conditions-Final> (accessed August 2021).

⁵ City of Beaumont. 2020. Beaumont General Plan. <https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU-Final-rev-22521> (accessed August 2021).

Schools

The Project area is within the Beaumont Unified School District (BUSD). The BUSD consists of seven elementary schools, two middle schools, and two high schools. 2019-2020 enrollment for BUSD was 14,739 students.⁶ The following schools are within three linear miles from the Project area:

- Tournament Hills Elementary School at 36611 Champions Drive, Beaumont, CA 92223
- Three Rings Ranch Elementary School at 1040 Calumet Avenue, Beaumont, CA 92223
- Glen View High School at 939 E 10th Street, Beaumont, CA 92223
- Mountain View Middle School at 200 Cougar Way, Beaumont, CA 92223
- Brookside Elementary School at 39139 Cherry Valley Boulevard, Beaumont, CA 92223
- Beaumont High School at 39139 Cherry Valley Boulevard, Beaumont, CA 92223

Parks

Refer to **Section 4.14, Recreation**, for discussion on parks and recreation throughout the City.

Other Public Facilities

The Beaumont Library District currently provides library services for the City. The Beaumont Library District is a special "library services" district and is independent of both City and County governments. The District currently serves over 80,000 residents of the City, unincorporated Cherry Valley, and unincorporated areas of Riverside County. The Beaumont Library main branch is located at 125 E. 8th Street and is approximately 11,700 square feet. Typical hours of operation are:

- 10am – 6pm Monday, Friday, and Saturday
- 10am – 8pm Tuesday and Thursday
- 1pm – 6pm Sunday
- Closed Wednesday

4.13.3 Regulatory Setting

Federal

Federal Emergency Management Act (FEMA)

In March 2003, FEMA became part of the U.S. Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

⁶ Ed Data. 2021. Beaumont Unified School District, District Summary. <http://www.ed-data.org/district/Riverside/Beaumont-Unified>. (Accessed August 2021).

Disaster Mitigation Act of 2000

This Act (42 United States Code [USC] § 5121) was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988 (42 USC § 5121-5207). Among other things, this legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities.

Some of the major provisions of this Act include:

- i) Funding pre-disaster mitigation activities;
- ii) Developing experimental multi-hazard maps to better understand risk;
- iii) Establishing state and local government infrastructure mitigation planning requirements;
- iv) Defining how states can assume more responsibility in managing the hazard mitigation grant program; and
- v) Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in § 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 (42 USC § 12181) prohibits discrimination on the basis of disability in public accommodation and State and local government services. Under the ADA, the Architectural and Transportation Barriers Compliance Board issues guidelines to ensure that facilities, public sidewalks, and street crossings are accessible to individuals with disabilities. Public play areas, meeting rooms, park restrooms, and other buildings and park structures must comply with ADA requirements.

State

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.

2019 California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2019 California Fire Code [CFC]) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of

wildland-urban interface areas, among other issues. The CFC is updated every three years by the California Building Standards Commission and was last updated in 2019 (adopted December 3, 2019). The CFC sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the CFC also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the CFC.

Title 5, California Code of Regulations

This State legislation governs the requirements school facility construction must meet (CCR 5).

Title 8, California Code of Regulations §§ 1270 and 6773

In accordance with CCR, Title 8 § 1270 “Fire Prevention” and § 6773 “Fire Protection and Fire Equipment,” the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

2019 California Building Standards Code

California building standards are published in the CCR, Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 12 parts that contain administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure the development complies with the guidelines contained in the CBSC. Cities and counties have the ability to adopt additional building standards beyond the CBSC including the CBSC Part 2, named the CBC which is based upon the 2018 International Building Code, and Part 11, named the California Green Building Standards Code, also called the CalGreen Code. The City of Beaumont adopted Title 24, Parts 1-12.

California Health and Safety Code

State fire regulations are set forth in California Health and Safety Code §§ 13000 et seq., and include provisions concerning building standards, fire protection and notification systems, fire protection devices, and fire suppression training, as also set forth in the 2019 CBSC and related updated codes.

Mutual Aid Agreements (MAA)

The Emergency Management Mutual Aid (EMMA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field

Office, and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the MAA, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

California Governor’s Office of Emergency Management Agency (Cal-EMA)

In 2009, the State of California passed legislation creating the Cal-EMA and authorizing it to prepare a Standardized Emergency Management System (SEMS) program (Title 19 CCR §§ 2400 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

Cal-EMA serves as the lead state agency for emergency management in the state. Cal-EMA coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as these are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system. In California, the SEMS provides the mechanism by which local government requests assistance. Cal-EMA serves as the lead agency for mobilizing the state’s resources and obtaining federal resources; it also maintains oversight of the state’s mutual aid system.

California Penal Code

All law enforcement agencies within the State of California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers. There are no relevant state regulations pertaining to police protection.

California Education Code §§ 17620

California Education Code §§ 17620, et seq. allows school district governing boards to collect impact fees from developers of new commercial and residential construction.

California State Assembly Bill (AB) 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed AB 2926 in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial building space. Development impact fees were also referenced in the Leroy F. Greene School Facilities Act of 1998, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

California Government Code § 65995 and Education Code

California Government Code, § 65995 is found in Government Code, Title 7, Chapter 4.9. Government Code § 65995 authorizes school districts to collect impact fees from developers of new residential and

commercial building space. Senate Bill (SB) 50 amended Government Code § 65995 in 1998. Under the provisions of SB 50, schools can collect fees to offset costs associated with increasing school capacity as a result of development.

The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstate the school facility fee cap for legislative actions (e.g., General Plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart, and Murrieta court cases. The provisions of Chapter 4.9 are the exclusive means of considering as well as mitigating school impacts caused by new development. Accordingly, these provisions limit the scope of impact review in an EIR, the mitigation that can be imposed, and the findings a lead agency must make in justifying its approval of a project (Government Code §§ 65995-65996). According to Government Code § 65996, the provisions of Chapter 4.9, including development fees authorized by SB 50, are deemed to be “full and complete school facilities mitigation...” These provisions remain in place as long as subsequent State bonds are approved and available.

Local

Local Regulations

The City publishes a Development Related Fee Schedule⁷ for public services, including:

- Public Facilities Fee
- Fire Protection Impact Fee
- Police Facilities Impact Fee

City of Beaumont Municipal Code

Chapter 15.20 – Fire Code.⁸ This MC adopted the 2019 California Fire Code as Amended as well as the County of Riverside Ordinance No. 787.

City of Beaumont 2040 General Plan

The Beaumont 2040 General Plan⁹ goals and policies that reduce potential impacts related to public services include:

Land Use and Design Element

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

⁷ City of Beaumont, Development Related Fee Schedule. (2021). Retrieved from: <https://beaumontca.gov/DocumentCenter/View/2313/Development-Fee-Schedule-Planning-Public-Works-Building--Fire?bidId=>. (accessed on June 7, 2021).

⁸ City of Beaumont Municipal Code. (2021). Chapter 15.20 Fire Code. Retrieved from: https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.20FICO. (accessed on June 7, 2021).

⁹ City of Beaumont General Plan. (2020). Retrieved from: https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521. (accessed on June 7, 2021).

Policy 3.8.4 Prioritize health-promoting uses in new development, including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, and community gardens.

Goal 3.9: **A City with neighborhoods and districts with enhanced safety and welfare of all residents and employees.**

Policy 3.9.1 Use Crime Prevention through Environmental Design strategies (CPTED) in new and existing development to improve public safety, including the following:

- Active public space
- Building design to promote “eyes on the street”
- Clear delineation between private and public space
- Natural access control between public and private space
- Maintenance of public places
- Removal or repair of vandalism or broken property

Policy 3.9.2 Promote Business and Neighborhood Watch programs, in addition to collaborations between residents and law enforcement, to help maintain a clean and safe environment.

Policy 3.9.4 Improve lighting and nighttime security across all City neighborhoods to prevent crime and increase safety.

Economic Development Element

Goal 5.8: **A financially stable community.**

Policy 5.8.1 Support development that is fiscally sustainable and provides the City with a diverse tax base to sustain municipal services.

Policy 5.8.2 Promote development and growth that contributes to a balanced budget and the efficient distribution of public services.

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).

Policy 5.8.4 Require fiscal impact analysis for development proposals requiring a General Plan Amendment or annexation to assess citywide impacts and identify any burden such project might create for the City.

Policy 5.8.5 Maintain fees and charges appropriate for offsetting the cost of providing services. Balance the costs of providing services with the needs of the community.

Community Facilities and Infrastructure Element

Goal 7.1: City-wide infrastructure to support existing development and future growth

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

4.13.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines, Appendix G contains the Environmental Checklist Form, which includes questions concerning public services. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant environmental impact if one or more of the following occurs:

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - Fire protection?
 - Police protection?
 - Schools? (refer to **Section 7, Effects Found Not to Be Significant**);
 - Parks? (refer to **Section 7, Effects Found Not to Be Significant**);
 - Other public facilities - Libraries? (refer to **Section 7, Effects Found Not to Be Significant**).

Methodology and Assumptions

The Project's public services were examined in the context of existing facilities and service times and projected population and development for the City and County and considers changes in both need for additional facilities and the changes in services. Information on public services for the City is available from the City's website, BPD and RCFD.

4.13.5 Impacts and Mitigation Measures

Impact 4.13-1 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

Fire Protection?

Level of Significance: Less than Significant Impact

The development of the Project site includes three separate e-commerce buildings totaling approximately 2.6 million square feet and up to 150,000 square feet of commercial uses. The increase in development and workers within the Project site could result in additional calls for fire department services and increase

the need for additional fire department staffing and equipment. The area that would be occupied by the Project is currently vacant. Implementation of the Project and construction of the area for e-commerce and commercial uses would potentially create an increased need for fire protection.

The Project buildings would be constructed from non-flammable concrete and would be equipped with automatic ceiling-mounted fire sprinkler systems. All other fire-related safety features would be in accordance with the applicable provisions of the adopted CFC and the City's MC, ordinances, and standard conditions regarding fire prevention and suppression measures related to water improvement plans, fire hydrants, fire access, and water availability. Additionally, prior to the approval of the Project, the City's Building Department and RCFD would review building plans in order to ensure that all applicable fire safety features are incorporated as part of the Project. Prior to the approval of occupancy permits for the new buildings, it would be required that the RCFD would inspect all new structures in order to ensure that all fire safety features have been implemented and installed correctly. Furthermore, Fire Protection Impact Fees would also be collected in order to build and supply necessary infrastructure for fire protection services, as necessary.

As stated above, the fire station closest to the Project area is RCFD Station 22, the Cherry Valley Station, located in the County approximately 2.8 roadway miles northeast of the Project area.

RCFD has reviewed the Project design to ensure conformance to RCFD requirements and would thereby reduce demands on fire protection services. Additionally, payment of the Fire Protection impact fees, property taxes, and other revenues generated by development within the Project area would be available to the City to offset any increased costs for fire protection services with little or no net effect on the City's budget.

Implementation of the Project would be required to be consistent with the City's General Plan for e-commerce, commercial, and open space uses as well as permitted floor area ratios (FAR). Lastly, Project development would be subject to compliance with RCFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards. Therefore, impacts are less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Police Protection?

Level of Significance: Less than Significant Impact

Project development would be subject to BPD review. BPD has previously reviewed the Project for consistency with crime prevention design and BPD requirements. BPD review would act to ensure that development would conform to BPD emergency access and site/facility security requirements and

recommendations, and thereby reduce demands on law enforcement services. Additionally, the Project applicant would pay the required Police Facilities Impact fees, property taxes, and other revenues generated by development and would be available to the City to offset any increased costs for law enforcement services with little or no net effect on the City's budget.

Upon development, BPD located at 660 Orange Avenue, approximately 4.4 roadway miles southeast, would provide law enforcement services to the Project site. The City has a target ratio of 1.0 to 1.2 officers per 1,000 residents, which is reviewed annually.¹⁰ Currently, the ratio is approximately 0.93 officers per 1,000 residents. Further, the City response times in the City is 2.9 minutes for in progress calls and 5.9 minutes for past calls.¹¹ The Project consists of e-commerce, commercial, and open space uses. The Project would not directly increase population and the officer to population ratio would remain the same.

Per BPD Project comments at various Project Development Review Committee meetings, the Project does not include or require construction of any new or physically altered police protection facilities. Prior to commencement of construction activities, Project plans would be reviewed by applicable local agencies to ensure compliance with the City's MC as well as all applicable regulations to ensure adequate site signage, lighting and other crime safety preventative measures are implemented. Construction of the Project would not result in adverse physical impacts associated with the provision of or need for new or physically altered police protection facilities. The Project would not substantially affect service ratios, response times, or other performance objectives such that new facilities are required. The Project also would include design elements such as lighting of streets, walkways, and bikeways; visibility of doors and windows from the street; and fencing of the property. These measures would help reduce demands for law enforcement services and impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

4.13.6 Cumulative Impacts

The Project is not anticipated to substantially increase the need for public services in the City. The Project would not result in an overall net increase in City population. Anticipated increase demands for public services within the City was accounted for in the GP and analyzed in the GP EIR, which accounts for cumulative growth in the City. In addition, related to all public services, the Project would pay the required development fees that would be appropriately allocated for police, fire, schools, parks, and other public facilities. The Project would also generate additional revenue for the City which would provide General Fund revenues to offset the Project's contribution toward additional public service demand.

¹⁰ City of Beaumont. (2017). Municipal Service Review. <https://lafco.org/wp-content/uploads/documents/archives/City%20of%20Beaumont%20MSR%20-%20Final%20July%2027%202017.pdf>. (Accessed August 2021).

¹¹ Ibid.

Similar to the Project, other cumulative projects would be required to demonstrate their level of impact on public services including paying the appropriate development fees; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

4.13.7 Significant Unavoidable Impacts

No significant unavoidable impacts have been identified.

4.13.8 References

BUSD. (ND). Developer Fees. https://www.beaumontusd.us/apps/pages/Developer_Fees.

City of Beaumont. (2016). *Existing Conditions Report*.

<https://www.beaumontca.gov/DocumentCenter/View/36624/City-of-Beaumont-Existing-Conditions-Final>.

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

City of Beaumont. (June 2019). City of Beaumont Code of Ordinances. Beaumont, CA: City of Beaumont.

<https://library.municode.com/ca/beaumont>.

City of Beaumont. (July 2020). City of Beaumont Development Related Fee Schedule.

<http://beaumontpd.org/DocumentCenter/View/2313/Development-Fee-Schedule-Planning-Public-Works-Building--Fire?bidId=>.

4.14 RECREATION

4.14.1 Introduction

The purpose of this section is to describe the potential impacts from the Beaumont Summit Station Specific Plan (Project) to recreation within the City of Beaumont (City) by identifying anticipated demand and evaluating its relationship to existing and planned recreational facilities and availability.

In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, the emphasis in this Draft Environmental Impact Report (Draft EIR) is on impacts to recreation by the Project that could require construction or expansion of existing recreational facilities resulting in a physical impact on the environment.

4.14.2 Environmental Setting

Parks

The City operates the following recreation facilities:

City of Beaumont's Parks and Recreation Department

1. **Noble Creek Community Center.** Approximately six acres, with two half-basketball courts, and a tot lot. Located at Oak Valley Parkway and Oak View Drive.
2. **Stewart Park.** Approximately 15 acres with community swimming pool, pavilion, and restrooms. Located about two miles to the northeast between 8th and 11th Streets and Orange and Maple Avenues.
3. **Three Rings Ranch Community Park.** Approximately seven acres with half-basketball court, baseball field, tot lot, and playground. Located about two miles northeast at Claiborne Avenue East and Brookside Lane.
4. **Rangel Park.** Approximately four acres with baseball field, full basketball court, restrooms, tot lot, and a playground. Located about two miles east at 4th and B Streets.
5. **Beaumont Sports Park.** Approximately 25 acres with adult and youth soccer fields, a little league baseball field, youth flag football fields, and restrooms. Located approximately three miles northeast at the southeast corner of Brookside and Beaumont Avenues.
6. **Other Community Parks.** Includes Veterans, Seneca Springs, Trevino, Mt. View, Wildflower, Palmer, Stetson, Shadow Hill, and Sunny Hills.

Beaumont Cherry-Valley Recreation and Park District¹

The Beaumont Cherry-Valley Recreation and Park District currently provides park and recreation services for the City. The District provides services to most of the City, part of Calimesa, and surrounding unincorporated areas. The District operates the following facilities:

1. **Noble Creek Community Center and Franco Garden.** Approximately 60 acres located at 390 Oak Valley Parkway, Beaumont.
2. **The Woman’s Club.** Approximately 0.5 acres and located at 306 East 6th Street, Beaumont.
3. **Cherry Valley Grange Community Center.** Approximately one acre and located at 10478 Beaumont Avenue, Cherry Valley.

In addition to operating these facilities, the District manages a number of baseball and softball fields, soccer fields, a horse arena, a raceway, picnic areas and horseshoes pits, tennis courts, and a hockey arena. Further, the District provides numerous recreational programs and services including senior programs, childcare programs, field trips, summer camp, craft shows, theatre groups, karate, and yoga.

4.14.3 Regulatory Setting

Federal

There are no federal regulations applicable to recreation and parks.

State

Quimby Act (California Government Code § 66477)

The Quimby Act was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California’s growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map. Cities can require land or in-lieu fees for a minimum of three acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of five acres per 1,000 residents if the city already provides more than three acres per 1,000 residents. Assembly Bill (AB) 1191, which was approved by the Governor of California on September 8, 2015, amended the definition of park and recreation purposes to include land and facilities for the activity of “recreational community gardening,” which activity consists of the cultivation by persons other than, or in addition to, the owner of the land, of plant material not for sale (AB 1911.) The Quimby Act is implemented through City Ordinance and is discussed further below.

Landscaping and Lighting Act

The Landscaping and Lighting Act (California Streets and Highways Code §§ 22500 et seq.) enables cities, counties, and special districts to acquire land for parks, recreation, and open space. A local government

¹ Beaumont Cherry-Valley Recreation and Park District. (2021). Retrieved from: <https://bcvparks.specialdistrict.org/facilities>. (accessed on June 8, 2021).

may also use the assessments to pay for improvements and maintenance to these areas. In addition to local government agencies (i.e., counties and cities), park and recreation facilities may be provided by other public agencies, such as community service districts, park, and recreation districts, etc. If so empowered, such an agency may acquire, develop, and operate recreational facilities for the public.

State of California Open Space Standards

State planning law provides a structure for the preservation of open space by requiring every city and county in the state to prepare, adopt, and submit to the Secretary of the Resources Agency a “local open-space plan for the comprehensive and long-range preservation and conservation of open-space land within its jurisdiction” (California Government Code § 65560). The following open space categories are identified for preservation:

- Open space for public health and safety, including, but not limited to, areas that require special management or regulation due to hazardous or special conditions.
- Open space for the preservation of natural resources, including, but not limited to, natural vegetation, fish and wildlife, and water resources.
- Open space for resource management and production, including, but not limited to, agricultural and mineral resources, forests, rangeland, and areas required for the recharge of groundwater basins.
- Open space for outdoor recreation, including, but not limited to, parks, and recreational facilities, areas that serve as links between major recreation and open space reservations (such as trails, easements, and scenic roadways), and areas of outstanding scenic and cultural value.
- Open space for the protection of Native American sites, including, but not limited to, places, features, and objects of historical, cultural, or sacred significance such as Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property (further defined in California Public Resources Code (PRC) §§ 5097.9 and 5097.993)).

Local

City of Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code (MC) address issues regarding recreation and park facilities.

Title 3 – Revenue and Finance, Chapter 3.34 – Regional Park, Multipurpose Trail and Open Space Facility Fee²

In September 2005, the Beaumont City Council had been advised that the cumulative impact of all new development permitted under the (2005) General Plan (GP) would exceed the capacity of the City’s two existing regional parks (Noble Cree Park and the City’s Sports Park), which were already operating at capacity. Therefore, in order to meet the increased demand, it was determined that facilities at the two

² City of Beaumont Municipal Code. (2021). Title 3, Revenue and Finance. Retrieved from: https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT3REFI. (accessed on June 8, 2021).

parks must be upgraded and expanded, and two new regional parks are needed on the east and south sides of the City, connected to existing and future open space by a system of multipurpose trails. (Beaumont MC § 3.34.010.) In order to meet the need for additional park, multipurpose trails, and open space, the City Council adopted the "City of Beaumont Regional Park, Multipurpose Trail and Open Space Facility Fee," which is levied and collected at issuance of a building permit for any new residential unit or the conversion of an existing unit to more than one residential unit. The exceptions to payment of this fee are a development or other agreement, low-income residential housing, and the rehabilitation and/or reconstruction of any legal residential dwelling unit and/or the replacement of an existing dwelling unit. (Beaumont MC §§ 3.34.020, 3.34.030, and 3.34.080.)

City of Beaumont 2040 General Plan

The Beaumont 2040 General Plan³ goals and policies that reduce potential impacts to park and recreation include:

Community Design Element

Goal 3.6: **A City with active and comfortable places that encourage social interaction and community gathering.**

Policy 3.6.3 Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Goal 3.8: **A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.**

Policy 3.8.4 Prioritize health-promoting uses in new development, including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, and community gardens.

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

Policy 3.10.5 Encourage smoke-free and Vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.

Economic Development Element

Goal 5.8: **A financially stable community.**

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).

³ City of Beaumont General Plan. (2020). Retrieved from: https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521. (accessed on June 8, 2021).

Equity and Environmental Justice Element

Goal 6.1: A City that improves the overall health and welfare of its residents.

Policy 6.1.9 Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.

Goal 6.5: A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.

Policy 6.5.8 Encourage health-promoting uses in new development, including neighborhood markets, grocery stores, pharmacies, parks, gyms, and community gardens.

4.14.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning recreation. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

4.14.5 Impacts and Mitigation Measures

Impact 4.14-1 *Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Level of Significance: No Impact

The Project does not propose any on-site or off-site park or recreational facilities, nor does it propose any residential developments or any other uses that would contribute population growth requiring the use of existing neighborhood and regional parks or other recreational facilities. The Project proposes e commerce and commercial uses, as well as 30.6 acres of open space within Planning Area 3 of the Specific Plan. Therefore, no impacts to existing neighborhood and regional parks or other recreational facilities are anticipated.

Mitigation Measures

No mitigation is necessary.

Level of Significance

No impact.

Impact 4.14-2 *Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Level of Significance: No Impact

As noted above, the Project does not include recreational facilities and would not require the construction or expansion of recreational facilities as the Project is composed of e-commerce, office, and future hotel and general retail uses. The Project does not involve uses that would induce population growth requiring the use of recreational facilities. No impact would occur.

Mitigation Measures

No mitigation is necessary.

Level of Significance

No impact.

4.14.6 Cumulative Impacts

The Project would not result in an overall net increase in City population that exceeds either City and/or regional growth plans. Anticipated increased demands for recreation within the City was accounted for in the City's GP and analyzed in the City's GP EIR, which accounts for cumulative growth in the City. In addition, the Project would pay the required development fees that would be appropriately allocated for parks and other recreational facilities.

Similar to the Project, other cumulative projects would be required to demonstrate their level of impact on recreational facilities including paying the appropriate development fees; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of recreation.

4.14.7 Significant Unavoidable Impacts

No significant unavoidable impacts have been identified.

4.14.8 References

Beaumont Cherry-Valley Recreation and Park District. (2021). Retrieved from:
<https://bcvparks.specialdistrict.org/facilities>.

City of Beaumont General Plan. (2020). Retrieved from:
https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.

City of Beaumont Municipal Code. (2021). Title 3, Revenue and Finance. Retrieved from:
https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT3REFI.

City of Beaumont Municipal Code. (2021). Title 12, Chapter 12.24, Parks-Hours. Retrieved from:
https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT12STSIPUPL_CH12.24PAOU.

4.15 TRANSPORTATION

4.15.1 Introduction

The purpose of this section is to describe the potential transportation impacts that may result from construction and operation of the Beaumont Summit Station Specific Plan Project (Project). The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the Project’s consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The information and analysis herein rely on the following investigations and collectively document the traffic and circulation conditions of the Project site found in **Appendix K** of this EIR:

- *Traffic Study for Beaumont Summit Station Project in the City of Beaumont*, February 2022, prepared by Kimley-Horn.
- *Beaumont Summit Station Project Vehicle Mile Traveled (VMT) Analysis*, February 2022, prepared by Kimley-Horn.

4.15.2 Environmental Setting

Existing Transportation System

Existing Roadway System

Regional vehicular access to the site is provided by State Route (SR-) 60 and Interstate (I-) 10. I-10 is an east-west freeway, located immediately west of the Project site. I-10 provides three travel lanes in each direction and connects directly to SR-79 (Beaumont Avenue) and SR-60. SR-60 is an east-west freeway located approximately 2.15 miles south of the Project site. SR-60 provides two travel lanes in each direction. Southeast of the Project site, SR-60 merges into I-10.

Local access to the Project vicinity is provided by the following arterial and commuter roadways:

Cherry Valley Boulevard is an east-west undivided roadway that is immediately north of the Project site and currently provides one travel lane in each direction. Cherry Valley Boulevard is shown as a Secondary Street in the Riverside County Circulation Element of the General Plan (Circulation Element). On-street parking is prohibited, and bike lanes are provided on both sides of the roadway. Cherry Valley Boulevard connects to the I-10 Freeway that is approximately one-half mile from the Project site.

Brookside Avenue is an east-west divided roadway located immediately south of the Project site and currently provides one travel lane in each direction. Brookside Avenue is shown as a Secondary Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and there are no bike lanes provided.

Oak Valley Parkway is an east-west undivided roadway that currently provides two travel lanes in each direction. Oak Valley Parkway is shown as an Urban Arterial east of Potrero Boulevard on the City of

Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on both sides of the roadway.

Beaumont Avenue (SR-79) is north-south undivided roadway that currently provides one travel lane in each direction north of Oak Valley Parkway and two lanes in each direction south of Oak Valley Parkway. Beaumont Avenue is shown as an Industrial Collector on the City of Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on both sides of the roadway.

Calimesa Boulevard is a north-south undivided roadway that currently provides one travel lane in each direction. Calimesa Boulevard is shown as a Secondary Street on the City of Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on the east side of the roadway.

Hannon Road is a north-south undivided roadway that provides one lane in each direction. Hannon Road is shown as a Local Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and no bike lanes are provided.

Union Street is a north-south undivided roadway that provides one lane in each direction. Union Street is shown as a Local Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and no bike lanes are provided.

Nancy Avenue is a north-south undivided roadway that provides one lane in each direction. Nancy Avenue is shown as a Local Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides, and no bike lanes are provided.

Oak View Drive is a north-south undivided roadway that currently provides one travel lane in each direction. Oak View Drive is shown as an Industrial Collector on the City of Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on both sides of the roadway.

Desert Lawn Drive is a north-south undivided roadway that currently provides one travel lane in each direction. Desert Lawn Drive is shown as an Urban Arterial on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and no bike lanes are provided.

Existing Transit Service

Public transportation within the City of Beaumont is provided by PASS Transit, operated by the Riverside County Transportation Commission (RCTC), the Riverside Transit Authority (RTA) and the Sunline Transit Agency lines. The nearest bus stop to the Project site is Bus Route 3, located near the intersection of Cherry Valley Boulevard and Beaumont Avenue approximately two miles away from the Project site.

Bus Route 3 ends at the Walmart Supercenter, at Highland Springs Avenue and I-10. This shopping center is a transfer point for the PASS Banning lines, as well as the Riverside Transit Authority (RTA) and the Sunline Transit Agency lines.

4.15.3 Regulatory Setting

Federal

Federal rules and regulations govern many facets of the City’s transportation system, including transportation planning and programming; funding; and design, construction, and operation of facilities. The City complies with all applicable rules and regulations of the Federal Highway Administration, the Urban Mass Transit Administration, the Federal Railroad Administration, the Federal Aviation Administration, and other Federal agencies. In addition, the City coordinates with Federal resource agencies where appropriate in the environmental clearance process for transportation facilities.

State

Assembly Bill 1358 – Complete Streets

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, Assembly Bill (AB) 1358 required circulation elements to address the transportation system from a multi-modal perspective. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and people with disabilities. (Beaumont 2040 Plan, p. 88)

Assembly Bill 32 – Global Warming Solutions Act

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the legislature. The law instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The Act directed CARB to set a greenhouse gas (GHG) emission limit based on 1990 levels to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner (AB 32). In December 2008, CARB adopted a Scoping Plan to achieve the goals of AB 32 (CARB 2008, pp. ES-3 – ES-4). AB 32 was followed by Senate Bill (SB) 32 in 2016, which expanded this goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030 (SB 32).

The scoping plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., cap-and-trade system), and an AB 32 program implementation regulation to fund the program. CARB recognizes cities as “essential partners” in reducing GHGs. As such, CARB has developed a Local Government Toolkit with guidance for GHG reduction strategies, such as improving transit, developing bicycle/pedestrian infrastructure, and increasing city fleet vehicle efficiency, among other strategies (Beaumont 2040 Plan, p. 88).

CARB’s 2017 Scoping Plan builds upon the successful framework established by the Scoping Plan, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities (CARB 2017, pp. 5-6). The 2017 Scoping Plan includes goals and measures that specifically

reduce GHG emissions from the transportation sector. These goals and measures focus on using vehicle miles traveled (VMT) as the metric for determining transportation impacts on the environment; encouraging development practices that reduce VMT; enhancing mass transit systems, shared-use mobility, and bicycle and pedestrian networks; and reducing fossil fuels for transportation use, in favor of fuels and energy technology that emits less GHG emissions (CARB 2017, pp. 76-77).

Senate Bill 375 – Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act, or SB 375, provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, which will help to meet the statewide targets for reducing greenhouse gas emissions set by AB 32 (Beaumont 2040 Plan, p 89).

SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth, called a Sustainable Communities Strategy (SCS), to its transportation plan. The SCS must lay out a plan to meet the region’s transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achieving the emissions target for their region. The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and SCS were adopted in 2016 (Beaumont 2040 Plan, p 89).

Senate Bill 743 – Amending CEQA with Respect to Evaluating Transportation Impacts

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. According to the legislative intent contained in SB 743, these changes to current practice were necessary to “More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions” (Beaumont 2040 Plan, p. 90).

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and the diversification of land uses. Some alternative metrics were identified in the law, including vehicle miles traveled (VMT) or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for determining CEQA impacts once SB 743 is ratified into *CEQA Guidelines* (Beaumont 2040 Plan, p. 90).

In December 2018, the California Natural Resources Agency finalized updates to the *State CEQA Guidelines*, which included SB 743 (CGOPR). Section 15064.3 of the 2019 *CEQA Guidelines* provide that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. Automobile delay (often called Level of Service; referred to here as LOS) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts. The provisions of this section became mandatory July 1, 2020.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program (ITIP) and regional agencies prepare the Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years) (CDOT).

Technical Advisory on Evaluating Transportation Impacts in CEQA

The Governor’s Office of Planning and Research (OPR) released the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) in December 2018. The Technical Advisory aids in the transition from LOS to VMT methodology for transportation impact analysis under CEQA. The advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

California Department of Transportation

The California Department of Transportation (Caltrans) owns and operates the State highway system, which includes the freeways and State routes within California. In Beaumont, Caltrans maintains I-10, SR-60, and SR-79. As discussed above, VMT are now used which, although Caltrans recognizes will not apply to all projects on the State Highway System (SHS); however, they would apply to the proposed Project. Caltrans also recognizes that VMT is the most appropriate primary measure of transportation impacts for capacity increasing transportation projects on the SHS.

The Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) provides guidance on the evaluation of traffic impacts to State highway facilities. The document outlines when a traffic impact study is needed and what should be included in the scope of the study. The Guide states the following: “Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.”

Regional Western Riverside Council of Government (WRCOG) Transportation Uniform Mitigation Fee (TUMF)

WRCOG’s Transportation Uniform Mitigation Fee (TUMF) Program is a regional fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in western Riverside County. WRCOG administers the program in partnership with its member agencies. Each member agency elects to participate in the TUMF Program through adoption of an ordinance and

membership in WRCOG. In an effort to create additional efficiencies in the TUMF Program, WRCOG pursued a revision in the TUMF process to give member agencies the option to shift responsibility of calculation and collection of TUMF from the member agency to WRCOG.

Riverside County Long Range Transportation Study

The Riverside County Long Range Transportation Study (LRTS) is meant to address the challenges of a growing population and growing industrial and warehousing base. The Riverside County Transportation Commission (RCTC) is the Regional Transportation Planning Agency (RTPA) for Riverside County. RCTC is charged with coordinating transportation planning, funding, and facilitation of all modes of transportation in Riverside County. Short and long-range transportation is a key responsibility of RCTC. RCTC plans and implements transportation and transit improvements, particularly those that affect more than one jurisdiction. The agency also assists local governments with money for local streets and roads and develops plans and programs to improve commuting and goods movement. Policies adopted by RCTC also aim to ensure that all persons have equitable access to transportation.

The purpose of the LRTS is meant to strengthen transportation in the region in order to improve mobility, safety, and economic prosperity for Riverside County residents. The LRTS dovetails with and bridges local plans and SCAG's RTP/SCS. It supports the County's economy and quality of life through smart planning, project development and implementation. The Study is multimodal in nature and encompasses all forms of transportation: highways, local roads, transit, rail, pedestrian, and bicycle facilities.

The four basic purposes of the LRTS are to:

- Develop strategies to address transportation challenges.
- Provide a realistic vision of transportation in Riverside County in 2045.
- Develop a list of high priority feasible and fundable projects.
- Comprise RCTC's input to SCAG's RTP/SCS (Connect SoCal), which was released in 2020.

SCAG's RTP/SCS, is a long-range regional plan covering the six counties within the SCAG region. The Riverside County LRTS focuses only on Riverside County and its cities. SCAG's RTP/SCS is required to address transportation and related elements such as housing, aviation, air quality conformity, public health, environmental justice, and conservation lands. The LRTS focuses on transportation projects and funding.

RCTC also functions as the County Congestion Management Agency and contained within the LRTS is the County of Riverside Congestion Management Program (CMP), the purpose of which is provided immediately below.

County of Riverside Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California that has an urbanized area with a population over 50,000 (which would include the County of Riverside) to prepare a CMP. The CMP that was prepared by the RCTC in 2011 in consultation with the county and cities in Riverside County is an effort to more directly align land use, transportation, and air

quality management efforts and to promote reasonable growth management programs that effectively use statewide transportation funds while ensuring that new development pays its fair share of needed transportation improvements RCTC 2011. Additionally, the passage of Proposition 111 provided additional transportation funding through a \$0.09 per gallon increase in the state gas tax.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System, as well as meeting other monitoring requirements at the state and federal levels. Per the CMP-adopted LOS standard of E, when a Congestion Management System segment falls to LOS F, a deficiency plan is required. Preparation of a deficiency plan would be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency would also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including transportation demand management strategies and transit alternatives, and a schedule of mitigating the deficiency. To ensure that the Congestion Management System is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the Congestion Management System.

Local

Title 10 – Vehicle and Traffic, Chapter 10.42 – Transportation Demand Management Requirements

All applicable new developments (non-residential developments which employ 100 or more persons) which are owned and managed as one unit shall 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 shall also indicate specific strategies and guidelines to reduce the number 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 (Beaumont Municipal Code [MC]).

Title 10 – Vehicle and Traffic, Chapter 10.50 – Golf Cart Transportation

The City encourages the increased use of golf carts as a non-polluting local transportation option and establishes rules and regulations for the operation of golf carts in the City (Beaumont MC).

Title 12 – Streets, Sidewalks, and Public Places, Chapter 12.08 – Public Works Construction Standards

The City’s municipal code adopts Riverside County Ordinance No. 461 as the standard specifications for the construction of public streets (Beaumont MC).

Title 15 – Buildings and Construction, Chapter 15.48 – Electric Vehicle Charging Station Streamlined Permitting Process

This code section encourages timely and cost-efficient installation of electric vehicle charging stations via an expedited permitting process (Beaumont MC).

City of Beaumont Traffic Impact Analysis Guidelines for Vehicle Miles Traveled

In June 2020, the City of Beaumont’s Traffic Impact Analysis Guidelines were revised to ensure consistency with SB 743 implementation. The revision incorporates VMT guidance consistent with the information from WRCOG SB 743 Implementation Pathway study.

The City of Beaumont utilized a threshold consistent with the Regional Transportation Plan / Sustainable Communities Strategy future year VMT projects by jurisdiction or subregion to reduce VMT by three percent below the City’s current average VMT per service population per household, or below the subregion’s average VMT (VMT, p. 4). Projects that cannot demonstrate a percent reduction in VMT would be required to conduct additional analysis and add mitigation as appropriate. If project design or operational features cannot reduce VMT below the threshold then an EIR may be required in order for the City to consider a statement of overriding considerations.

City of Beaumont 2040 General Plan

Land Use and Community Design Element

- 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 3.1.2** Re-establish the City’s pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial and residential uses.
- Policy 3.1.3** Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).
- Policy 3.1.4** Establish an Employment District that integrates diversity of jobs with multi-modal access to the rest of City.
- Policy 3.1.7** Connect new growth areas to existing Beaumont neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design strategies.
- Policy 3.1.8** Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.
- Policy 3.1.11** Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks,

grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.7 Require well-connected walkable neighborhoods with pedestrian with quality access to transit, pedestrian and bicycle facilities.

Goal 3.4: A City that maintains and expands its commercial, industrial and other employment generating land uses.

Policy 3.4.1 Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City's location near the I-10 and the SR-60 Freeways.

Policy 3.4.2 Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors.

Policy 3.4.3 Continue to promote the development of a regional urban village in the vicinity of the I-10 and the SR-60 Freeways. Encourage a second urban village in the SR-79 East Subarea.

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.

Goal 3.6: A City with active and comfortable places that encourage social interaction and community gathering.

Policy 3.6.2 Encourage new development to incorporate public plazas, seating, drinking fountains, and gathering places, especially in prominent locations and areas of pedestrian activity.

Policy 3.6.3 Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Goal 3.7: A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Policy 3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

Policy 3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

Policy 3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policy 3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

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

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

Goal 3.11: A City that maintains and enhances open space used for resource preservation and/or recreation.

Policy 3.11.4 Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.

Mobility Element

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policy 4.1.1 Reduce vehicular congestion on auto-priority streets to the greatest extent possible.

Policy 4.1.2 Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.

Policy 4.1.3 Identify key streets and intersections that will be exempt from the LOS threshold due to inadequate right-of-way, environmental constraints, or funding limitations.

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Policy 4.1.6 Review and coordinate circulation requirements with Caltrans, as it pertains to freeways and state highways.

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

Policy 4.2.1 Work with regional agencies to implement complete streets that are designed to accommodate users of all ages and abilities. This will apply to all phases of a transportation project, including planning, design, construction, maintenance, and operations for both existing and future facilities.

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 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Policy 4.2.4 Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.

Policy 4.2.5 Ensure that existing and future roadway improvement balance the needs of all users, including pedestrians and bicyclists.

Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.

Policy 4.3.1 Reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence.

Policy 4.3.2 Support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need.

Policy 4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

Policy 4.3.4 Enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers.

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.2 Develop an active transportation core in the Downtown Area and improve active transportation facilities near schools and in residential areas.

Policy 4.4.3 Improve safety for all active transportation users.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Goal 4.5: **Work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities.**

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

Policy 4.5.2 Periodically evaluate the transit system to ensure its efficient operation.

Policy 4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

Goal 4.6: **An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.**

Policy 4.6.1 Prioritize goods movement along specific routes in the city, consistent with the adopted layered network, to foster efficient freight logistics.

Policy 4.6.2 Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods

Economic Development and Fiscal Element

Goal 5.1: **A dynamic local economy that attracts diverse business and investment.**

Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

Policy 5.1.8 Align City investment, including capital projects, with areas of desired economic growth and business attraction in the existing commercial and industrial areas, Employment District and Urban Villages.

Goal 5.8: **A financially stable community.**

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).

Goal 5.9: **A community with sustainable and improved infrastructure.**

Policy 5.9.3 Support local businesses and economic development by improving Beaumont’s infrastructure including well-maintained streets, transit improvements, adequate water and sewer services and communications infrastructure.

Health and Environmental Justice

Goal 6.5: **A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.**

Policy 6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

Policy 6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

Goal 6.6: **A safe City with improved pedestrian, bicycle and vehicular safety and reduced community crime.**

Policy 6.6.1 Strive for a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions. This policy is implemented through the Mobility Element.

Policy 6.6.2 Pursue and support local Safe Routes to Schools programs.

Policy 6.6.3 Promote safe routes for aging adults, particularly routes to transit and shopping centers.

Community Facilities and Infrastructure

Goal 7.1: **City-wide infrastructure to support existing development and future growth.**

Policy 7.1.1 Manage and upgrade the City’s aging infrastructure, as funds allow, and leverage funds whenever possible.

Policy 7.1.2 Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.

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.

Goal 7.9: **High-quality community facilities and services that meet the needs and preferences of all residents in the City.**

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Goal 7.10: **Access to high-quality education and community services for all residents.**

Policy 7.10.1 Work with the Beaumont Unified School District to site schools within new residential neighborhoods in close proximity to parks, bike paths, and other open space amenities.

Policy 7.10.3 Encourage public and public-private partnerships to cluster development of schools, parks, childcare facilities, and community activity centers with a coordinated share of costs and operational responsibilities.

Safety Element

Goal 9.4: **A City that is protected from the effects of natural and manmade disasters.**

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Revised Zoning Ordinance

Chapter 17.03 of the Revised Zoning Ordinance proposes additional requirements for pedestrian connections, access to transit, and Transit Oriented District Overlay, Chapter 17.11 proposes additional requirements for gated communities to provide pedestrian and bicycle connections.

4.15.4 Impact Thresholds and Significance Criteria

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

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Result in inadequate emergency access?

Methodology and Assumptions

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

Based on subsection (b) of § 15064.3, Determining the Significance of Transportation Impacts, CEQA provides guidance on how VMT from various types of projects can be evaluated. These four categories or projects and explanation of methodology is provided below under subheading (b) to correspond with the CEQA guidelines section.

b) Criteria for Analyzing Transportation Impacts.

1. **Land Use Projects.** VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.
2. **Transportation Projects.** Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. For roadway capacity projects,

agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in § 15152.

3. **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze a Project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
4. **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in § 15151 shall apply to the analysis described in this section.

The analysis for VMT prepared by Kimley-Horn for the Project was completed in February 2022 and is included as **Appendix K** of this EIR. The analysis below utilizes the VMT significance criteria to determine the significance of Project-generated trip impacts and whether mitigation is required.

City VMT Thresholds

The City of Beaumont staff report for SB 743 VMT Thresholds for CEQA Compliance Related to Transportation Analysis (June 16, 2020) recommends VMT thresholds consistent with the RTP/SCS future year VMT by jurisdiction as described below:

The portions of the RTP/SCS that affect Beaumont are based on the land use element of the General Plan. As such, using this option assumes that projects consistent with the General Plan are also consistent with the RTP/SCS and should not require additional analysis for VMT. Projects that require amendment to the General Plan that would trigger an EIR would need to complete a VMT analysis using the methodology described below.

- Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its methodology to measure VMT.
- Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its method to analyze a project's VMT impact.
- Utilizing a threshold consistent with the City's current average VMT per service population (population plus employment).

Other amendments to the General Plan would need to be evaluated on a case-by-case basis. Rather than the 15 percent reduction in VMT recommended in the OPR guidance, the City of Beaumont has adopted

a threshold of three percent below existing VMT. This threshold is appropriate for projects within the City of Beaumont, given that it would create consistency with, and progress the goals of the SCAG RTP/SCS.

Projects that cannot demonstrate a three percent reduction in VMT are required to conduct additional analysis and add mitigation as appropriate. If project design or operational features, or mitigation measures, cannot reduce VMT below the threshold then an EIR may be required in order for the City to consider a statement of overriding considerations.

4.15.5 Impacts and Mitigation Measures

Impact 4.15-1: *Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Level of Significance: Less than Significant Impact

The Project does not propose elements or aspects that would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. On a long-term basis, the Project may result in increased demand for public transportation as increased employment opportunities become available on-site; however, transit agencies routinely review and adjust their ridership schedules to accommodate public demand. There are no existing public transit stops in the vicinity of the Specific Plan area. Community Services may require a future transit stop if warranted by a traffic study. The Pass Transit System provided by the City includes Routes 3, 4, 7, and 9 which are within approximately two miles of the Specific Plan area. As the Project develops, the Pass Transit System may assess the potential demand for these facilities in the area and may establish new or extended routes in the area.¹ Coordination with the Pass Transit System would be required as the Project builds out to determine the need for future bus turnouts along Cherry Valley Boulevard. Accordingly, the Project has no potential to conflict with local public transit service.

The Project site is divided into five parcels and would be developed in two phases. Phase 1 would initiate development in 2023 and conclude in 2024. Phase 1 includes Parcels 1, 2, and 3 designated for e-commerce uses. Construction of Phase 1 of the Project would alter the site and result in the construction a 1,213,235 square-foot high-cube short-term storage building, a 985,860 square-foot high-cube short-term storage building, and a 358,370 square-foot general warehouse.

Phase 2 of the Project would occur from 2026 to 2027 and include the development of Parcel 4. Construction of Phase 2 would include the development of a 220-room hotel, 25,000 square foot shopping center, 15,000 square feet of high-turnover (sit-down) restaurant uses, and 10,000 square feet of fast-food restaurant uses with drive-throughs. Project access would consist of three driveways along Cherry Valley Boulevard. Planning Area 3 (Parcel 5) would remain as open space. The existing General Plan designation of Single Family Residential would be amended to Open Space.

The proposed Project has been designed and would be constructed to be responsive to the goals and policies from the Land Use and Community Design and Mobility elements of the City of Beaumont General Plan (GP) that pertain to the circulation system. The Project's land use and circulation elements would be

¹ San Geronio Crossing EIR

consistent with the requirements pertaining to the overall transportation and circulation system, including transit, roadway, bicycle and pedestrian facilities, elements that are included as part of the proposed roadway improvements.

Specifically, Beaumont GP Policy 4.1.2 calls for the maintenance of LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets. In order to identify LOS on Project area intersections a Traffic Study with LOS analysis was conducted for the Project. See the detailed analysis in **Appendix K**. LOS at 19 intersections/driveways under seven scenarios was evaluated and found that under varying scenarios, various study intersections would operate at an unacceptable LOS and therefore not be compliant with Policy 4.1.2. However, the recommended improvements below are proposed in order to bring the intersections to an acceptable LOS:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard
 - Install a traffic signal
 - Add a westbound left-turn lane
 - Add an eastbound right-turn lane
 - Add a southbound right-turn lane
- #2 – I-10 WB Ramps at Cherry Valley Boulevard
 - Install a traffic signal
 - Add a northbound left-turn lane
 - Add an eastbound left-turn lane
 - Add a westbound right-turn lane
- #3 – Calimesa Boulevard at Cherry Valley Boulevard
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
 - Install a traffic signal
- #4 – Hannon Road at Cherry Valley Boulevard
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
 - Install a traffic signal
- #5 – Union Street at Cherry Valley Boulevard
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
 - Install a traffic signal
- #6 – Nancy Avenue at Cherry Valley Boulevard
 - Add a 2nd eastbound through lane

- Add a 2nd westbound through lane
- Add a dedicated eastbound right-turn lane
- #11 – Beaumont Avenue at Brookside Avenue
 - Add EB right-turn overlap phase
 - Add WB right-turn lane
 - Add WB right-turn overlap phase
 - Traffic Signal relocation and modification
- #12 – Desert Lawn Drive at Oak Valley Parkway
 - Add a 2nd eastbound through lane
- #13 – I-10 EB Ramps at Oak Valley Parkway
 - Add a 2nd southbound left-turn lane
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
- #14 – I-10 WB Ramps at Oak Valley Parkway
 - Add a northbound left-turn lane
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
- #15 – Oak View Drive at Oak Valley Parkway
 - Add a 2nd eastbound through lane
 - Modify southbound right-turn lane to free right-turn lane
 - Traffic Signal relocation and modification

A summary of the intersection operation before and after implementation of the recommended improvements is provided on Traffic Study Table 11. Recommended improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. A summary of which improvements are part of the regional TUMF program are shown on Traffic Study Table 12. The project fair share proportion at deficient study intersections under Opening Year 2024, Opening Year 2027, and Horizon Year 2040 are shown on Traffic Study Tables 13, 14, and 15, respectively.

Site Adjacent Roadway Improvements

The Project would construct the following site adjacent roadway improvements:

- Cherry Valley Boulevard
 - Construction along the Project frontage to its ultimate half-width as an Arterial Highway (128-foot right-of-way). A raised median would be constructed by the San Gorgonio Crossing project to the north.

- Brookside Avenue
 - Construction along the Project frontage to its ultimate half-width as a Secondary Highway (88-foot right-of-way).

Site Access Improvements

Project access would consist of three driveways along Cherry Valley Boulevard. The west and middle Project driveways would be signalized, and the east Project driveway would be an unsignalized right-in-right-out (RIRO) driveway. The Project would construct the following site access improvements:

- Cherry Valley Boulevard
 - West Project Driveway
 - A signal modification to provide a four-legged traffic signal (future traffic signal to be installed by adjacent development).
 - Middle Project Driveway
 - Install new traffic signal
 - Construct a 300-foot dedicated eastbound right-turn pocket into the project driveway.
 - One dedicated left-turn and one dedicated right-turn lane at the northbound approach
 - East Project Driveway
 - Install a stop sign on the northbound approach and permit right-in-right-out access only.
- Brookside Avenue
 - No Project-related access is planned along Brookside Avenue.

Therefore, the proposed improvements would adhere to all relevant circulation regulations and be consistent with policy and planning document guidance related to needed improvements. Adherence to these planning directives and incorporation of the associated improvements would have a less than significant impact on the environment.

Mitigation Measures

No mitigation measures are required.

Level of Significance

Less than significant impact.

Impact 4.15-2: Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Level of Significance: Significant and Unavoidable Impact

As discussed above, comprehensive updates to CEQA and the State CEQA Guidelines require projects to use VMT to determine project impacts. The VMT impact analysis for the Project is presented below.

Project VMT

Project VMT was calculated using the most current version of RivTAM. Adjustments in socio-economic data were made to the appropriate traffic analysis zone within the RivTAM model to reflect the Project’s proposed land use. Socio-economic data inputs were derived based on factors developed using Institute of Transportation Engineers trip generation rates.

Project Home-Based Work (HBW) VMT per Employee

The home-based work (HBW) VMT per employee is the HBW attraction VMT divided by the number of employees derived from the RivTAM model. The HBW VMT per Employee is used to measure efficiency of VMT generated by employment-based uses. The Project HBW VMT per Employee calculated based on RivTAM is 14.9.

Project VMT per Service Population

Service population (SP) is defined as the sum of population and employment. Since the Project does not have any residential component, the Project SP consists of employees only. The VMT per SP is the total VMT (including all trip purposes) divided by the number of workers derived from the RivTAM model. The VMT per SP is used to measure efficiency of VMT generated by all trip purposes. The Project VMT per SP calculated based on RivTAM is 55.9.

Heavy Truck VMT

Consistent with air quality and GHG analyses, the average trip length for heavy trucks were assumed to be 33.2 miles one way based on the data provided in California Air Resources Board, Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards, 2007. As a conservative measure, a trip length of 33.2 miles has been utilized for all trucks multiplied by the daily truck trips (659) estimated in the Traffic Impact Analysis (TIA) based on Institute of Transportation Engineer trip rates, resulting in a heavy truck daily VMT of 21,879.

VMT Thresholds

For purposes of this VMT assessment the Project’s HBW VMT per Employee and VMT per SP has been compared to three percent below citywide average future year (2040) VMT for the City of Beaumont, based on data provided by WRCOG. **Table 4.15-1** shows the calculated VMT thresholds for HBW VMT per Employee and VMT per SP.

Table 4.15-1: VMT Thresholds

Threshold Option	Citywide Average	Threshold (3% below)
Future Year (2040) HBW VMT per Employee	9.2	8.9
Future Year (2040) VMT per SP	31.3	30.4

Source: Kimley-Horn. 2022. *Beaumont Summit Station Project Vehicle Mile Traveled (VMT) Analysis*. Table 1.

Potential Impacts

As shown in **Table 4.15-2**, the Project’s HBW VMT per Employee and VMT per SP would not meet the three percent below citywide future year threshold. As such, the Project’s transportation impact is potentially significant based on City of Beaumont’s recommended thresholds.

Table 4.15-2: VMT Impact Evaluation

Threshold Option	Threshold	Project	Change in VMT	Potentially Significant?
HBW VMT per Employee	8.9	14.9	+6.0	Yes
VMT per SP	30.4	55.9	+25.5	Yes

Source: Kimley-Horn. 2022. *Beaumont Summit Station Project Vehicle Mile Traveled (VMT) Analysis*. Table 2.

Transportation Demand Management Strategies

Transportation demand management (TDM) strategies have been evaluated for reducing VMT impacts determined to be potentially significant. Given the jurisdiction’s rural/suburban land use context, the following key strategies may be considered for the Project.

- Improving pedestrian networks
- Implementing traffic calming infrastructure
- Building low-street bicycle network improvements
- Encouraging alternative work schedules
- Providing ride-share programs.

The effectiveness of the above-noted TDM measures would be dependent on the ultimate building tenant(s), which are unknown at this time. Beyond project design and tenancy considerations, land use context is a major factor relevant to the potential application and effectiveness of TDM measures. More specifically, the land use context of the Project is characteristically suburban. Of itself, the Project’s suburban context acts to reduce the range of feasible TDM measures and their potential effectiveness.

Consistent with the mitigation measures recommended in the air quality and greenhouse gas analyses, the Project shall implement a TDM program to reduce single occupant vehicle trips and encourage transit. Prior to issuance of occupancy permits, the Project operator shall prepare and submit TDM program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site.
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided.

- Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on-site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

Based on available research, for projects located within a suburban context, a maximum 10 percent reduction in VMT is achievable when combining multiple TDM strategies. Due to limitations of Project-level approaches to reducing VMT, the City or region may consider larger mitigation programs such as VMT mitigation banks and exchanges. VMT mitigation banks and exchanges have not yet been developed or tested by WRCOG or City of Beaumont.

Conclusion

The Project’s transportation impact based on VMT is potentially significant based on City of Beaumont’s recommended thresholds. As the efficacy of TDM measures and reduction of VMT impacts below thresholds cannot be assured, the Project’s VMT impact is therefore considered significant and unavoidable.

Mitigation Measures

Impact is significant, unavoidable, and unmitigable.

Level of Significance

Significant and unavoidable impact.

Impact 4.15-3: *Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Level of Significance: Less than Significant Impact

The Project would not create a significant traffic-related safety hazard. The Project roadways, ingress and egress, and interior circulation elements have been designed and would be constructed consistent with the City’s Department of Public Works Department standard drawings. There are no incompatible land uses proposed or in the vicinity of the Project Site, such as those utilizing farm equipment, that would result in a potential significant traffic safety hazard. Although construction would involve the use of large heavy-duty equipment such as rollers, graders, and dump trucks, all staging and construction areas would

have appropriate signage and standard safety protocols as implemented by the Project Applicant through standard construction practices. 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.

Impact 4.15-4: Would the Project result in inadequate emergency access?

Level of Significance: Less than Significant Impact

Construction

The Project is not anticipated to result in any significant emergency access impacts during construction. In case of an emergency, the construction manager will have assigned staff to flag emergency response vehicles and direct them to the emergency location. Vehicles and equipment throughout the Project site would not be parked or placed in a manner that would impede access for emergency response vehicles. Site conditions, during and after the workday, would be either maintained or left in a condition that adheres to Division of Occupational Safety and Health (OSHA) safety standards to prevent any hazardous condition that may affect construction staff and emergency responders.

Operations

The City of Beaumont has reviewed the Project’s design and confirmed that the Project would provide adequate access to-and-from the Project site for emergency vehicles and also that development of the Project would not interfere with the circulation of emergency vehicles along public streets that abut the site. The City also would require the Project Applicant to provide adequate paved access to-and-from the site as a condition of Project approval. Lastly, the City would review all future Project construction drawings to ensure that adequate emergency access is maintained along abutting public streets during construction activities. Based on the proposed Project design and with required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance

Less than significant impact.

4.15.6 Cumulative Impacts

Construction

Construction activities associated with the Project and nearby cumulative projects may overlap and result in temporary traffic impacts to local roadways. However, the Project would not result in significant traffic related impacts resulting from conflicts with transportation plans or policies and is consistent with all applicable Beaumont GP policies such as working with Caltrans, making needed roadway improvements, etc. Cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures that may be prescribed pursuant to CEQA provisions. Therefore, the Project contribution to impacts in these regards would be less than significant.

Operations

As outlined above, the Project is anticipated to result in VMT that would exceed the City's adopted thresholds of significance for HBW VMT per Employee and VMT per SP. This represents a significant cumulative impact. While the Project would consider various General Plan policies and TDMs, the California Air Pollution Control Officers Association (CAPCOA) identifies the maximum achievable VMT reduction with TDMs to be 10 percent in a suburban setting. Given that the Project is estimated to generate VMT per SP that is 12.1 VMT greater than the threshold, TDM measures would likely not reduce VMT per SP to a level below the City's threshold of significance. Therefore, the Project would result in a cumulatively considerable contribution to this significant impact.

4.15.7 Significant Unavoidable Impacts

Even with implementation of regulatory requirements, standard conditions of approval and implementation of reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to inconsistency with CEQA Guidelines § 15064.3, subdivision (b) (Impact 4.15-2) and significant cumulative transportation impacts.

4.15.8 References

City of Beaumont. 2020. Staff Report: SB 743 Vehicle Miles Traveled (VMT) Thresholds for California Environmental Quality Act (CEQA) Compliance Related to Transportation Analysis. Retrieved from: <https://mccmeetingspublic.blob.core.usgovcloudapi.net/beaumontca-meet-f1da32f813d04b548d03815d09f7fef6/ITEM-Attachment-004-92c35ec0a7a44ac195e79254290997ac.pdf>.

City of Beaumont. 2021. *Beaumont General Plan*.
https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.

Kimley-Horn, 2022. *Traffic Impact Study for Beaumont Summit Station*.

Kimley-Horn, 2022. *Beaumont Summit Station Project Vehicle Mile Traveled (VMT) Analysis*.

4.16 TRIBAL CULTURAL RESOURCES

This section provides an assessment of potential impacts related to tribal cultural resources that could result from implementation of the Project.

4.16.1 Introduction

This section of the Draft Environmental Impact Report (EIR) identifies and analyzes the Tribal Cultural Resources impacts associated with the development of the Beaumont Summit Station Specific Plan (Project). Historically, the term “cultural resources” encompassed archaeological, historical, paleontological, and tribal cultural resources, including both physical and intangible remains, or traces left by historic or prehistoric peoples. Tribal resources refer to 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.

4.16.2 Environmental Setting

Ethnographic Setting

At the time of Spanish contact, the Project area of potential effects (APE) was likely utilized by the Cahuilla. The Cahuilla have been studied extensively by Dr. Lowell Bean and much of the following discussion is derived from Bean’s description of the Cahuilla in Volume 8 of the Handbook of North American Indians (Bean 1978:575–587). The Cahuilla belong to nonpolitical, nonterritorial patrimoieties that governed marriage patterns as well as patrilineal clans and lineages. Each clan, “political-ritual-corporate units” composed of 3 to 10 lineages, owned a large territory in which each lineage owned a village site with specific resource areas. Clan lineages cooperated in defense, in large communal subsistence activities, and in performing rituals. Clans were apt to own land in the valley, foothill, and mountain areas, providing them with the resources of many different ecological niches.

In prehistoric times Cahuilla shelters are believed to have been dome shaped; after contact they tended to be rectangular in shape. Cahuilla shelters were often made of brush, palm fronds, or arrowweed. Most of the Cahuilla domestic activities were performed outside the shelters within the shade of large, expansive ramadas.

The Cahuilla were, for the most part, hunting, collecting, harvesting, and proto-agricultural peoples. As in most of California, acorns were a major staple, but the roots, leaves, seeds, and fruit of many other plants also were used. Fish, birds, insects, and large and small mammals were also available.

To gather and prepare these food resources, the Cahuilla had an extensive inventory of equipment including bows and arrows, traps, nets, disguises, blinds, spears, hooks and lines, poles for shaking down pine nuts and acorns, cactus pickers, seed beaters, digging sticks and weights, and pry bars. In addition, the Cahuilla also had an extensive inventory of food processing equipment including hammers and anvils, mortars and pestles, manos and metates, winnowing shells and baskets, strainers, leaching baskets and bowls, knives (made of stone, bone, wood, and carrizo cane), bone saws, and drying racks made of wooden poles to dry fish.

Mountain tops, unusual rock formations, springs, and streams are held sacred to the Cahuilla as are rock art sites and burial and cremation sites. In addition, various birds are revered as sacred beings of great power and sometimes were killed ritually and mourned in mortuary ceremonies similar to those for important individuals. As such, bird cremation sites are considered sacred by the Cahuilla.¹

4.16.3 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) (54 U.S.C. 300101 et seq.) is legislation intended to preserve historical and archaeological sites in the United States of America. The act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation Offices (SHPO). Among other things, the act requires federal agencies to evaluate the impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as “Section 106 Review.”

National Register of Historic Places

Developed in 1981 pursuant to Title 36 Code of Federal Regulations § 60, the National Register of Historic Places (NRHP) provides an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the National Register is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer. All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA, the National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

American Indian Religious Freedom Act

This American Indian Religious Freedom Act became law in 1978 (Public Law 95-341, 42 USC 1996) in order to protect and preserve for American Indians their inherent right of freedom to believe, express and exercise their traditional religions. These religious rights extend to, but are not limited to, access to sites, use and possession of sacred objects and the freedom to worship through ceremonies and traditional rites.

Under this regulation, federal agencies and departments are charged with evaluating their policies and procedures in consultation with native traditional religious leaders in order to eliminate interference with the free exercise of native religion. Agencies must determine and make appropriate changes necessary to

¹ PaleoWest. 2021. *Cultural Resources Assessment for the Beaumont Summit Station Project, Riverside County, California*.

protect and preserve Native American religious cultural rights and practices, and to accommodate access to and use of religious sites “to the extent that the use is practicable and not inconsistent with an agency’s essential functions.” The intent is to protect Native Americans’ First Amendment right to “free exercise” of religion.

Native American Graves Protection and Repatriation Act

Enacted in 1990 under Title 25 U.S. § 3001, the Native American Graves Protection and Repatriation Act (NAGPRA) describes the rights of Native American lineal descendants, Indian Tribes and Native Hawaiian organizations with respect to treatment, repatriation, and disposition of Native American cultural items for which they can show a relationship of lineal descent or cultural affiliation. The statute also requires federal agencies and museums receiving federal funds to inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. In an attempt to recognize the religious and cultural significance of such sites and to protect their sacred integrity, it also provides for greater protection of Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on federal and tribal lands.

National Park Service – National Register Bulletin 38

National Park Service has prepared guidelines to assist in the documentation of Traditional Cultural Properties (TCPs) by public entities. The Bulletin is intended to be an aid in determining whether properties have traditional cultural significance and if they are eligible for inclusion in the National Register. It is also intended to assist federal agencies, SHPOs, Certified Local Governments, tribes, and other historic preservation practitioners who need to evaluate such properties when considering their eligibility for the NRHP as part of the review process prescribed by the Advisory Council on Historic Preservation (ACHP).

TCPs are a broad group of places that can include:

- location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world;
- rural community whose organization, buildings and structures, or patterns of land use reflect the cultural traditions valued by its long-term residents;
- an urban neighborhood that is the traditional home of a particular cultural group, and that reflects its beliefs and practices;
- location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice; and
- location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity.

State

California Register of Historical Resources

(Public Resource Code Section 5024.10 et seq.)

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (Public Resources Code [PRC] § 5024.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHL) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest (PHI) program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the SHRC determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- Criterion 2: It is associated with the lives of persons important in our past.
- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Under PRC § 5024.1 and 14 California Code of Regulations (CCR) § 4852(c), a cultural resource must retain integrity to be considered eligible for the CRHR. Specifically, it must retain sufficient character or appearance to be recognizable as a historical resource and convey reasons of significance. Integrity is evaluated with regard to retention of such factors as location, design, setting, materials, workmanship, feeling, and association. Cultural sites that have been affected by ground-disturbing activities, such as agricultural activities and off-road vehicle use (both of which occur within the warehouse site), often lack integrity because they have been directly damaged or removed from their original location, among other changes.

Typically, a prehistoric archaeological site in California is recommended eligible for listing in the CRHR based on its potential to yield information important in prehistory or history (Criterion 4). Important information includes chronological markers such as projectile point styles or obsidian artifacts that can be subjected to dating methods or undisturbed deposits that retain their stratigraphic integrity. Sites such as these have the ability to address research questions.

CRHR Criteria

For purposes of CEQA, a historical resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (PRC § 21084.1). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. Is associated with the lives of persons important in our past.
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.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The CCR further provides that cultural resources of local significance are CRHR-eligible (Title 14 CCR, § 4852).

California Government Codes (Related to Native American Heritage)

Section 6254(r) of the California Government Codes (CGC) exempts from disclosure public records of Native American graves, cemeteries and sacred places maintained by the Native American Heritage Commission (NAHC). Pursuant to Senate Bill (SB) 18, CGC § 65351 specifies how local planning agencies should provide opportunities for involvement of California Native American tribes to consult on the preparation or amendment of general plans. In particular, CGC § 65352 requires local planning agencies to refer proposed actions of general plan adoption or amendment to California Native American tribes on the contact list maintained by the NAHC and others, with a 45-day opportunity for comments. In regard to historical properties, CGC §§ 25373 and 37361 allows city and county legislative bodies to acquire property for the preservation or development of a historical landmark. It also allows local legislative bodies to enact ordinances to provide special conditions or regulations for the protection or enhancement of places or objects of special historical or aesthetic interest or values. Lastly, CGC §§ 50280-50290 implement the Mills Act which allows the negotiation of historical property contracts between a private property owner of a “qualified historical property” and provides additional guidelines for such contracts.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

Public Resources Code Section 5097 (Related to Cultural Resources)

California PRC § 5097 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the California NAHC to resolve disputes regarding the disposition of such remains. It has been incorporated into § 15064.5(e) of the *CEQA Guidelines*.

The NAHC, created in statute in 1976 (Chapter 1332, Statutes of 1976), is a nine-member body whose members are appointed by the Governor. The NAHC identifies, catalogs, and protects Native American

cultural resources -- ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California. The NAHC is also charged with ensuring California Native American tribes' accessibility to ancient Native American cultural resources on public lands, overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act (CalNAGPRA), among many other powers and duties (NAHC).

PRC §§ 5097.9 through 5097.991 establish that no public agency or private party using or occupying public property (or operating on under a public license, permit, grant, lease, or contract made after July 1, 1977) shall in any manner interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution. It also prohibits such agencies and parties from causing severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it.

These sections also establish the state's NAHC. The NAHC is tasked with working to ensure the preservation and protection of Native American human remains, associated grave goods and cultural resources. Towards this end, the NAHC has a strategic plan for assisting the public, development communities, local and federal agencies, educational institutions, and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems. In 2006, PRC §§ 5097.91 and 5097.98 were amended by Assembly Bill (AB) 2641 to authorize the NAHC to bring legal action when necessary to prevent damage to Native American burial grounds or places of worship. It also established more specific procedures to be implemented in the event that Native American remains are discovered.

Human Remains

According to § 15064.5 of the *CEQA Guidelines*, all human remains are a significant resource. This section also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are discussed within PRC § 5097.

Native American Heritage Commission

The NAHC, created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands (i.e., Sacred Lands File), and review current administrative and statutory protections related to these sacred sites.

State Historic Preservation Office

SHPO (or Office of Historic Preservation [OHP]) is a state governmental function created by the federal government in 1966 under Section 101 of the NHPA. SHPO administers the NRHP, the CRHR, the CHL, and

the California PHI programs. The purposes of a SHPO include surveying and recognizing historic properties, reviewing nominations for properties to be included in the NRHP, reviewing undertakings for the impact on the properties as well as supporting federal organizations, state and local governments, and private sector. SHPO maintains the California Historical Resources Information System (CHRIS), which includes the statewide Historical Resources Inventory database.

California State Historical Landmarks

CHLs are buildings, structures, sites, or places that have been determined to have statewide historical significance and meet specific criteria. The resource must also be approved for designation by the county or local jurisdiction, be recommended by the State Historical Resources Commission, and be officially designated by California State Parks. California Historical Landmarks are automatically listed in the CRHR.

California Points of Historical Interest

California PHI are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific, technical, religious, experimental, or other value.

Native American Heritage Commission (NAHC)

PRC § 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC § 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

California Public Records Act

Sections 6254(r) and 6254.10 of the California Public Records Act (CGC § 6250 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to “Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects...maintained by, ..., the Native American Heritage Commission....” § 6254.10 specifically exempts from disclosure requests for “records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the [NAHC], another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency.”

Senate Bill 18

SB 18 (CGC § 65352.3) requires local governments to consult with Native American tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to the adoption and amendment of general plans and specific plans. The consultation process requires (1) that local governments send the NAHC information on a proposed project and request contact information for local Native American tribes; (2) that local governments then send information on the project to the tribes that the NAHC has identified and notify

them of the opportunity to consult; (3) that the tribes have 90 days to respond on whether they want to consult or not, and (4) that consultation begins, if requested, by a tribe and there is no statutory limit on the duration of the consultation. If issues arise and consensus on mitigation cannot be reached, SB 18 allows a finding to be made that the suggested mitigation is infeasible.

Assembly Bill 52

Signed into law in September 2014, California AB 52 created a new class of resources – tribal cultural resources – for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing in the CRHR, included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing on the CRHR. AB 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

Local

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a cultural resources report is required for an implementing development project if: native soils are present; the project area is known to have a rich cultural history; construction activities will result in trenching, excavation of undisturbed soils, and/or the project area is within, or nearby historical buildings.

City of Beaumont 2040 General Plan

Land Use and Community Design Element

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

Policy 3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Conservation and Open Space Element

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

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.

Goal 11: A City where cultural resources and historical places are identified, recognized, and preserved.

Policy 8.11.1 Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.

Policy 8.11.2 Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.

Policy 8.11.4 Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act California Public Resources Code Amended Statutes 1982 Chapter 1492, California Public Resources Code Statutes 2006, Chapter 863, Section 1, CA Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statutes of 1987) and other appropriate laws.

Implementation C20 Cultural Resources Sensitivity Map. Develop a Cultural Resources Sensitivity Map based upon field and literature surveys identifying the locations of known cultural resources and areas of archaeological sensitivity within the City and its Sphere of Influence.

4.16.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning tribal cultural resources. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - The Project 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); or
 - The Project contains a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.16.5 Impacts and Mitigation Measures

Impact 4.16-1 *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

Would the Project be developed in an area listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?

Would the Project contain a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Level of Significance: Less than Significant with Mitigation Incorporated.

Construction and Operations

In compliance with PRC § 21080.3.1(b), formal notification has been provided to California Native American tribal representatives which may have interest in projects within the geographic area traditionally and culturally affiliated with the tribe. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources (TCRs) as defined in PRC § 21074. The NAHC was contacted on April 28, 2021, for a review of the Sacred Land File (SLF) search.

The SLF search did not return any information of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project APE. The NAHC responded on May 17, 2021, noting that the SLF returned negative results. However, NAHC noted that the absence of specific site information in the SLF does not indicate the absence of TCRs within the Project area of potential effect (APE). The NAHC requested 23 individuals representing 15 Native American tribal groups be contacted to elicit information regarding cultural resource issues related to the Project. Outreach letters to the 15 recommended tribal groups were sent on June 17, 2021. These letters were followed up by phone calls on July 2, 2021.

As of July 2021, the following five responses have been received:

- The Quechan Historic Preservation Department sent an email indicating the Tribe does not wish to comment on the Project and stating they defer to more local tribes.
- Mr. Ryan Nordness, Cultural Resource Analyst for the San Manuel Band of Mission Indians (SMBMI), stated that the Project area is not located within the Serrano ancestral territory. As such, the Tribe will not be requesting to receive consulting party status with the lead agency and do not wish to participate in scoping, development, or review of documents for the Project.

- The Rincon Band of Luiseno Indians responded by stating that the Project area is not within the Tribe’s specific area of historic interest and as such, they do not have any information to provide and defer to a closer tribe to the Project area.
- Mr. Paul Macarro, Cultural Resources Coordinator for the Pechanga Band of Luiseno Indians, responded via phone call and stated that the Project area is outside of the Tribe’s ancestral territory and therefore, the Tribe has no comment to provide for the Project.
- Mr. Mark Cochrane, Co-Chairperson for the Serrano Nation of Mission Indians, stated that he did not have any comments to provide for the Project but requested that the Serrano Nation, either himself or Mr. Wayne Walker, be notified if any cultural material is encountered during construction.

Based on the lack of TCRs found during the site visit, the lack of TCRs noted by NAHC and the SLF search, and the lack of tribal interest for the APE from tribes, it is concluded that tribal consultation has officially concluded. Additionally, based on the aforementioned, the Project would not be developed in an area listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources, and nor is the Project site anticipated to contain a TCR. With the implementation of **MM TCR-1**, a less than significant impact is anticipated.

Mitigation Measures

MM TCR-1 The Serrano Nation, (currently Mr. Mark Cochrane and/or Mr. Wayne Walker, but the representative could change depending on when a finding may occur), shall be notified if any cultural material is encountered during Project construction.

4.16.6 Cumulative Impacts

For purposes of cumulative impact analysis to cultural and tribal resources, the geographic context for cumulative analysis is regional and considers both direct and indirect impacts over a wide area. However, the discussion is focused on the Projects potential for resulting in site-specific impact that could contribute to a cumulative loss. Accordingly, impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off-site, such as a historic townsite or district. With this consideration, the cumulative analyses for historical, archaeological, and tribal cultural resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural or paleontological resources.

As discussed above, the NAHC determined that there are no known Native American cultural resources within the immediate Project site. In addition, future cumulative development projects have the potential to encounter/adversely affect tribal cultural resources. Potential tribal cultural resource impacts associated with other project development would be site-specific and would undergo individually environmental and design review pursuant to CEQA in order to evaluate potential impacts. The combination of the proposed Project as well as past, present, and reasonably foreseeable projects in the City would be required to comply with all applicable State, federal, and County and local regulations concerning preservation, salvage, or handling of cultural and paleontological resources, including compliance with required mitigation. This also includes project-by-project consultation with the

appropriate tribal representatives to discuss mitigation measures that would be included to mitigate impacts to tribal cultural resources. In addition, implementation of the proposed mitigation measures would reduce project-specific impacts to a less than significant level. Therefore, the Project's contribution to cumulative impacts would be less than significant.

4.16.7 Significant Unavoidable Impacts

No significant unavoidable tribal cultural resources impacts have been identified.

4.16.8 References

PaleoWest. 2021. Cultural Resources Assessment for the Beaumont Summit Station Project, Riverside County, California.

4.17 UTILITIES AND SERVICE SYSTEMS

4.17.1 Introduction

The purpose of this section is to describe the existing utilities and service systems setting and the Summit Station Specific Plan project's (Project) consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project, as applicable. As such, the information and analysis herein rely on the General Plans of both the City of Beaumont (City) and the County of Riverside (County). A Water Supply Assessment (WSA) was prepared for the Project in November 2021 by Albert A. Webb Associates, Inc., included as **Appendix I**.

4.17.2 Environmental Setting

Project Setting

The Project encompasses approximately 188 acres of the former Sunny-Cal Specific Plan, which is in the northwest portion of the City. The Sunny-Cal Specific Plan properties were assigned overlying water rights to the Beaumont Groundwater Basin pursuant to the 2004 adjunction of the Beaumont Basin (Judgment). The original Safe Yield¹ of the Beaumont Basin in the 2004 Judgement was 8,650 acre-feet per year (AFY). The current Safe Yield is 6,700 AFY. The 2004 Judgment assigned the original Sunny-Cal properties a total of 1,784 acre-feet (AF) of overlying water rights. Subsequent actions removed six parcels totaling 138.14 acres, thus decreasing the Sunny-Cal water right to 1,439.5 AF. Based on the current Safe Yield, the current water right attribute to the Project parcels is 1,114.99 AF.

The Project is located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate (I-) 10, refer to **Exhibit 3.0-2, Local Vicinity**. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28 and 407-190-016 and -017. The entire Project site is currently designated by the City General Plan land use plan as Single-Family Residential with a zoning designation of Specific Plan. The Project includes a City of Beaumont General Plan Amendment, Specific Plan Approval, Tentative Parcel Map, Plot Plan Approval, and a Development Agreement. Remaining uses for the Project site include vacant property containing cement pads and several structures.

Water

An existing 16-inch water line is present in Cherry Valley Boulevard fronting the Project area. The property also contains three existing wells. One active Beaumont-Cherry Valley Water District (BCVWD) well (Well 29). To serve the proposed water infrastructure, the Project would connect to the existing 16-inch diameter water line in Cherry Valley Boulevard and connect to an existing 24-inch diameter water line in Brookside Avenue (see **Exhibit 3.0-9, Conceptual Water Plan**). Laterals would be extended from this

¹ Safe Yield is defined in the 2004 Judgement as, "The maximum quantity of water which can be produced annually from a groundwater basin under a given set of conditions without causing a gradual lowering of the groundwater level leading eventually to depletion of the supply in storage." Pursuant to the Judgment, the Safe Yield is reevaluated every 10 years.

backbone main to individual buildings. The Project is located in BCVWD potable water pressure zone 2650 that includes the Hannon Potable Water Tank with 5-million-gallon (MG) capacity. A fire flow of 4,000 gallons per minute (gpm) at 20 pounds per square inch (psi) for four hours will be required for the Project. BCVWD will provide the Project proponent a Plan of Service with Development Conditions stipulating what improvements will be required as part of the Project. As of 2014, the nine APNs associated with the Project site have 1,114.99 AF in overlying water rights.

Water Supply Assessment

A Water Supply Assessment (WSA) was prepared for the proposed Project to evaluate the existing and future demands on the water supply needed to be supplied from BCVWD. The Project site is currently vacant and does not require potable water. The WSA used information from both BCVWD and San Geronio Pass Water Agency Urban Water Management Plan's (UWMP) to examine existing water supply entitlements, water rights, and water service contracts relevant to the water supply for the proposed Project, water received in prior years pursuant to those entitlements, and any additional planned water supplies, to assess whether sufficient water supplies would be available for the proposed Project.

Water Sources

San Geronio Pass Water Agency (SGPWA)

The SGPWA is one of 29 State Water Contractors. Each Contractor is responsible for the importation of water from northern California through the State Water Project (SWP) into their service area. The contractors use the imported water to supplemental water supplies of local water districts such as BCVWD, which would serve the proposed Project, within their service areas. The SGPWA boundaries extends from Calimesa to Cabazon and includes the BCVWD, as well as the City of Banning and the Yucaipa Valley Water District as some of its retail service providers.

SGPWA prepared an UWMP in 2020. SGPWA accounted for water demands within the BCVWD service area. The BCVWD UWMP, also prepared in 2020 considered development of the Project site. Because the proposed Project was included in the demands in BCVWD's 2020 UWMP, it is considered included in the 2020 SGPWA UWMP and those regional planning efforts.

Beaumont-Cherry Valley Water District

BCVWD is the water supplier to the City which includes the proposed Project. BCVWD has two sources of potables water supply: District wells in Edgar Canyon (Little San Geronio Creek) and the Beaumont Groundwater Basin (Beaumont Basin). The Beaumont Basin is an adjudicated basin. BCVWD also produces non-potable water from a District well in the Beaumont Basin. Recycled water is not yet available for distribution to BCVWD customers from the City Wastewater Treatment Plant. BCVWD purchases imported SWP water from SGPWA for the purposes of recharging the Beaumont Basin; SWP water is not currently distributed directly to BCVWD customers. BCVWD service area includes the City of Beaumont and the majority of unincorporated Cherry Valley and BCVWD would provide potable and non-potable water to these areas. BCVWD owns and operates the water system that serves the areas surrounding the

Project site. BCVWD owns approximately 1,524 acres of watershed land north of Cherry Valley along the Little San Gorgonio Creek (also known as Edgar Canyon) and Noble Creek that are used as water sources. BCVWD diverts water from Little San Gorgonio Canyon Creek into a series of ponds adjacent to the creek where it percolates and recharges the shallow aquifers in Edgar Canyon.

BCVWD's present service area covers approximately 28 square miles, virtually all of which is in Riverside County and includes the City of Beaumont and the community of Cherry Valley. The Project site is within the BCVWD Sphere of Influence (SOI) boundaries, but outside of the water service area boundaries. As part of the proposed Project, the Project site require annexation into the BCVWD water service area and a water main would be extended onto the Project site. The projected BCVWD-wide water demands from 2025 to 2045 are shown in **Table 4.17-1**.

Table 4.17-1: Projected Future BCVWD Water Demand (AFY)

Customer Type	2025	2030	2035	2040	2045
Single Family Residential	9,302	10,047	10,849	11,479	12,041
Multifamily Residential	367	397	429	454	476
Commercial	214	231	249	264	276
Industrial	186	201	217	230	241
Institutional/ Governmental	1,106	1,194	1,290	1,365	1,431
Agricultural Irrigation	55	60	64	68	72
Landscape (potable)	209	226	244	258	271
Other (potable) ¹	318	343	370	392	411
Other (non-potable) ²	276	246	228	278	328
Groundwater Recharge ³	1,500	1,200	1,000	1,000	1,000
Losses (estimated)	1,499	1,614	1,738	1,835	1,922
Subtotal	15,032	15,759	16,678	17,623	18,469
Recycled Water ⁴	2,233	2,421	2,706	2,840	2,906
Total	17,265	18,180	19,384	20,463	21,375

Source: Water Supply Assessment, 2021. Table 2-4, page 2-9. (Appendix I).
 Notes: From BCVWD 2020 UWMP, pp. 4-12, 4-14. Projected water use by sector based off of water demand distribution by sector for 2020. Groundwater recharge quantities are planned quantities to build and maintain 5-year supply per BCVWD Resolution no. 2014-05; landscape demand will be met with recycled water and supplemented with other non-potable water as needed.
 (1) Metered construction and street sweeping water, etc.
 (2) Raw Water to supplement non-potable water system (used for irrigation)
 (3) Imported raw water banked for future extractions during dry periods. Does not include imported water to meet adjudication replacement obligations.
 (4) The recycled water demand includes the forecast amount used on landscaping irrigated by the non-potable water system. Source of recycled water is the City of Beaumont. Also includes a portion of the golf course irrigation demands on 268 and 203 AFY for Tukwet Canyon and Oak Valley Greens, respectively.

Water System and Operation

BCVWD provides potable water and scheduled irrigation water to users through the potable water system. BCVWD provides non-potable water (often referred to as purple pipe) for landscape irrigation of parks, playgrounds, school yards, street medians and common areas through its non-potable (recycled) water system. Potable water service would be extended to the Project site, but non-potable water service is not

available to the Project site. At the end of 2020, the BCVWD had over 19,659 active metered connections. Further, the potable water demand was 10,845 AF and the non-potable water demand (including supplemental potable water) was 1,647 AF for a total of 12,492 AF (not including system losses of 1,326 AF) in CY 2020. Refer to Chart 2-1 of the WSA, for an illustration of the BCVWD 2020 individual water demands for CY 2020.

Surface Water

BCVWD does not use local surface water directly but does have two active surface water diversions in Edgar Canyon, which are on file with the State of California Division of Water Rights. These diversions direct flows to percolation ponds in Edgar Canyon to recharge the shallow aquifers for wells in the upper and middle Edgar Canyon. BCVWD has a pre-1914 appropriative water right to divert up to 3,000 miner's inches (MIH) or approximately 43,440 AFY for domestic and irrigation uses. However, the District has never required such a large quantity of water and the watersheds may not be capable of supplying such quantities in an average year. Further, the District does not include the diversion right in water supply calculations.

BCVWD retains the right to capture the occasional very high flood flows that are captured in basins located at the mouth of Edgar Canyon. During those times, SGPWA would be precluded from percolating imported water there and instead use other SGPWA facilities.

Groundwater

BCVWD's potable water system is supplied by 24 wells in Edgar Canyon and the Beaumont Groundwater Basin, which is an adjudicated basin and managed by the Beaumont Basin Watermaster. Groundwater supply is augmented with imported water from the SPW and dispersed by SGPWA. Imported water is typically used for groundwater recharged at BCVWD's recharge facility at the intersection of Brookside Avenue and Beaumont Avenue.

Reservoirs

BCVWD has 14 reservoirs ranging in size from 0.5 million gallons (MG) to 5 MG. Total storage is approximately 22 MG, slightly more than 2 average days or 1 maximum day. The reservoirs provide gravity supply to their respective pressure zones. BCVWD's system is constructed such that any higher zone reservoir can supply water on an emergency basis to any lower zone reservoir. There are booster pumps in the system that allow water to be pumped up from a lower pressure zone to a higher-pressure zone also. This provides great flexibility in system operations. Sufficient reservoir redundancy exists permitting reservoirs to be taken out of service for maintenance.

Potable Water Transmission

The Edgar Canyon wells currently provide about 10 percent of the District's potable water. The wells pump water to a gravity transmission main that extends the full length of the BCVWD-owned properties in Edgar Canyon. The transmission main connects to the distribution system in Cherry Valley. Because of the range of topographic elevations in the BCVWD's service area, 11 pressure zones are needed to provide reasonable operating pressures for customers. BCVWD has 14 reservoirs ranging in size from 0.5 MG to

5 MG. Total storage is approximately 22 MG. The backbone transmission system in the main pressure zones is primarily 24-inch diameter pipelines though there are some 30-inch diameter pipelines leading to some reservoirs. There are several small, older, distribution lines in the system that are gradually being replaced over time with minimum eight-inch diameter ductile iron pipe. The system can provide over 4,000-gallons per minute (gpm) fire flow in the industrial/commercial areas of the service area.

Recharge Facilities and Imported Water

BCVWD has a 78-acre site for ground water recharge using both imported water and storm water that is piped to the location so it can infiltrate to the ground. From 2006 through 2018, it is estimated that an estimated 84.242 acre-ft. of imported water has been used for recharged. This is a small fraction of the recharge capacity which is between 25,000 to 30,000 AFY. BCVWD is working with the Riverside County Flood Control and Water Conservation District (RCFCWCD) to increase recharge using stormwater. The stormwater drainage and recharge Project anticipated to be operational in 2022 and incorporates a 505-acre area that include the Project site.

Recycled Water System

Currently, BCVWD does not produce or distribute recycled water. The City’s Wastewater Treatment Plant is located within BCVWD’s service area and has been recently upgraded and expanded to include the ability to produce recycled water for distribution. BCVWD and the City entered into a Memorandum of Understanding (MOU) on July 10, 2019, which defined the general terms, roles, and responsibilities of both agencies as they related to the delivery of recycled water from the City’s upgraded and expanded treatment facility to BCVWD. Efforts are currently underway by both agencies to develop an agreement to set the specific terms and responsibilities. Studies and plans have been completed for a recycled water transfer pumping station.

The volume of wastewater collected from BCVWD’s service area in 2020 was 4,032 AF; because 2,020 AFY must be discharged by the City’s treatment plant to Cooper’s Creek to meet certain environmental habitat mitigation requirements, the remaining 2,012 AFY would hypothetically be available for recycled water use by BCVWD. Projected future recycled water supplies available to the BCVWD are in **Table 4.17-2**, below.

BCVWD has an extensive network of more than 40 miles of non-potable water transmission pipelines already built that can convey untreated imported water, groundwater, and recycled water. In addition, there is a network of smaller distribution mains, 2 MG non-potable water reservoir, and about 300 existing landscape connections to the non-potable system receiving 1,620 AF of water. The non-potable system is pressurized currently with groundwater from Well 26. This is supplemented with potable water during periods of high demand.

Table 4.17-2: Projected Future Recycled Water Supply (AFY)

	2020	2025	2030	2035	2040	2045
Estimated amount which can be distributed (AFY)	1,630	2,017	2,381	2,892	2,955	2,915
Source: Water Supply Assessment, 2021. Table 3-5, page 3-13. (Appendix I).						

Wastewater

Wastewater

There are three existing wastewater reclamation plants in the San Gorgonio Pass Area. Only the City of Beaumont's Wastewater Treatment Plant (WWTP) No. 1 is within BCVWD's service area. Wastewater generally flows by gravity to WWTP No. 1. The City also uses nine wastewater lift and pumping stations in the southeastern and western portions of the City to maintain flows through the collection systems. The treatment facility provides secondary treatment using the Biolac activated sludge process, tertiary filtration and ultraviolet disinfection and operates under permit R8-2015-0026 NPDES CA 0105376. WWTP No. 1 has a current permitted capacity of four mgd.

The WWTP is a tertiary treatment facility and is located at 715 W. 4th Street. The WWTP receives and treats domestic and commercial/industrial wastewater generated from users within the City, in addition to approximately 850 connections outside City boundaries. The facility was developed in 1994, and upgraded in 2006, to expand its capacity to four mgd. In 2018, the City approved the Beaumont Wastewater Treatment Plan Upgrade/Expansion and Brine Pipeline Project. The expansion is planned to expand the plant treatment capacity from four mgd to six mgd and includes a system upgrade to include advanced treatment, recycled water pump station, and recycled water storage. The second phase of the expansion includes constructing a 12-inch diameter brine waste disposal gravity pipeline extending 23 miles from the WWTP north to the nearest connection point of the Inland Empire Brine Line (IEBL), located near the north side of E Street Bridge in the City of San Bernardino.

Stormwater and Drainage

The City is in Zone 5 of the Riverside County Flood Control District's Beaumont Area Master Drainage Plan. The Project area slopes in a northeast to southwest direction with site elevations ranging from 2,570 to 2,420 feet above mean sea level (amsl). A stream course crosses the Project area. The stream passes from Brookside Avenue across the southwest corner of the property. The site presently sheet flows towards the existing stream course.

The Project's drainage plan would collect stormwater through catch basins placed throughout the Project area. Stormwater would be discharged into a series of above and below-ground detention basins to reduce flows and to provide treatment prior to being discharged into the existing stream course in Planning Area 3 (see **Exhibit 3.0-11, Conceptual Drainage Plan**).

RCFCWCD provides regional facilities, but stormwater management services for the City and for the Project site are provided by the City. The Project site is currently unimproved, and no storm drainage facilities are in place. Runoff from the site has historically drained to Coopers Creek and then directed via culverts under State Route (SR)- 60 to San Timoteo Creek, which ultimately drains westerly to the Santa Ana River Basin.

Urban runoff is untreated water from the impervious surfaces (hardscape, paving, rooftops, etc.) of developed sites. Runoff is conducted from these sites to the storm drain system and typically directed into local streams and rivers. Anything thrown, swept, washed, or poured into the street, gutter or a catch

basin can flow into these receiving waters and eventually flow to the ocean. To address this issue, the City adopted the U.S. Environmental Protection Agency's (U.S. EPA) National Pollution Discharge Elimination System (NPDES) regulations to reduce pollutants in urban runoff and in stormwater. Compliance with this permit(s) would be the responsibility of the State Water Resources Control Board (SWRCB).

As part of the NPDES regulations, the City of Beaumont was issued a Municipal Separate Storm Sewer System (MS4) Permit. This State Permit places pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential communities. The Project site is located within the boundaries of the San Timoteo Watershed Management Authority, with which the City entered a joint powers agreement to manage water resources.

Stormwater drainage also would be subject to the City of Beaumont adopted a Drainage Management Plan in 1999. One of the objectives of this plan is to reduce levels of pollutants within storm water runoff and increasing public awareness of water quality problems.

Solid Waste

Riverside County Waste Management

The Riverside County Waste Management Department (RCWMD) is currently responsible for providing solid waste management services for the Project site. The department operates three regional Class III municipal solid waste landfills: Lamb Canyon, El Sobrante, and Badlands. Waste haulers are able to use any of the three landfills but would most likely use Lamb Canyon because it is the closest.

Waste Management

Waste pickup and disposal services within Beaumont is provided by Waste Management (WM). Solid waste is disposed at the Lamb Canyon Landfill, located within the southwesterly portion of the City's SOI, which will be maintained as an unincorporated County enclave within the City's General Plan Area, and will continue to be operated and maintained by the RCWMD. The City and RCWMD would review any adjacent land use or development proposals to ensure that potential land use conflicts are avoided.

Lamb Canyon Landfill

The Lamb Canyon Landfill is located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (SR-79), south of I-10 and north of Highway 74. The landfill is owned and operated by Riverside County. The landfill property encompasses approximately 1,189 acres, of which 703.4 acres encompass the current landfill permit area. Of the 703.4-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000 tons per day (tpd) of MSW for disposal and 500 tpd for beneficial reuse. The site has an estimated total disposal capacity of approximately 20.7 million tons. As of January 1, 2020 (beginning of day), the landfill has a total remaining capacity of approximately 8.7 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2029. From January 2019 to December 2019, the

Lamb Canyon Landfill accepted a daily average of 1,925 tons with a period total of approximately 591,125 tons. Landfill expansion potential exists at the Lamb Canyon Landfill site.²

Badlands Landfill

The Badlands Landfill is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and accessed from State Highway 60 at Theodore Avenue. The landfill is owned and operated by Riverside County. The existing landfill encompasses 1,168.3 acres, with a total permitted disturbance area of 278 acres, of which 150 acres are permitted for refuse disposal. The landfill is currently permitted to receive 4,500 tpd of MSW for disposal and 300 tpd for beneficial reuse. The site has an estimated total capacity of approximately 20.5 million tons. As of January 1, 2020 (beginning of day), the landfill had a total remaining disposal capacity of approximately 5.1 million tons.⁵ The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2022. From January 2019 to December 2019, the Badlands Landfill accepted a daily average of 2,878 tons with a period total of approximately 886,388 tons. Landfill expansion potential exists at the Badlands Landfill site (RCDWR, 2020).³

El Sobrante Landfill

The El Sobrante Landfill is located east of I-15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc., and encompasses 1,322 acres, of which 645 acres are permitted for landfill operation. The El Sobrante Landfill has a total disposal capacity of approximately 209.9 million cubic yards and can receive up to 70,000 tons per week (tpw) of refuse. USA Waste must allot at least 28,000 tpw for County refuse. The landfill's permit allows a maximum of 16,054 tons per day (tpd) of waste to be accepted into the landfill, due to the limits on vehicle trips. If needed, 5,000 tpd must be reserved for County waste, leaving the maximum commitment of Non-County waste at 11,054 tpd. Per the 2018 Annual Report, the landfill had a remaining in-County disposal capacity of approximately 53.8 million tons. In 2018, the El Sobrante Landfill accepted a daily average of 11,031 tons with a period total of approximately 3,386,471 tons. The landfill is expected to reach capacity in approximately 2060 (RCDWR, 2020).⁴

Natural Gas

The Project site is within the service territory of the Southern California Gas Company (SoCalGas). SoCalGas is the largest natural gas distribution utility in the nation, serving approximately 21.8 million consumers through 5.9 million gas meters in over 500 communities. The service area for SoCalGas consists of over 24,000 square miles throughout central and southern California with a total storage capacity of approximately 136 billion cubic feet (bcf). In an effort to ensure that natural gas is always available to its customers, SoCalGas employs the use of four underground storage tanks: Aliso Canyon Storage Facility,

² RCDWR. *Lamb Canyon Landfill*. Available at <https://www.rcwaste.org/landfill/lambcanyon>. Accessed January 2022.

³ RCDWR. *Badlands Landfill*. Available at <https://www.rcwaste.org/landfill/badlands>. Accessed January 2022.

⁴ RCDWR. *El Sobrante Landfill*. Available at <https://www.rcwaste.org/landfill/elsobrante>. Accessed January 2022.

Honor Ranch Storage Facility, La Goleta Storage Facility, and Playa del Rey Storage Facility. These facilities help balance the energy supply and demand.

Electric

The Project site is located within the 50,000 square mile energy service territory of Southern California Edison (SCE). It is one of the largest service providers in the nation, providing service to over 5 million customers throughout nearly a dozen counties in southern California.

Telephone and Cable

Telephone service is primarily provided to the Project site and surrounding areas by Verizon. Cable television service is primarily provided to the Project site and surrounding areas by Time Warner Cable. Currently, Time Warner Cable provides cable television to the City, and would provide service once the Project site is annexed. Verizon currently operates copper and fiber optic facilities from its Coachella Central Office in the City. Verizon also provides high speed fiber optic communications and internet services to residences and businesses throughout southern California, including to the City.

4.17.3 Regulatory Setting

Federal

Safe Drinking Water Act

The U.S. EPA administers the Safe Drinking Water Act (SDWA), the primary federal law that regulates the quality of drinking water and establishes standards to protect public health and safety. The Federal Department of Health Services (DHS) implements the SDWA and oversees public water system quality statewide. DHS establishes legal drinking water standards for contaminants that could threaten public health.

Clean Water Act

In 1972, the Federal Water Pollution Control Act Amendments were enacted to address water pollution problems. After an additional amendment in 1977, this law was re-named the Clean Water Act (CWA). Thereafter, it established the regulation of discharges of pollutants into waters of the United States by the U.S. EPA. Under the CWA, the U.S. EPA can implement pollution control programs and set water quality standards. Additionally, the CWA makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained pursuant to its provisions

State

Water

Senate Bill (SB) 610 requires the preparation of a WSA to examine existing water supply entitlements, water rights, and water service contracts relevant to the water supply for a proposed project. Projects required to prepare a WSA must meet one of the following criteria as defined by SB 610:

- (a) "Project" means any of the following:

1. Residential development of more than 500 dwelling units.
 2. Shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor area.
 3. Commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
 4. Hotel or motel, or both, having more than 500 rooms.
 5. Industrial, manufacturing or processing plant, or industrial park planned to employ more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
 6. Mixed-use project that includes one or more of the projects specified above.
 7. Project that would demand an amount of water equivalent to, or greater than, the amount of water required for 500 dwelling units.
- (b) If a public water system has fewer than 5,000 service connections, then "project" means any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of the public water system's existing service connections, or a mixed-use project that would demand an amount of water equivalent to, or greater than, the amount of water required by residential development that would represent an increase of 10 percent or more in the number of the public water system's existing service connections.

Under Assembly Bill (AB) 325, all developer-installed landscaping must be accompanied by a landscape package that documents how water use efficiency would be achieved through design. In addition, Title 24 of the California Code of Regulations incorporates the California Building Standards, included as the California Plumbing Code (Part 5), which promotes water conservation. Title 20 addresses public utilities and energy and includes appliance and efficiency standards that promote water conservation. A number of state laws require water-efficient plumbing fixtures in structures. The California Fire Code, Appendix B, outlines fire flow and storage reserve requirements for fire protection.

Solid Waste

AB 939

The Integrated Waste Management Act (AB 939) mandates that communities reduce their solid waste. AB 939 required local jurisdictions to divert 25 percent of their solid waste by 1995 and 50 percent by 2000, compared to a baseline of 1990. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

AB 341

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week to recycle. AB 341 requires businesses to do at least one of the following:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with waste hauler.
- Provide recycling service to tenants (if commercial or multi-family complex).
- Demonstrate compliance with requirements of California Code of Regulations Title 14.

AB 1826

AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Businesses subject to AB 1826 are required to do at least one of the following:

- Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
- Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Urban Water Management Planning Act

In 1983, the California legislature enacted the Urban Water Management Planning Act (California Water Code [CWC], §§ 10610–10656), which requires specified urban water suppliers within the state to prepare an UWMP and update it every five years. Specifically, §§ 10610.04 et seq. as amended, of the California Urban Water Management Planning Act specifies that:

“Urban Water Suppliers shall be required to develop water management plans to actively pursue the efficient use of available supplies. As such, UWMPs serve as an important element in documenting water supply availability and reliability for purposes of compliance with SBs 610 and 221, which link water supply sufficiency to large land-use development project approvals. Urban water suppliers also must prepare UWMPs, pursuant to the Urban Water Management Planning Act, in order to be eligible for state funding and drought assistance”.

In August 2021, the BCVWD Board of Directors adopted the District’s 2020 UWMP. This plan details BCVWD's water demand projections and provides information regarding BCVWD's water supply. BCVWD's 2020 UWMP relies heavily on information and assurances included in the following documents:

- 2015 BCVWD Potable Water Master Plan Update (January 2016)
- 2016 BCVWD Non-Potable Water Master Plan (January 2017)
- Recycled Water Facilities Planning Report for Recycled Water Pipeline and Pump Station (June 2014)
- BCVWD White Papers No. 1-7 (Published dates vary, range September 2017 – September 2018)
- City of Beaumont, General Plan (December 2020)
- Pass Area Land Use Plan (December 6, 2016), part of Riverside County General Plan (December 8, 2015)

- 2020 Urban Water Management Plan for the SGPWA (June 2020)

State Water Resources Control Board

The SWRCB is the California (State) agency focused on providing and ensuring clean sustainable water for all state residents. This state agency works alongside other federal programs like the CWA to regulate water sources and uses. The SWRCB regulates water consumption for irrigation and drinking, as well as water discharges from construction, municipal uses, storm water, and other sources.

The Water Conservation Act of 2009 (CWC §§ 10608–10608.64). The Water Conservation Act of 2009 (often referred to as “SBx7-7” or the “20 by 2020 law”) establishes the goal of achieving a 20 percent reduction in statewide urban per capita water use by December 31, 2020, and the interim goal of achieving a 15 percent reduction by 2015. In an effort to achieve those goals, SBx7-7 requires urban retail water suppliers to develop technical information (e.g., baseline daily per capita water use, water use targets, and interim water use targets) and to report that information in their UWMPs. As further discussed below, two of the primary calculations required by SBx7-7 are Base Daily Per Capita Water Use (average gallons per capita per day [gpcd] used in prior years), and Compliance Water Use Targets (gpcd targets for 2015 and 2020). The Base Daily Per Capita Water Use calculation is based on gross water use by an agency in each year and can be based on a 10-year average ending no earlier than 2004 and no later than 2010, or on a 15-year average if 10 percent of the agency’s 2008 municipal demand was met by recycled water. Using this Base Daily Per Capita Water Use figure, an urban retail water supplier must then determine its urban water use target for 2020 and its interim water use target for 2015, both in terms of “gpcd.” Section 10608.20(b) of SBx7-7 establishes four alternative methods for calculating the Compliance Water Use Targets. Generally, the alternative methods are: (1) 80 percent of Base Daily Per Capita Water Use; (2) adherence to certain water use performance standards; (3) 95 percent of the applicable state hydrologic region target as set forth in the State’s draft 20 by 2020 Water Conservation Plan; or (4) the provisional target method and procedures developed by the Department of Water Resources pursuant to SBx7-7.1. Importantly, per capita reductions under SBx7-7 can be accomplished through any combination of increased water conservation, improved water use efficiency, and increased use of recycled water to offset potable demands. Potable demand offsets can occur through direct reuse of recycled water, such as for irrigation, or indirect potable reuse through groundwater recharge and reservoir augmentation. SBx7-7 provides additional flexibility by allowing compliance on an individual agency basis or through collaboration with other agencies in a region. The City of Beaumont’s compliance with and application of SBx7-7 requirements are further discussed below.

SB 610: Water Supply Planning (CWC §§ 10910 through 10915). Signed into law October 9, 2001, SB 610 resulted in additions and amendments to CWC §§ 10910 to 10915 and Public Resource Code (PRC) § 21151.9. As noted above, SB 610 provides that when a city or county determines that a “project” as defined in CWC § 10912 is subject to review under CEQA, the city or county must identify the water supply agency that would provide retail water service to the Project and request that water supplier to prepare a WSA.

Regional

Beaumont Basin Watermaster

The Beaumont Basin Watermaster was formed on February 4, 2004 as a result of a negotiated Stipulated Agreement between several parties with interests in the Beaumont Groundwater Basin, including the City.

The Judgment entered in the Superior Court of the State of California for the County of Riverside (Case No. RIC 389197), provides the Watermaster with the authority and responsibility to administer the adjudicated water rights within the Beaumont Basin. Pursuant to the Judgment, the Court appointed a five-member Watermaster committee consisting of representatives from the cities of Banning and Beaumont, the BCVWD, the Yucaipa Valley Water District, and South Mesa Water Company.

The Beaumont Basin encompasses approximately 26 square miles, has a current safe yield of approximately 8,650 AF, a total storage capacity available of up to 200,000 AF for conjunctive use. By approving the Stipulated Judgment, the Court approved the responsibility for the management of the Beaumont Basin to the Watermaster. The Court retained its continuing jurisdiction should there be any need in the future to resolve difficult questions.

Master Drainage Plan

The RCFCWCD adopted the Beaumont Master Drainage Plan (MDP, July 1983), the boundaries of which include the Planning Area. Many cities within the RCFCWCD boundary that have a MDP will also establish an Area Drainage Plan (ADP), which is the financing mechanism used to offset taxpayer costs for proposed drainage facilities. According to the ADP, fees to support construction of MDP facilities are assessed on new development within the plan area. Currently, an ADP has not been established for the City of Beaumont.⁵

Local

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code (MC) address utilities and service system topics:

Title 8 – Health and Safety, Chapter 8.12 – Solid Waste Management

Establishes mandatory solid waste collection in the City for the protection of the health, safety, and welfare of the City's residents, and to carefully control the collection and disposal of solid waste so that the reductions required to be made by PRC § 40000 et seq. (AB 939) can be planned for and accurately measured.

⁵ Riverside County Flood Control and Water Conservation District. *Master Drainage Plan*. Available at <http://content.rcflood.org/MDPADP/>. Accessed March 4, 2022.

Title 8 – Health and Safety, Chapter 8.14 – Mandatory Recycling Requirements for Commercial Facilities

Establishes requirements for the recycling of recyclable materials generated from commercial facilities. These requirements are intended to increase the diversion of recyclable materials from landfills, conserve capacity and extend the useful life of landfills utilized by the City, reduce GHG emissions, and avoid the potential financial and other consequences to the City of failing to meet state law diversion requirements.

Title 13 – Public Services, Chapter 13.04 – Sewage Discharges

Restricts the types of discharges allowed in the sanitary sewer system.

Title 13 – Public Services, Chapter 13.08 – Sewer System

Establishes the methods by which sewage will be handled and restricts deposition in any unsanitary manner upon public or private property any human fecal matter, garbage, or other objectionable waste. It is also unlawful to discharge to the ground or to a natural watercourse any sewage, including, but not limited to, domestic or industrial wastewater or other polluted water, in a manner that would create a hazard or nuisance or that would impair the usefulness of groundwater or surface water.

Title 13 – Public Services, Chapter 13.09 – Regulating Fats, Oils and Grease (F.O.G.) Management in Food Service Establishments

Demonstrates compliance with the Order No. DWQ 2006-0003 adopted by the SWRCB in May 2006, mandating implementation of various tasks associated with the City's sanitary sewer systems.

Title 13 – Public Services, Chapter 13.20 – Pretreatment and Regulation of Wastes (Ordinance No. 1094, adopted Nov. 7, 2017)

Describes the City's wastewater pretreatment ordinance that identifies and regulates certain facilities that have the potential to discharge undesirable pollutants that may interfere with or damage the WWTP, and/or pass through untreated into the environment. The ordinance incorporates the National Categorical Pretreatment Standards located in 40 CFR Chapter I, Subchapter N, Parts 405—471. Regulated users can include, but are not limited to industrial facilities, vehicle servicing facilities, water-softening wastes, food processing facilities, medical waste, spent solutions and sludge, and recovered pretreatment wastes.

All regulated users are noticed by the City to obtain an individual wastewater discharge permit before connecting to or discharging to the WWTP. Each permittee is required to comply with the provisions of the permit. The City may conduct inspections, monitoring, flow metering, sampling, collection of compensation, and enforcement procedures including cease and desist orders and permit revocation.

Title 13 – Public Services, Chapter 13.24 – Stormwater/Urban Runoff Management and Discharge Controls

Protects and enhances the water quality of watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the Federal CWA, the State Porter-Cologne Water Quality Control Act, and the conditions of any NPDES permit applicable to the City.

Title 16 – Subdivisions, Chapter 16.44 – Flood Control and Tract Drainage

Establishes the minimum facilities required for the control of tract drainage and floodwaters.

Title 16 – Subdivisions, Chapter 16.48 – Dry Sewers

Establishes that if a land division is filed that proposes a density of two or more lots per acres, and if connection to a wet sewerage system is not required, the installation of a dry sewer system may be required. Installation of the sewer mains, laterals and connections shall be completed prior to the installation of street improvements.

Title 17 – Zoning, Chapter 17.04.083 – Inclusion of Recycling Receptacles in Building Design

Establishes that office, commercial and retail, industrial and large-scale residential development projects shall include appropriately-sized receptacles for recyclable materials adjacent to trash containers in all common areas. Signs shall be posted to instruct users as to the proper separation of trash and recyclable materials.

City of Beaumont 2040 General Plan

Land Use and Design Element

Goal 3.2: A City that ensures the timely provision of services with phased development.

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.

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.

Policy 3.2.3 Continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.

Implementation LUCD-6 Development Fees. Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning.

Goal 3.6: A City with active and comfortable places that encourage social interaction and community gathering.

Policy 3.6.3 Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Implementation LUCD-13 Coordination of Development Plans and Infrastructure Funding. Phase development based on availability of infrastructure and only allow annexation to occur only when the full range of urban services is available or funded.

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

Policy 3.10.7 Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.

Implementation LUCD-7 Development Fact Sheets. Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions. Incorporate sustainability practices related to building construction, site design, and renovation into materials.

Economic Development and Fiscal Element

Goal 5.9: A community with sustainable and improved infrastructure.

Policy 5.9.3 Support local businesses and economic development by improving Beaumont’s infrastructure including well-maintained streets, transit improvements, adequate water and sewer services and communications infrastructure.

Implementation EDF35 Utility Services Benchmarking. Establish thresholds or standards for levels of service as a benchmark to evaluate adequacy of community and utility services.

Community Facilities and Infrastructure Element

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.1 Manage and upgrade the City’s aging infrastructure, as funds allow, and leverage funds whenever possible.

Policy 7.1.2 Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.

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.

Implementation CF11 Underground Infrastructure Mapping. Work collaboratively with regional utility agencies to adopt smart city technology to map underground infrastructure.

Implementation CF15 Funding. Work with the Riverside County Flood Control and Water Conservation District to identify and pursue funding to support efforts that protect the Santa Ana Watershed.

Implementation CF19 Area Drainage Plan. Develop an Area Drainage Plan with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.

Implementation CFI24 Sewer and Stormwater User Fees. Work with local and regional agencies to update existing user fees for sewer and stormwater, fund needed system upgrades, and to the extent feasible, allow for wastewater recycling and stormwater capture.

Goal 7.2: **A clean and sustainable water supply that supports existing community needs and long-term growth.**

Policy 7.2.1 Work with BCVWD and SGPWA to ensure an adequate supply of potable water facilities to sustain existing and projected water needs.

Policy 7.2.2 Coordinate with the BCVWD to ensure that adequate **water supplies and pressures are available during a fire, earthquake, or both.**

Policy 7.2.3 Ensure adequate funding is available to maintain existing and future water facilities.

Policy 7.2.4 Provide the Beaumont 2040 land use plan to the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) for use in preparation of a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin.

Policy 7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District to incorporate into their next UWMP and PWMP.

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 7.2.8 Seek opportunities to incorporate groundwater recharge elements into City drainage projects and work with other agencies to implement regional groundwater recharge projects.

Policy 7.2.9 Coordinate with the Beaumont Cherry Valley Water District to periodically assess, monitor, and manage the quality of groundwater.

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.

Implementation CFI3 Adequate Water Supply for New Development. Require a Water Supply Assessment for new developments to ensure adequate water supply.

Implementation CFI4 Water System Plans and Rate Study. Participate in the revision of the Urban Water Management Plan and Potable Water System Master Plan based on current requirements and policy.

Goal 7.3: **Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.**

- Policy 7.3.1** Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, greywater reuse and rainwater harvesting.
- Policy 7.3.2** When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.
- Policy 7.3.3** Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.
- Policy 7.3.4** Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.
- Policy 7.3.5** Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.
- 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.
- Policy 7.3.8** Require the use of recycled water for irrigation of parks and golf courses in Beaumont.
- Implementation CF12** Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:
- Greywater capture and reuse systems
 - On-site bioretention-based stormwater facilities
 - Coordinated below grade installation/repair between various providers and agencies
 - Wind generation on residential and commercial buildings
 - Electric vehicle infrastructure requirements
 - Green building performance standards
- Implementation CF17** Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies, landscaping, rainwater capture, greywater systems, and use of cisterns.
- 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 7.4.2** Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

- 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 7.4.4** Use agency websites, public service announcements, and other means to inform the public about water quality issues, methods to prevent contaminants from entering the storm drain system, public stormwater pollution, and a system for reporting non-stormwater discharges to waterways. Some of these materials can be sourced from the Riverside County Flood Control and Water Conservation District.
- Goal 7.5:** **Manage and effectively treat storm water to minimize risk to downstream resources.**
- Policy 7.5.1** Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.
- Policy 7.5.2** Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.
- 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.
- Policy 7.5.6** Participate, when appropriate, in regional task force efforts in partnership with the Santa Ana Regional Water Quality Control Board, including but not limited to, the development and ongoing implementation of Total Maximum Daily Loads (TMDLs) and water quality sampling programs.
- Policy 7.5.7** Pursue grant funding and partnership opportunities for stormwater capture and/or restoration projects.
- Policy 7.5.8** Continue to routinely monitor and evaluate the effectiveness of the storm drain collection and conveyance system and adjust as needed. This may include retrofitting for enhanced infiltration.
- 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.

Policy 7.5.10 Seek opportunities to integrate stormwater facilities into public spaces as architectural design elements. Include informational and educational signs to raise public awareness of water use and water pollution issues.

Implementation CF18 Low Impact Development. Develop standards to:

- determine where Low Impact Development techniques are appropriate and can incorporate best management practices.
- identify and eliminate barriers to incorporate watershed protection principles.

Implementation CF120 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CF121 Local Implementation Plan. Prepare a Local Implementation Plan (LIP) that documents the internal procedures for implementation of the various program elements described in the Drainage Area Management Plan and Regional Water Quality Control Board - Santa Ana Region Order No. R8-2010-0033 (“MS4 Permit”).

Implementation S23 Update Municipal Code. Update municipal code to require:

- on-site stormwater runoff retention
- limit stormwater runoff impacts on adjacent properties

Goal 7.6: **A zero-waste program that increases recycling and reduces waste sent to the landfill.**

Policy 7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

Policy 7.6.4 Ensure waste facilities and infrastructure are designed to be safe and compatible with adjacent uses.

Policy 7.6.5 Ensure construction demolition achieves the State’s 50 percent target for material salvage and recycling of non-hazardous construction materials.

Policy 7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

Policy 7.6.7 Continue to work with regional agencies to educate residents about available drop-off and/or pickup points for e-waste and hazardous materials and chemicals, to avoid disposal into the sewer system, waste stream, or open space areas.

Implementation CF125 Food Recovery Program. Work with local organizations and restaurants to develop a food rescue program that distributes edible food to low-income residents and promotes food waste prevention.

Implementation CF26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero

waste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CF127 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CF130 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Goal 7.7: **Provide for a clean and healthy community through an effective solid waste collection and disposal system.**

Policy 7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100 percent recycling citywide for both residential and nonresidential development.

Policy 7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

Policy 7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

Policy 7.7.4 Offer economic incentives to businesses within the City which are “zero waste.”

Policy 7.7.5 Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Implementation CF128 Technical Assistance. Partner closely with commercial and owners of multifamily properties to start or expand recycling and waste reduction practices.

Implementation CF129 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Goal 7.8: **City-wide access to high-quality energy utility and telecommunication services.**

Policy 7.8.1 Ensure that adequate utility and telecommunication infrastructure support future development.

Policy 7.8.3 When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.

Policy 7.8.4 Consider aesthetic design, including well maintained grounds and fencing around substations.

Policy 7.8.5 Ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City.

Policy 7.8.6 Work with Southern California Edison to encourage joint use of the power line corridors.

Implementation CF131 Telecommunication Siting. Establish siting parameters to minimize community impacts, including demonstration of compliance with federal safety standards, low-profile designs, co-location (where feasible), and minimum setbacks from residences.

Implementation CF132 Fiber Optic Communications. Work with regional and state partners to support fiber optic market development and Beaumont’s participation in the statewide diffusion of fiber optic technology.

Safety Element

Goal 9.10: **A City that is prepared for the potential impacts of climate change.**

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Implementation S7 Community Risk Assessment. Conduct a community risk assessment to identify critical facilities and community assets.

Implementation S8 Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.

Implementation S10 Community Preparedness Toolkit. Adopt a local Community Preparedness Toolkit that can be used to prepare for disasters, including fires, earthquakes, and extreme heat events.

Implementation S11 Maintenance Fund. Re-evaluate development impact fees to cover costs of maintaining community fire breaks and other similar activities.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

4.17.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines, Appendix G contains the Environmental Checklist Form, which includes questions concerning utilities and service systems. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years;
- 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;
- Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Methodology and Assumptions

The proposed Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning utilities and service systems. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact.

Approach to Analysis

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

The baseline conditions and impact analyses are based on the following: technical assessments provided by the BCVWD utility agency; review of project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that the Project would or would not result in "substantial" adverse effects on utilities or service systems is based on the capacity of those systems and their ability to efficiently accommodate the Project's development into their infrastructure, as well as the Project's compliance with all relevant regulations and policies. An example of a substantial adverse effect would be if utility systems needed to

expand, or new facilities needed to be built to accommodate the Project. Unsubstantial effects would not require existing utility systems to facilitate the Project through large modifications.

4.17.5 Impacts and Mitigation Measures

Impact 4.17-1 *Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Level of Significance: Less than Significant Impact

Water Facilities

As part of the Project, and as analyzed in this document, water services would be extended into and within the Project site as a part of the proposed improvements. Within the Project Site, all potable and recycled water delivery lines would be designed, to the satisfaction of the City Engineer and BCVWD; and would be coordinated with existing water systems serving any neighboring development. Although non-potable water service is not currently available, the proposed Project includes the improvements within the site so that it may be able to be served in the future. All water systems constructed within the Project site and connections to the municipal water system would comply with City-stipulated water system design, construction, and operational requirements. This would act to ensure water systems are properly designed, implemented, operated, and maintained; thereby furthering efficiency and adequacy of facilities while reducing facilities life cycle costs.

The Project site would tie into an existing 24-inch water line located within Brookside Avenue via a new waterline from the south side of the Project site along the eastern edge of Planning Area 3. All impacts associated with installation of the new water lines (potable and non-potable) would occur within areas already proposed to be disturbed as part of the Project, and within areas such as roadways and utility easements that were previously disturbed and paved, and that have been planned for tie ins from new development and to provide services.

Water Use

The Project would allow for up to a maximum of 2,707,465 SF of mixed commercial, e-commerce, and office uses and approximately 31 acres of open space. The WSA estimated the proposed Project's water demands to be 183 AFY, or approximately 66 percent less water demand is anticipated compared to the previously approved Sunny-Cal Specific Plan on the same property footprint of 531 AFY with 560 DUs, and this is commensurate with the number of EDUs that the BCVWD assumed for buildout of the property and its water demands projections in the 2020 UWMP.⁶ Although the Project site currently uses little to no water use, the proposed Project would have a planned water use of approximately 183 AFY which is a reduction of approximately 66 percent compared to the previously approved Sunny-Cal Specific Plan development which as previously stated would have generated a need of 531 AFY of water use. Because the water supplier's water demand projections assumed a higher development density based on a

⁶ Albert A. Webb Associated. (2021). Water Supply Assessment. Page 2-10.

previously approved project, than that which is proposed by the Project for the same property, it can be deduced that the water demand for the Project would result in a net decrease in potable water demand.

The proposed Project is comprised of three Planning Areas (PAs) and would require water for consumptive, sanitary, and operational purposes to support employees at the facility and for irrigation of landscaped areas.

According to the WSA, it is anticipated that the new water demand created by the Project would not exceed the City's anticipated water supply. Furthermore, the Project will demonstrate consistency with the City Landscaping Standards located in the Beaumont MC Chapter 17.06, which require efficient systems and plants with low-water demands. Project water demand and each accompanying PA includes:

- PA 1: The potable water demand factor is 15 GPD/employee, with the number of employees sourced from the Project's traffic study (2,011 in Planning Area 1). This is slightly higher than an estimate using the oft-cited 2010 National Association of Industrial and Office Properties (NAIOP) study.⁷ Potable water demand in PA 1 is measured over 365 operating days per year, which is more than the 260 days used in certain other BCVWD WSA's and a 2010 U.S. Department of Energy Study (USDE, 2010). The non-potable (landscaping) water demand factor is 1,835.6 GPD/acre (or 670,000 gallons per year per acre) and 365 days per year.⁸
- PA 2: Potable water demand factors used are 100 GPD/hotel room assuming 220 rooms, 1 GPD/SF (or 1,000 GPD/kSF) for "general retail" and "food uses." These unit water demand factors consistent with those used in the 2021 BCVWD Beaumont Pointe WSA which states they are "based on typical water usage used by water agencies throughout southern California." The landscaped area for PA 2 (i.e., 1,835.6 GPD/acre). Both potable and non-potable water demand in this PA is assumed to be in use 365 per year.
- PA 3: Because it is planned as passive open space. According to the Office of the Fire Marshal who was consulted during preparation of the WSA, the Project site does not fall within the Very High Fire Hazard Severity Zone; therefore, no fuel modification zone would be required by the fire department. Because it is planned as passive open space and no fuel modification zone would be required, the water demand was assumed to be zero.

As stated above, potable water demand is estimated at 183 AFY (114 AFY and non-potable water demands is 69 AFY). Based on these figures and based on the evaluation of water demand from the previously approved Specific Plan, water demand from the proposed Project would not result or require the relocation or construction of new or expanded water facilities which could cause significant environmental effects beyond the scope and scale of those already evaluated. These impacts would be less than significant.

⁷ Hidden Canyon Industrial Park (2019, p. 112) and Beaumont Pointe Water Supply Assessments (Mar. 2021, p. 12), based their employee counts on a 2010 NAIOP Research Foundation study (NAIOP), which is 1 employee per 1,500 SF of warehouse and office space.

⁸ This is the same factor used for the Beaumont Pointe Water Supply Assessment (2021, p. 12).

Wastewater

Refer to Impact 4.17-3, below for additional information on wastewater service. As previously discussed, sewer service would be provided by the City of Beaumont, with treatment provided by the Beaumont WWTP No. 1. The WWTP is located within BCVWD's service area and has been upgraded and expanded to include the ability to produce recycled water for distribution⁹. Based on the relatively low wastewater generation rates of e-commerce and commercial uses that would be implemented within the Project area, development would result in nominally increased wastewater treatment demands compared to the two mgd of increased treatment capacity. The County of Riverside uses an average wastewater generation rate of 1,200 gpd per acre for commercial uses.¹⁰ The approximately 150-acre building area of the e-commerce and commercial PAs would therefore generate 180,000 gpd. This total would comprise less than one percent of the two mgd increased treatment capacity. The WWTP would have sufficient wastewater treatment capacity to serve the proposed Project as the undergoing upgrades would allow for an increase in treatment capacity. Therefore, the Project would not trigger the need for new or expanded regional wastewater treatment facilities and/or exceed capacity. In addition, the Project applicant would be required to pay standard BCVWD sewer connection fees, which are used to fund wastewater treatment and regional wastewater conveyance improvements associated with new development. As such, impacts in this regard would be less than significant.

Regarding the wastewater collection systems and proposed connections to the municipal wastewater collection system, Project facilities would be designed and installed in conformance with the City stipulated wastewater system design, construction, and operational requirements. This would ensure wastewater collection facilities are properly designed, implemented, operated, and maintained; thereby furthering efficiency and adequacy of facilities while reducing facilities lifecycle costs.

The Project applicant also would pay fees pursuant to the incumbent City of Beaumont Fee Schedule. These fees would cover the City's cost to fund plan review, coordination, and inspection of proposed wastewater collection system improvements. The Project applicant would be responsible for any capital costs to extend the existing sewer lines, as well as applicable sewer connection and service fees, which act to fund future improvement plans, operations, and maintenance of existing wastewater collection facilities. As previously discussed, the Project sewer infrastructure would be a gravity system placed in drive aisles and the central private drive and connecting with a proposed sewer line in Brookside Avenue (see **Exhibit 3.0-10** in **Section 3.0, Project Description**). An approximately 488 feet long proposed sewer line is to be installed just southeast of the site along Brookside Avenue to an existing sewer line located at Morgan Avenue.

Therefore, the Project would have little or no net effect on the operation of wastewater collection facilities or wastewater treatment capacity. Impacts would be less than significant, and mitigation is not required.

⁹ Albert A. Webb Associates. 2021. *Water Supply Assessment*, page 3-12.

¹⁰ County of Riverside. (2015). *County of Riverside Environmental Impact Report No. 521. Table 4.19-BL*. Page 4.19-287. Riverside, CA: County of Riverside

Stormwater

The Project's drainage plan will collect stormwater through catch basins placed throughout the Specific Plan area. Stormwater will be discharged into a series of above and below-ground detention basins to reduce flows and to provide treatment prior to being discharged into the existing stream course in PA 3.

On-site runoff will be conveyed through the site via proposed curb and gutters, and ribbon gutters. Runoff would be collected via a network of inlets provided at low point throughout the Project site and conveyed via underground storm drain towards the proposed water quality treatment facilities. For the Building 1, stormwater will be conveyed to an underground detention basin that will have limited infiltration ability. Stormwater will then be pumped at a reduced flow rate to a biofiltration basin to further cleanse the water before draining into the proposed infiltration basin for Building 2. Only after the stormwater from Building 2 has infiltrated, will stormwater from Building 1 be pumped from the underground detention basin. Stormwater runoff from the BSS - Building 2 site would be treated in a proposed infiltration basin. Stormwater runoff from Building 3 will be conveyed to an underground detention basin that will have limited infiltration ability. Stormwater will then be pumped at a reduced flow rate to a biofiltration basin to further cleanse the water before draining into the natural drainage system downstream of the project site.

Due to the lack of downstream storm drain facilities, the Project site would be required to mitigate for increases in runoff. For Buildings 1 and 3, a CMP detention chamber system would be constructed for each site. The CMP detention chamber system would be pumped out at a reduced discharge rate to mitigate for the increased runoff. The proposed infiltration basin in the Building 2 site would serve to treat for water quality requirements and mitigation along with a proposed CMP detention system which would equalize with the basin. The proposed mitigation systems for each Building project site have been sized to mitigate for increased runoff for the 2-year, 5-year, and 10-year storm events with a duration of 24 hours. Refer to **Section 4.9, Hydrology and Water Quality**, for additional information.

The proposed site plan and building layouts do not allow for the same tributary drainage areas to each of the south and west discharge points. To maintain existing outlet conditions, portions of the site would be required to over mitigate to ensure the downstream facilities are not adversely impacted. The total flows from both discharge points will drain to the west and would not be in excess of pre-Project flows. As such, less than significant impacts would occur.

Electric Power

SCE provides basic electrical service for all residential and nonresidential customers within the City and would provide electricity to the proposed Project. There are no under-served areas within the City and are no significant constraints that would make it infeasible to provide electric service needed for the proposed Project. Underground power is available to most service areas, with lines situated along several of the major streets. As part of the Project development, electricity lines and other junctions (as needed) would be extended into the Project site in areas already proposed for disturbance. The proposed Project would tie into existing utility lines in existing roadways or other easements that have already experienced disturbances or that were anticipated for such use. The proposed Project would not require the

construction or unanticipated relocation of electric power facilities resulting in unanticipated environmental effects. Additionally, the Project would not require a substation for electrical power, per SCE. Impacts would be less than significant, and mitigation is not required.

Natural Gas

SoCalGas provides basic residential and business gas services. There are no underserved areas, and SoCalGas does not foresee any constraints to substantial future development within the City. Natural gas services for the Project will be provided by underground pipes to distribute the gas within the Project area. These pipes are not existing and would therefore require trenching to place them. However, this can be done in conjunction with the construction of roads or other ground disturbing activities such as laying foundations or sewer systems. Therefore, the installation of natural gas infrastructure would not create an increased impact on the environment.

Telecommunication

Verizon provides home and business phone service, as well as offering fiber optics capabilities. Video and data lines are also possible for each residence via an existing network. There are currently no under-served areas.

Telecommunication facilities would be provided to the Project site by Verizon. Verizon would connect the Project site to existing telecommunication facilities, which are in the vicinity of the Project site. Less than significant impacts would occur.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.17-2 *Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

Level of Significance: Less than Significant Impact

Estimated Project Demand

Development of the proposed Project would increase water consumption compared to existing conditions. The BCVWD 2020 UWMP identifies water supply and delivery systems to serve the City's incorporated areas in the SOI, which includes the Project site. The UWMP evaluates water demands through the year 2045. Through 2045, BCVWD is anticipated to have adequate water supply to meet current demand, the increased demands for the proposed Project, and water needed for other anticipated growth. It should be noted that BCVWD's anticipated water use and demand for imported water are accounted for and included in SGPWA's water demand forecasts. The adequate supply is dependent on

the anticipated availability of recycled water as planned, and the planned SGPWA water supply projects are finalized, and water banking.

BCVWD would use some of the imported water to recharge groundwater and use this bank water to provide in times of shortfall. The Beaumont Basin, which has a large storage capacity is used by BCVWD as a water source. BCVWD and other agencies in the San Gorgonio Pass Area bank imported water during wet years for use during extended droughts. Complementing the large storage capacity is the fact that percolation and recharge occur at relatively high rates. BCVWD also focuses on maintaining well-managed groundwater levels.

As discussed above, the WSA projected water demand of the proposed Project at 15 gallons per person per day, which is consistent with other BCVWD WSA’s in City. The estimated number of employees, 2,011, was derived from the Project Vehicle Miles Traveled (VMT) analysis. This would result in a water demand of approximately 34 AFY. Total Project water demand is 183 AFY (114 AFY for potable indoor water and 69 AFY for non-potable irrigation water).¹¹

Water demand for landscaping also was calculated and would require approximately 69 AFY or 61,296 gpd. This was based on using drought tolerant landscaping and a cap the City placed on water availability for landscaping. Recycled water is not currently available but would be evaluated for use for landscaping when it is available at the Project site.

Normal Year

Although, available water supplies are dependent on local climate conditions, BCVWD estimates in its 2020 UWMP that the customer water demand and available water supply from 2025 to 2045 are at least equal during “normal” precipitation years and there will be water available for banking in the Beaumont Basin. This is consistent with what occurred in 2020; supply met demand with 427 AF going to banked groundwater storage. With BCVWD's total potable and non-potable water supply and demand BCVWD would be able to meet water demands for the proposed Project. A summary from the 2020 UWMP of the normal year water supplies projected to be available to BCVWD, as well as the normal year water demand projections are compared in **Table 4.17-3**, below.

Table 4.17-3: BCVWD Projected Normal Year Supply and Demand (AFY)

	2025	2030	2035	2040	2045
Supply	18,565	18,478	23,175	24,738	26,270
Demand	16,929	17,873	18,869	19,846	20,660
To Beaumont Basin Storage	1,636	605	4,306	4,892	5,610
Source: Water Supply Assessment, 2021. Table 3-6, page 3-13. (Appendix I).					

As shown in **Table 4.17-3**, BCVWD has estimated that sufficient supply will be available during any normal year occurring between 2020 and 2040.

¹¹ WSA. 2021. Spreadsheet 1.

Dry Years

The availability of water, both locally, regionally, and statewide, are dependent on climate and volumes of precipitation. This is true for both BCVWD and imported that is available from the SGPWA via the SWP. Accordingly, depending on weather and rainfall patterns the availability of water can change dramatically. To account for these variances and evaluate potential impacts to water resources over long periods of time, CEQA requires a project be evaluated based on the normal, single, dry, and multiple dry years. The WSA prepared for the proposed Project was evaluated based on the following dry year scenarios:

- A single-dry year for BCVWD corresponds to the conditions observed in 1991, which is when the minimum amount was extracted from Edgar Canyon groundwater, which was 1,117 AF;
- A reduction of 15 percent is assumed for average annual forbearance water and reallocated unused Overlying Party rights (i.e., water used for replenishment of Beaumont Basin account) will be available in a dry year (i.e., 85 percent of normal);
- Future return flow credits were not reduced by 15 percent for a single-dry year.
- A reduction of 15 percent is assumed for recycled forbearance water due to a potential reduction in treated wastewater due to water conservation (i.e., 85 percent of normal).
- 5 percent of Table A water will be available to SGPWA for BCVWD’s estimated available imported water supplies.
- 90 percent of the expected normal, average recycled water will be available;
- 36 percent of average rainfall will be available as new water from stormwater capture projects;
- No reduction in water demand was assumed

BCVWD has determined with these assumptions that sufficient water supplies will be available during a single dry year occurring anytime from 2025 to 2045, as shown in **Table 4.17-4**.

Table 4.17-4: BCVWD Projected Single Dry Year Supply and Demand (AFY)

	2025	2030	2035	2040	2045
Supply	7,349	7,878	8,944	9,195	9,792
Demand	15,429	16,673	18,097	19,124	19,988
From Banked Beaumont Basin Storage	(8,080)	(8,795)	(9,153)	(9,929)	(10,196)
Source: Water Supply Assessment, 2021. Table 3-7, page 3-15. (Appendix 1).					

Multiple Dry Year

BCVWD has made the following assumptions in its UWMP to estimate future water supplies and demands during a multiple (five-consecutive) year drought:

- A five-dry year period of BCVWD corresponds to the conditions observed from 1988 to 1992
- The average amount available from Edgar Canyon groundwater for 5 consecutive dry years is 1,305 AF

- 85 percent of average annual forbearance water and reallocated unused Overlying Party rights (i.e., water used for replenishment of Beaumont Basin account) will be available in a dry year (a reduction of 15 percent);
- Future return flow credits were not reduced by 15 percent for a dry year;
- 85 percent of recycled forbearance water will be available for a potential reduction in treated wastewater due to water conservation (a 15 percent reduction);
- 24 percent of Table A water will be available to SGPWA for BCVWD’s estimated available imported water supplies;
- 85 percent of the expected normal, average recycled water will be available;
- 61 percent of average rainfall will be available as new water from stormwater capture projects;
- Total water demand will be reduced 30 percent

BCVWD has projected based on the assumptions above that sufficient water supplies will be available with the use of banked groundwater supplies during each year of a five-year drought that could occur anytime from 2025 to 2045, shown in **Table 4.17-5**.

Table 4.17-5: BCVWD Projected Multiple Dry Year Supply and Demand (AFY)

		2025	2030	2035	2040	2045
Five Consecutive Dry Years	Supply	10,639	10,697	11,456	11,331	11,642
	Demand	10,800	11,671	12,668	13,387	13,992
	From Banked Beaumont Basin Storage	(162)	(974)	(1,212)	(2,056)	(2,350)

Source: Water Supply Assessment, 2021. Table 3-8, page 3-16. (Appendix 1).

In addition, the WSA concluded that SGPWA has projected in its 2020 UWMP to have reliable water supplies through the 2045 planning horizon year to meet SGPWA’s current and 2045 future water demands in its service area during normal and average rainfall years, during a five-year drought from 2021 to 2025, as well as a five-consecutive year drought between 2025 and 2045. SGPWA’s water reliability assessment for a drought lasting five consecutive years shows sufficient available supplies assuming the retail agencies in SGPWA service area use stored water and regionally managed supplies to offset fluctuations in its SWP supplies.¹² According to the WSA, BCVWD can rely on the SGPWA to secure and deliver the imported water needed to meet BCVWD’s current and future demands.

While it is anticipated sufficient water supply will be available, it should be noted that not all of those water supplies are firm with agreements in place. Beyond 2025, SGPWA and BCVWD would rely on the reliability of SWP water, the availability of Article 21 and Turnback Pool Water, short term water transfers which are not yet agreed to, and the Delta Conveyance Project (DCP) and Sites Reservoir. Both DCP and Sites Reservoir are moving forward, and there is more than reasonable probability these projects will

¹² Water Supply Assessment, 2021, Page 3-4.

come to fruition. While there is some risk, which BCVWD believes is low, that the projects would not continue, the risk will decrease over time as design and permitting progress.

Further, SGPWA is anticipated to be able to obtain sufficient imported water supply to supplement local supplies to meet regional needs including BCVWD’s needs, and those of the proposed Project. The proposed Project was planned for in BCVWD’s 2020 UWMP which demonstrated adequate water supplies up to the year 2045. BCVWD also identified recycled water from the City for non-potable water irrigation with a plan for the recharge of surplus recycled water with appropriate treatment and permits, which would reduce demands for potable water. This also would assist lowering water demands during critical and multiple dry year reliability analysis demonstrated that BCVWD will be able to meet BCVWD’s existing demands during those times and also would supplement the existing supply sources during these dry periods with banked water in BCVWD’s Beaumont Basin Groundwater Storage Account.

Therefore, pursuant to the CGC § 66473.7, (SB 221) and § 10910 of the California Water Code (SB 610), BCVWD would have sufficient currently available and planned supplies exist to meet the water demands of the proposed Project in addition to the existing and other projected demands during normal, single dry and multiple dry years over the next 20 years. Accordingly, BCVWD has determined that it has sufficient and adequate water supply available to serve long-term needs of the Project in addition to the existing and other projected demands during normal, single dry and multiple dry years over the next 20 years.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.17-3 ***Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?***

Level of Significance: Less than Significant Impact

There are no existing or proposed sewer facilities within the immediate vicinity of the Project site. Existing 15-inch sewer lines are in a subdivision to the south of Brookside Avenue, flowing under I-10, and ultimately to the City’s Wastewater Treatment Plant No. 1, located on Fourth Street, east of Viele Avenue. Sewer infrastructure will be a gravity system placed in drive aisles and the central private drive and connecting with a proposed sewer line in Brookside Avenue, as depicted in **Exhibit 3.0-10, Conceptual Sewer Plan**). Wastewater from the Project site would then flow to be treated at the City’s Treatment Plant No. 1. Currently, the City’s WWTP No. 1 is undergoing upgrades that would expand the current permitted capacity from 4 mgd to 6 mgd, as well as construction of advanced treatment, lift station modifications, and the addition of on-site recycled water storage facilities. The treatment upgrades include a new fine screen system, conversion to activated sludge, a new activated sludge pump for secondary clarification, and a new membrane bio-reactor, with a reverse osmosis system to remove dissolved solids. Additionally,

new dewatering equipment and optimization of the existing ultraviolet disinfection system¹³. Based on the wastewater generation rates of e-commerce and commercial uses that would be implemented within the Project area, development would result in nominally increased wastewater treatment demands compared to the 2 mgd of increased treatment capacity. The City's Wastewater Treatment Plant No. 1 would have sufficient wastewater treatment capacity to serve the proposed Project as the undergoing upgrades would allow for an increase in capacity. Therefore, the Project would not trigger the need for new or expanded regional wastewater treatment facilities and/or exceed capacity. In addition, the Project applicant would be required to pay standard BCVWD sewer connection fees, which are used to fund wastewater treatment and regional wastewater conveyance improvements associated with new development. As such, impacts in this regard would be less than significant.

Furthermore, wastewater collection systems and proposed connections to the municipal wastewater collection system would be designed and installed in conformance with the City stipulated wastewater system design standards, construction, and operational requirements. This ensures wastewater collection facilities are properly designed, implemented, operated, and maintained; thereby furthering efficiency and adequacy of facilities while reducing facilities lifecycle costs.

The applicant also would pay fees pursuant to the incumbent City Fee Schedule. These fees would cover the City's cost to fund plan review, coordination, and inspection of proposed wastewater collection system improvements. The applicant would be responsible for any capital costs to extend the existing sewer lines, as well as applicable sewer connection and service fees, which act to fund future improvement plans, operations, and maintenance of existing wastewater collection facilities. Therefore, the Project would have little or no net effect on the operation of wastewater collection facilities or wastewater treatment capacity. Impacts would be less than significant, and mitigation is not required.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.17-4 Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Level of Significance: Less than Significant Impact

The City is in the service area of the Lamb Canyon Landfill, located just south of the City and operated by the RCDWR. Therefore, the City will provide solid waste management services for the Project. Solid waste services within the City are contracted by WM for weekly trash, green waste and recycling curbside service. The City's agreement with WM includes a tipping fee for the County's costs to operate the

¹³ Beaumont-Cherry Valley Water District. (2021). 2020 Urban Water Management Plan Draft. Retrieve from: https://bcvwd.org/wp-content/uploads/2017/09/2020_BCVWD_UWMP_DRAFT.pdf. Accessed on July 20, 2021.

Lamb Canyon landfill. The Project will also be served by WM. Solid waste generated from the Project would be collected by WM, with the bulk of recyclable waste and green waste delivered to the Moreno Valley Solid Waste Recycling and Transfer Facility (MVTS) for processing. The MVTS is located at 17700 Indian Street in Moreno Valley. It is permitted for a 2,500-tpd operation.

Recently, RCDWR estimated in its Annual Report Summary to CalRecycle, pursuant to the Countywide Integrated Waste Management Plan, that the County's disposal facilities will provide approximately 20 years of disposal capacity, based on current and future disposal. Based on the Calrecycle website, there are various waste disposal generation factors for industrial and commercial uses. Some of the generation factors are based on the number of employees and others are based on the square footage of the facility. The Project would primarily be used for mixed commercial, e-commerce, and office uses. Commercial development may contain a variety of uses, including hotel, general retail, and food services. These uses could potentially produce new goods and therefore, waste generation compared to more production oriented industrial uses that use raw materials to make products would be more. Based on these factors, an estimated waste generation rate of 5 lbs./1,000 sf of facility from the Calrecycle website was used.¹⁴

The proposed Project is vacant and solid waste would initially be generated as construction debris. At the end of Project buildout, construction debris would stop being generated. Remnant construction debris including wood products, metals, and concrete and paving would be recycled or reused when possible. Operational waste would be generated from business operations and green waste from landscaping. Based on the listed generation rate, the approximately 2,707,465 square feet mixed commercial, e-commerce, and office uses is anticipated to generate approximately 13,537 lbs. (2,707,465/1,000*5) of waste per day or 7 tons per day (tpd). The Project would not generate solid waste in excess of the capacity of local infrastructure. The proposed Project would not impair the attainment of solid waste reduction goals.

As discussed above, solid waste would likely be primarily disposed of at the Lamb Canyon Land Fill facility. Green waste can also be transported to this facility where it is sorted and then transferred for disposal. Based on the anticipated tonnage generated, the proposed Project would contribute a negligible volume of waste, approximately 0.03 percent of existing daily disposal. In addition, the other two landfills available for use, the Badlands Landfill and Sobrante Landfill, can accept up to 4,800 tpd and up to 7,000 tpd, respectively. If these facilities are used, the proposed Project would make a similarly slight contributions.

Solid waste created by the Project would be collected and handled in compliance with all applicable regulation including those in Beaumont MC § 8.12.100 – Disposal of Solid Waste Required. To help reduce the waste stream, the Beaumont MC Chapter 8.12 details the City's waste management policy which includes requirements and strategies to reduce solid waste and increase the amount of material that is recycled.

¹⁴ Commercial Sector Generation Rates. (2019). Retrieved from: <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates>. Accessed on July 20, 2021.

The proposed Project also would follow the state requirements related to reducing and recycling of the waste stream and comply with ABs 341 and 1826 by implementing a recycling program to separate recyclable, and recyclable organic materials, from non-recyclable solid waste and coordinating with the respective waste hauler(s) to have it disposed of at a proper facility. This also would satisfy other state requirement related to large scale businesses such as the proposed Project to maintain recycling and organics recycling programs. These requirements are designed to move California to its statewide goal of a 75 percent recycling rate, including a reduction in the level of organic waste disposal by 50 percent from its current levels. To help ensure businesses comply with the City's ordinance and state laws, the City's franchise waste hauler, WM, offers source separated recyclables, green waste, and food waste collection services. Therefore, the proposed Project would implement all required waste reduction strategies and the existing landfills have adequate capacity to serve the proposed Project. Impacts in this regard would be less than significant and mitigation is not required.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.17-5 Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Level of Significance: Less than Significant Impact

Refer to Impact 4.15-4, above. Project development would comply with all federal, state, and local statutes and regulations related to solid waste. The Project does not propose any activities that would conflict with the applicable programmatic requirements. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

4.17.6 Cumulative Impacts

Future projects in the area would incrementally increase water demand, wastewater generation, solid waste generation and decrease available capacity of the landfills in the area. However, as with the Project, these projects have been, or would be, required to conduct environmental review. The BCVWD and SGPWA UWMP's account for growth in the City and Region and have found adequate water supplies exist. Similarly, the Project would be served by existing and planned wastewater and stormwater facilities. Additionally, based on BCVWD's focus on groundwater recharge and the placement of the retention

basins on the Project site, it is anticipated that at least some of the wastewater generated from the Project and much of the stormwater would be used for this purpose. Furthermore, as of 2015, the Lamb Canyon Land Fill facility was processing an average of 5,000 tpd and has a remaining capacity of 19,242,950 cubic yards. Therefore, while the Project would incrementally increase demands on public utilities, the increases are within the anticipated growth patterns and within the capacity of existing and planned resources. The Project would not combine with other cumulative projects to result in significant impacts to utilities and service systems. The Project’s contribution is not considered cumulatively considerable.

4.17.7 Significant Unavoidable Impacts

No significant unavoidable impacts have been identified.

4.17.8 References

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4.18 WILDFIRE

4.18.1 Introduction

The purpose of this section is to describe the potential wildfire hazards impacts that may result from the implementation of the Beaumont Summit Station Specific Plan (Project) within the City of Beaumont (City) by identifying existing wildfire hazard conditions of the Project site and surrounding area; considering applicable federal, state, regional, and local goals and policies; identifying and analyzing environmental impacts; and recommending measures to minimize or avoid potential adverse impacts resultant of Project implementation.

Information presented in this wildfire hazards impact analysis is derived largely from the City of Beaumont Annex – Local Hazard Mitigation Plan (LHMP)¹, County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) (2018)², and City of Beaumont General Plan (Beaumont GP) – Safety Element.³ Other information in this section, such as regulatory framework, is derived from the various planning documents including the City of Beaumont General Plan (Beaumont GP), City of Beaumont Municipal Code (Beaumont MC), and pertinent State of California Building Codes (CBC).

4.18.2 Environmental Setting

In general, wildfires pose the greatest risk in the open space and undeveloped portions of the City. The severity of potential wildfires is influenced by four factors: vegetation, climate, slope, and how the fire was started. In the southern and western portions of the City, the vegetation is comprised of native chamise chaparral, California scrub oak, white sage, and manzanita. Sparse vegetation of canyon and live oak can also be found. The grasslands, shrubs, and chaparral in both the flat and hilly areas are considered to be highly flammable. However, since much of the Beaumont area consists of open space and flat areas containing sparse vegetation or included areas used for agriculture, the potential for wildfires is significantly reduced.⁴

The California Department of Forestry and Fire Protection (CAL Fire) has mapped areas of significant fire hazards in the state through its Fire and Resources Assessment Program (FRAP). These maps place areas of the state into different Fire Hazard Severity Zones (FHSZs) based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As part of this mapping system, land where CAL FIRE is responsible for wildland fire protection and generally located in unincorporated areas is classified as a State Responsibility Area (SRA). Where local fire protection agencies, such as the Riverside County Fire Department (RCFD), are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). In addition to establishing local or state responsibility for wildfire

¹ City of Beaumont. 2012. Local Hazard Mitigation Plan. Available at <http://beaumontca.gov/DocumentCenter/View/29599/Beaumont-LHMP-?bidId=>.

² County of Riverside. Multi-Jurisdictional Local Hazard Mitigation Plan. (2018). Available at https://www.rivcoemd.org/Portals/0/FINAL%20PUBLIC%20VERSION%20Riv_Co_%202018%20Multi%20Jurisdictional%20Local%20Hazard%20Mitigation%20Plan.pdf. (Accessed August 2021).

³ City of Beaumont, General Plan. (2020). Chapter 9, Safety, pg. 223. Retrieved from: https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.

⁴ Ibid.

protection in a specific area, CAL FIRE designates areas as very high fire hazard severity zones FHSZs (VHFHSZ), High (HFHSZ), and Moderate (MFHSZ). According to the State of California Fire Hazard Severity Zone viewer, the entire Project site is designated as LRA.⁵ It should be noted that RCFD and CAL FIRE have contracted with the City for fire protection services since 1978⁶; and therefore, both currently provide services to the Project site.

Wildfire Characteristics

According to the National Park Service (NPS), a wildfire, or wildland fire, is described as a non-structure fire that occurs in vegetation such as trees, grasses, and shrubs, and is not a prescribed fire.⁷ Wildfires have differing causes including lightning strikes, wind-blown embers, but are most commonly caused by human activities. Wildfires may originate in undeveloped areas and spread to developed or urban areas where the landscape and structures are not designed and maintained to be ignition or fire resistant. The International Association of Fire Chiefs' Ready, Set, Go! website defines a Wildland-Urban Interface (WUI) as areas where homes are built near or among lands prone to wildland fire.⁸ The potential for wildland fires represents a hazard where development is adjacent to open space or in proximity to wildland fuels or FHSZ. Fires that occur in WUI areas may affect natural resources as well as life and property.

The potential for wildfires to affect an area are largely dependent on vegetation patterns within a given area and the density of the vegetative growth. The vegetation is typically defined as having low, moderate, or high fuel loads. Light fuels typically consist of flammable grasses and annual herbs; medium fuels are brush and shrubs less than six feet in height; and heavy fuels are heavier brush and timber over six feet high. Topography also influences fire risk by affecting fire spread rates. Steep terrain can result in faster fire spread upslope and terrain that create funneling effects, such as canyons, and these landscapes can result in especially intense fire behavior. Conversely, flat terrain or those with slight elevation changes tend to have little effect on fire spread. In these instances, the fire spread is largely driven by vegetation and weather conditions such as humidity and wind.⁹

4.18.3 Regulatory Setting

Federal

Federal Emergency Management Act (FEMA)

In March 2003, FEMA became part of the U.S. Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

⁵ Calfire. <https://egis.fire.ca.gov/FHSZ/>

⁶ City of Beaumont. Fire Services. Available at <http://beaumontca.gov/Index.aspx?NID=18>, accessed June 2021.

⁷ National Park Service (2018). Types of Wildland Fire. <https://www.nps.gov/subjects/fire/types-of-wildland-fire.htm>. Accessed June 2021.

⁸ International Association of Fire Chiefs (2019). Wildland Urban Interface. https://www.wildlandfirersg.org/s/iafc2/what-is-the-wildland-urban-interface-MCVXRWBEBHSZFCQ7IV6PER5CF6UVUQ?language=en_US. Accessed June 2021.

⁹ City of Beaumont. 2012. City of Beaumont Annex – Local Hazard Mitigation Plan. Available at <http://beaumontca.gov/DocumentCenter/View/29599>, accessed June 2021.

Disaster Mitigation Act of 2000

This Act (42 United States Code [USC] §§ 5121) was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988 (42 USC §§ 5121-5207). Among other things, this legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

- i. Funding pre-disaster mitigation activities;
- ii. Developing experimental multi-hazard maps to better understand risk;
- iii. Establishing state and local government infrastructure mitigation planning requirements;
- iv. Defining how states can assume more responsibility in managing the hazard mitigation grant program; and
- v. Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in § 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

National Fire Plan¹⁰

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.

The National Cohesive Wildland Fire Management Strategy¹¹

Under the direction of the Federal Land Assistance, Management, and Enhancement Act of 2009 (the FLAME Act), the Secretary of the Interior and the Secretary of Agriculture created the National

¹⁰ US Department of the Interior and USDA Forest Service. National Fire Plan. (2002). https://www.fs.fed.us/database/budgetoffice/NFP_final32601.pdf. (accessed August 2021).

¹¹ National Cohesive Wildland Fire Management Strategy. <https://www.fs.fed.us/restoration/cohesivestrategy.shtml>. (accessed August 2021).

Cohesive Wildland Fire Management Strategy report. This report contains a cohesive wildfire management strategy as directed by the FLAME Act and under the advisement of the intergovernmental Wildland Fire Leadership Council. The most recent version of this report is 2014's *The National Strategy: The Final Phase in the Development of the National Cohesive Wildland Fire Management Strategy*.

State

California Department of Forestry and Fire Protection (CAL FIRE)

CAL FIRE protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values providing social, economic, and environmental benefits to rural and urban citizens. Another major responsibility of CAL FIRE's is to use their firefighters, fire engines, and aircraft to respond to wildland fires. In 2020 (between January 1 and December 29) there were a total of 8,112 wildfires in the state.¹²

The Office of the State Fire Marshal supports CAL FIRE's mission by focusing on fire prevention. It provides support through a wide variety of fire safety responsibilities including by regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; by providing statewide direction for fire prevention in wildland areas; by regulating hazardous liquid pipelines; by reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities.

State Fire Regulations

Fire regulations for California are established in § 13000 et seq. of the California Health and Services Code (HSC) and include regulations for structural standards (similar to those identified in the CBC); fire protection and public notification systems; fire protection devices such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all state-owned buildings, state-occupied buildings, and state institutions within California.

California Fire Plan

The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE. By placing the emphasis on what needs to be done long before a fire starts, the Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The 2018 Strategic Fire Plan for California is the most current plan.¹³

California Public Resources Code (PRC) §§ 4290 and 4291

These regulations, which implement minimum fire safety standards related to defensible space, apply to the perimeters and access to all commercial, industrial, and residential building construction with an SRA

¹² CALFIRE. (2021). <https://www.fire.ca.gov/stats-events/>. (accessed August 2021).

¹³ 2018 Strategic Fire Plan for California. (2018). https://osfm.fire.ca.gov/media/5590/2018-strategic-fire-plan-approved-08_22_18.pdf. (accessed August 2021).

(approved after January 1, 1991), and within lands classified and designated as VHFHSZ (after July 1, 2021). The person(s) who control, lease, maintain, operate, or own said building in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable materials is required to preserve a defensible space of 100 feet from the perimeter of the building. The regulations shall include the following:

1. Road standards for fire equipment access.
2. Standards for signs identifying streets, roads, and buildings.
3. Minimum private water supply reserves for emergency fire use.
4. Fuel breaks and greenbelts.

These regulations do not supersede local regulations which equal or exceed minimum regulations adopted by the state.

California Government Code § 66474.02

This regulation states that before a county can approve a tentative map, or a parcel map for which a tentative map was not required, for an area (development) located in an SRA or a VHFHSZ, the following findings must be made:

1. A finding supported by substantial evidence in the record that the subdivision is consistent with regulations adopted by the State Board of Forestry and Fire Protection pursuant to §§ 4290 and 4291 of the PRC or consistent with local ordinances certified by the State Board of Forestry and Fire Protection as meeting or exceeding the state regulations.
2. A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:
 - A. A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.
 - B. The Department of Forestry and Fire Protection by contract entered into pursuant to §§ 4133, 4142, or 4144 of the PRC.

Upon approving a tentative map, or a parcel map for which a tentative map was not required, for an area (development) located in an SRA or VHFHSZ, the county shall transmit a copy of the findings and accompanying maps to the State Board of Forestry and Fire Protection.

2019 California Building Code, Chapter 7A

Chapter 7A of the CBC focuses primarily on preventing ember penetration into homes, a leading cause of structure loss from wildfires. These codes have been developed through decades of after fire structure “save” and “loss” evaluations to determine what causes buildings to ignite or avoid ignition during wildfires. The resulting fire codes now focus on mitigating former structural vulnerabilities through

construction techniques and materials so that the buildings are resistant to ignitions from direct flames, heat, and embers, as indicated in the 2019 CBC (Chapter 7A, § 701A Scope, Purpose and Application).

2019 California Fire Code, Chapter 49 Requirements for WUI Fire Areas

This code provides minimum standards to increase the ability of a building or structure to resist the intrusion of flame or burning embers being projected by a vegetation fire and contributes to a systematic reduction in fire losses through the use of performance and prescriptive requirements. Buildings and structures located on unincorporated land designated as an SRA Moderate, High, and VHFHSZ and land designated as VHFHSZ by a city or other local agency shall maintain the required hazardous vegetation and fuel management standards.

Fire hazard designations are based on topography, vegetation, and weather, amongst other factors with more hazardous sites including steep terrain, unmaintained fuels/vegetation, and WUI locations. Projects situated in HFHSZ's require fire hazard analysis and application of fire protection measures that have been developed to specifically result in defensible communities in these WUI locations.

2019 California Fire Code

CCR Title 24, Part 9 (2019 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of WUI areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2019 (adopted January 1, 2020). The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

Title 8 California Code of Regulations §§ 1270 and 6773

In accordance with CCR, Title 8 § 1270 "Fire Prevention" and § 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

2019 California Building Standards Code

California building standards are published in the CCR, Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 12 parts that contain administrative regulations for the California Building Standards Commission and for

all state agencies that implement or enforce building standards. Local agencies must ensure the development complies with the guidelines contained in the CBSC. Cities and counties can adopt additional building standards beyond the CBSC including the CBSC Part 2, named the CBC which is based upon the 2018 International Building Code, and Part 11, named the California Green Building Standards Code, also called the CalGreen Code.

California Health and Safety Code

State fire regulations are set forth in California Health and Safety Code §§ 13000 et seq., and include provisions concerning building standards, fire protection and notification systems, fire protection devices, and fire suppression training, as also set forth in the 2019 CBSC and related updated codes.

Emergency Mutual Aid Agreements (EMAA)

The EMMA system is a collaborative effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field Office, and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the EMMA, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

California Governor's Office of Emergency Management Agency (Cal-EMA)

In 2009, the State of California passed legislation creating the Cal-EMA and authorizing it to prepare a Standardized Emergency Management System (SEMS) program (Title 19 CCR §§ 2400 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

Cal-EMA serves as the lead state agency for emergency management in the state. Cal-EMA coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as these are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system. In California, the SEMS provides the mechanism by which local government requests assistance. Cal-EMA serves as the lead agency for mobilizing the state's resources and obtaining federal resources; it also maintains oversight of the state's mutual aid system.

Local

City of Beaumont 2040 General Plan

Implementation of the following General Plan goals and policies will assist in minimizing adverse impacts related to wildfire. The City's Beaumont 2040 General Plan includes the following goals and policies, the adherence to which will reduce potential environmental impacts to wildfire:

Community Facilities and Infrastructure Element

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.

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 7.8: **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.

Safety Element

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 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Goal 9.5: **A City with enhanced fire and emergency response services.**

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.

Goal 9.6: **A City that protects human life, land, and property from the effects of wildland fire hazards.**

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.

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.

City of Beaumont Municipal Code

Chapter 15.20, § 010 relates to the adoption of the 2019 California Fire Code. This Section states, “Except as otherwise provided in this Chapter, the California Fire Code, Title 24, California Code of Regulations, Part 9, including Chapter 1, Division II - Scope and Administration, except that §§ 103.2 and 109.3 are not adopted, and Chapters 3, 25, and §§ 403.12, 503, 510.2, and 1103.2 are adopted, including any and all amendments set forth in this Chapter, and including any and all amendments thereto that may hereafter be made and adopted by the State of California, is hereby adopted as the City Fire Code.” More specifically, subsection Q of § 15.20.020 of the Beaumont MC recognizes that FHSZs and maps as defined in the California Fire Code includes § 4904 and the revision related to CGC §§ 51175 through 51189 for VHFHSZs and that these resources are retained on file at the office of the Fire Chief.

Beaumont MC § 17.06.030 relates to water efficient landscape requirements and discusses plant selection for projects in high fire hazard areas and that a defensible space or zone around a building or structure is required pursuant to PRC § 4291 and Riverside County Ordinance No. 695. Fire-prone plant materials and highly flammable mulches are required to be avoided to address fire safety and prevention.

City of Beaumont Local Hazard Mitigation Plan (LHMP)

The purpose of the LHMP is to identify the City’s hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards.

The LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through FEMA Flood Mitigation Assistance, Pre-Disaster Mitigation, and Hazard Mitigation Grant Programs.

4.18.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning wildfire. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Substantially impair an adopted emergency response plan or emergency evacuation plan;

- 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 wildfire;
- 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; or
- 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.

4.18.5 Impacts and Mitigation Measures

Impact 4.18-1 *If located in or near SRA or lands classified as Very High FHSZ, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*

Level of Significance: Less than Significant Impact

The Project is entirely in an LRA. Due to the City currently contracting with CAL FIRE and RCFD for fire services, Project buildout would not affect fire services as CAL FIRE and RCFD would both continue to provide fire services.

The City's planning process, as it does for the proposed Project, follows methodologies consistent with FEMA and Cal-EMA guidance. This process includes conducting meetings with the Operational Area Planning Committee (OAPC) coordinated with the RCFD, Office of Emergency Services, and ensuring compliance with all other applicable regulations set forth by federal, state, and local jurisdictions agencies related to evacuation and safety from fire hazards. It should be noted that the City also recognizes other potential hazards and threats that could occur from earthquakes, flooding, and hazardous materials. Because of this, the City is prepared on numerous fronts to implement an evacuation should it be needed, in accordance with the LHMP.¹⁴

The City's LHMP has identified routes near the Project that would serve as emergency evacuation routes: State Route 60 (SR-60), Interstate 10 (I-10), Beaumont Avenue (Highway 79), and 4th Street. Additionally, the City uses a Reverse 911 Emergency Notification System which is managed by the City's Police Department Dispatch Center. This system allows the City to get information to residents if any emergency event that may happen in the area. An evacuation, should it be necessary, would be coordinated by the Beaumont Police Department, California Highway Patrol, and other cooperating law enforcement agencies have primary responsibility for evacuations. These agencies work closely within the with responding fire department personnel who assess fire behavior and spread, which ultimately influence evacuation decisions.

¹⁴ City of Beaumont. 2012. City of Beaumont Annex – Local Hazard Mitigation Plan. Available at <http://beaumontca.gov/DocumentCenter/View/29599>, accessed June 2021.

Therefore, while construction and operation of the Project would occur within proximity to SR-60 and I-10, neither construction nor operation of the proposed Project would impede the use of either of the freeways or local roadways needed to access them. Impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.18-2 *If located in or near SRA or lands classified as Very High FHSZ, would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Level of Significance: No Impact

As stated previously, the Project site is not within a Very High FHSZ zone nor is it located in an SRA. The Project site is within an LRA zone. Since the Project is with an LRA zone, provision of fire protection services would continue under contract to the RCFD. Fire protection services provided to Project site would not substantially differ from services available through the County; only the service funding mechanism would change. Furthermore, development from the Project site would be subject to Fire Department review. Department review ensures that the design of proposed developments conform to the RCFD requirements and thereby reduce demands on fire protection services. Additionally, payment of the Fire Protection impact fees, property taxes, and other revenues generated by development within the Project area would be available to the City to offset any increased costs for fire protection services with little or no net effect on the City’s budget. Therefore, no impact would occur.

Mitigation Measures

No mitigation is necessary.

Level of Significance

No impact.

Impact 4.18-3 *If located in or near SRA or lands classified as Very High FHSZ, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Level of Significance: Less than Significant Impact

As noted in **Section 4.8, Hazards and Hazardous Materials**, Wildland Hazards, the Project site is not located within a moderate, high, or very high Fire Hazard Severity Zone (FHSZ). Additionally, the Project

site is not located in or near a State Responsibility Area (SRA). The Project includes development consisting of e-commerce, commercial, and open space land uses, on vacant and previously developed lots. Improvements to both adjacent roadways would be made as part of the Project in accordance with all City and design standards as part of planned improvements for the area. All improvements would occur within areas already planned for disturbance as part of the Project or within existing or planned roadways or within easements that have been previously disturbed. None of the Project improvements, including landscaping or installation of interior circulation driveways or emergency access lanes, would result in impacts to the environment not analyzed in the respective chapters of this Draft EIR. Because the Project is not located within a VHFHSZ and is not in or near an SRA the Project would also be consistent with Policy 9.6.3 which seeks to ensure that developments in VHFHSZ minimize the risks of wildfires. For these reasons, impacts in this regard would be less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Impact 4.18-4 *If located in or near SRA or lands classified as Very High FHSZ, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Level of Significance: Less than Significant Impact

The Project site is not located in an SRA or in an area classified as very high FHSZ. The Project site's topography to the northwestern area of the site possesses several east-west and southeast-northwest trending drainage courses. The drainage features possess gradual to steep sidewalls with elevation differences of up to 15± feet below the surrounding topography. To the south of the leech pits, the site slopes towards the south to southwest at a gradient of 10± percent. The topography descends by 50± feet in this area. Another significant east-west trending drainage is located at the base of the descending slope, located in the southern-most region of the site. The drainage possesses gradual to steep sidewalls with an elevation difference up 10± feet below the surrounding topography. A hill, located to the southeast of this drainage, is approximately 20 to 30 feet higher than the surrounding topography. The hill possesses slope gradients ranging from 14 to 40± percent.

Slope is important relative to wildfire because steeper slopes typically facilitate more rapid-fire spread upslope. The portion of the Project where the highest variations of topography elevations exist is in the portion of the site planned for Open Space with no planned development. Additionally, no significant amounts of below-grade construction, such as basements or crawl spaces, are expected to be included in the proposed Project. Based on the assumed topography, cuts of 45± feet and fills of up to 65± feet are expected to be necessary to achieve the proposed site grades.

As discussed in Draft EIR **Section 4.6, Geology and Soils**, landslide risks from the Project are less than significant with compliance with existing codes and regulations, including the CBC (as adopted by the Beaumont MC). Project flooding and drainage is discussed in Draft EIR **Section 4.9, Hydrology and Water Quality**; runoff, flooding, and drainage impacts are less than significant with implementation of relevant Beaumont GP policies and existing regulations, such as compliance with the Beaumont MC. Specifically, Beaumont GP Goal 8.5 and its supporting policies, and Beaumont GP Policies 3.1.6, 3.1.9, 3.1.12, 3.12.2, 3.12.3, 7.4.1, 7.4.3, all help to address and maintain open areas, preserve or discourage development in hillside areas, or drainages that can lead to flooding or downstream risk after fire events. Through compliance with existing regulations and Beaumont GP goals and policies there are no significant risks as a result of runoff, post-fire slope instability, or drainage changes.

The Project would not 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 since the Project site is not located in an SRA nor is it located within a very high FHSZ and no development is planned in Planning Area 3 which is where the greatest topography height variation occurs. Additionally, total flows from the discharge points would drain to the west and would not be in excess of pre-Project flows. Impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

4.18.6 Cumulative Impacts

Projects have the potential to be cumulatively considerable, when evaluated in the context of other past, present, or reasonably foreseeable projects that make a cumulative contribution to impacts. Similar to the Project, cumulative development occurring within the vicinity and similar FHSZs would be subject to risk of wildfire hazards. Cumulative projects also would be subject to compliance with the CBC and California Fire Code, as well as local regulations and all proposed construction would be required to meet minimum standards for fire safety. Development occurring within the City, or those future projects annexed from the County lands adjacent to and near the Project site would be subject to review by the City to ensure cumulative development is designed to provide a minimum of fire safety and support fire suppression activities. This would include compliance with state and local fire codes, inclusion of fire sprinklers if required, proper fire hydrant system, paved access, and secondary emergency access routes. Implementation of these plans and policies, in conjunction with compliance with the Fire Code and City standards, would ensure cumulative impacts with respect to wildfire hazards are less than significant.

4.18.7 Significant Unavoidable Impacts

No significant unavoidable impacts have been identified.

4.18.8 References

City of Beaumont. 2020. *Beaumont General Plan*.

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

City of Beaumont. 2020. *Draft Program Environmental Impact Report, Beaumont General Plan, SCH*

No. 2018031022. <https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720>.

City of Beaumont. Local Hazard Mitigation Plan.

<https://www.beaumontca.gov/DocumentCenter/View/29599/Beaumont-LHMP-?bidId=>.

National Park Service (2018). Types of Wildland Fire. [https://www.nps.gov/subjects/fire/types-of-](https://www.nps.gov/subjects/fire/types-of-wildland-fire.htm)

[wildland-fire.htm](https://www.nps.gov/subjects/fire/types-of-wildland-fire.htm).

5.0 OTHER CEQA CONSIDERATIONS

This section of the Draft Environmental Impact Report (Draft EIR) for the Beaumont Summit Station Specific Plan (Project) discusses additional California Environmental Quality Act (CEQA) considerations. The additional considerations discussed in this section include:

1. Significant and Irreversible Environmental Changes; and
2. Growth Inducing Impacts.

5.1 CEQA Requirements

Section 15126.2 (b) of the CEQA Guidelines requires that an EIR discuss any significant impacts associated with the Project. In **Section 4.0, Environmental Analysis**, of this Draft EIR, describes the potential environmental impacts of the Project and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. **Section 1.0, Executive Summary** contains **Table 1-2, Summary of Significant Impacts and Proposed Mitigation Measures**, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation.

5.2 Significant and Irreversible Environmental Changes

The CEQA Guidelines § 15126.2(d), requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Generally, the section states that a project would result in significant irreversible environmental changes if the following occurs:

- The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely;
- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project, and
- The proposed consumption of resources is not justified (e.g., the project involved the wasteful use of energy).

The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely.

The Project would not involve the utilization of nonrenewable resources in a manner that would make their nonuse or removal unlikely. Nonrenewable resources associated with the development of the Project site would include fossil fuels. Fossil fuels would serve as energy sources during both Project construction and operations. Fossil fuels would act as transportation energy sources for construction vehicles and heavy equipment during the construction period and by vehicles and equipment used during Project operations. Though the Project would endeavor to utilize fossil fuels efficiently, their use would be vital for construction and operations activities, making their nonuse unlikely. However, the Project would not require the continued use of fossil fuels at the end of its operational life. By nature of being a nonrenewable resource, fossil fuels, once consumed, cannot be replaced. Those fuels, once spent, may be transformed into another form of matter such as exhaust or smoke. Standard vehicles and equipment

used by the Project in both construction and operational phases would likely utilize fossil fuels. Some construction and operational equipment such as forklifts may be electrified and therefore not rely on fossil fuels. Energy-efficient equipment would be utilized according to their availability and in order to comply with energy regulations and policies for the Project as a whole as it pertains to e-commerce and commercial uses.

The Project does not propose any fueling stations and would not likely store significant amounts of fossil fuels on the site. Fossil fuels on-site would especially not be stored in a manner that would make their removal unlikely. No infrastructure is proposed to store fossil fuels in large amounts or without the ability of removal. The Project would also require the commitment of land on which the Project would be developed for mix-use of e-commerce and commercial uses. Similarly, land is a finite resource in that once developed and in active use it removes the ability for that land to be used for other purposes. However, development of the Project site would not eliminate the possibility of redevelopment in the future.

The primary and secondary impacts would generally commit future generations to similar uses.

The Project's development is anticipated to produce some significant and unavoidable impacts based on analyses conducted in **Sections 4.2, Air Quality; 4.7, Greenhouse Gas Emissions; 4.11, Noise, and 4.15, Transportation**. These impacts would also affect the surrounding environment. However, these significant impacts would not commit future generations to similar uses. Although grading would occur in the Project site, the site could be regraded for a different project should the need arise. Additionally, Planning Area 3 of the Project site would be maintained as Open Space which would act as buffer from the residential development to the south of the Project site. As such, Planning Area 3 would remain fully developable, if necessary. As previously stated, the proposed e-commerce and commercial structures would be able to be removed at the end of the Project's life and replaced.

The use of materials considered hazardous waste would be minimal; mostly used for cleaning, landscaping, and operational maintenance. Compliance with federal, state, and local regulations would ensure that the usage and storage of any hazardous materials and waste would be completed in the safest and most efficient manner. Similarly, the Project would comply with any federal, state, and local air quality and water quality regulations to further ensure the least amount of environmental impact. The mixed-use nature of the Project is unlikely to lead to impacts that would relegate future generations and developments to similar uses. Therefore, the Project would not influence future development in that land area as the existing land use designations would be unchanged.

The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The Project is intended to develop a mix of e-commerce and commercial development and is not anticipated to release hazardous materials into the environment. Construction and operation of the Project would utilize chemical substances common with typical construction, warehousing, landscaping, and cleaning activities and do not generally pose a significant hazard to the public or environment. However, in the event that hazardous materials are either used or stored on the Project site, mitigation measures are proposed, which would both reduce the significance of any impacts and ensure the Project's compliance with any Federal, State, and local policy regarding hazardous materials and accidents.

The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would comply with any applicable federal, state, and local regulation and law regarding the use of resources during both construction and operations. As established in **Section 4.17, Utilities and Service Systems**, development of the Project would not significantly impact water, electricity, solid waste, and telecommunications resources. It was found that the Beaumont-Cherry Valley Water District (BCVWD), the water supplier for the City and Project site, has adequate supplies to serve the Project's expanded demand. Further, development of the Project would include the use of energy-efficient vehicles and equipment in accordance with the most recent Federal, State, and local regulations. Therefore, resources used for the Project, including energy, would be done in an efficient, justifiable manner. Energy resources and consumption is discussed in greater detail in **Section 4.5, Energy**.

5.3 Growth Inducing Impacts

State CEQA Guidelines § 15126.2(e) requires that EIRs include a discussion of ways in which a project could induce growth. The State CEQA Guidelines identify a project as "growth-inducing" if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or e-commerce development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. The proposed Project would therefore have a growth inducing impact if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Require the construction of new or expanded facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, the potential for growth inducement is not considered necessarily detrimental nor necessarily beneficial, and neither is it automatically considered to be of little significance to the environment. This issue is presented to provide additional information on ways in which the Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the Project examined in the preceding sections of this Draft EIR.

Direct Growth-Inducing Impacts in the Surrounding Environment

Potential growth-inducing effects are examined through analysis of the following questions:

Would the project directly or indirectly foster economic or population growth, or the construction of additional housing? No

Population and Employment

As shown in **Table 4.12-7, Project Generated Employment**, the projected number of employees that would result from the implementation of the Project was calculated based on the employment forecast factors used in the Beaumont 2040 GP Draft EIR.¹ The Project has the potential to generate approximately 4,010 employment opportunities.

The construction phase of the Project would generate employment opportunities, including construction management, engineering, and labor. Construction related jobs are not considered significantly growth inducing because they are temporary in nature and are anticipated to be filled by persons within the City and the surrounding communities. As noted in **Table 4.12-3, Housing Units – City of Beaumont and County of Riverside**, the City is housing-rich with an has a 4.8 percent vacancy rate. Additionally, the City is considered “jobs poor” as it has a high 10.5 percent unemployment rate. This suggests that the Project’s employment opportunities would be adequately filled, by local residents or the surrounding community. Therefore, the Project’s employment opportunities for the construction phase would not induce substantial unplanned population growth.

Population Growth

Buildout of the Specific Plan would increase jobs in the City, which would have the potential to increase the demand for housing in the area. However, the City is housing-rich and therefore, the Project would produce more jobs that would help lower the unemployment rate of the area. Because the City is housing-rich, it is expected that jobs at the Project site would be drawn from the local and regional labor force. The Project is not anticipated to result in a substantial population growth, and impacts would be less than significant.

Would the project remove obstacles to population growth? No

The Project site currently consists of vacant parcels, which were previously improved with commercial/animal farming uses that have since been demolished (see **Section 3.0, Project Description** for more information). The demolition of these structures did not induce population growth since they will be replaced with the proposed e-commerce and commercial facilities. Additionally, the zoning and General Plan designation for the Project site would be Beaumont Summit Station Specific Plan and would not allow for residential development without a Zone Change or General Plan Amendment to a residential designation. The Project would be an allowed and anticipated use within the Specific Plan and would therefore not create or remove an obstacle for growth.

¹ City of Beaumont. (2019). *Beaumont General Plan 2040 Program DEIR – Section 5.13 Population and Housing: page 5.13-13*. Retrieved at: <https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720> (Accessed August 24, 2021).

Would the project require the construction of new or expanded facilities that could cause significant environmental effects? No

The Project site was previously disturbed and developed with commercial/animal farming buildings which have since been demolished. These uses required utility and infrastructure improvements in order to function. The Project would include infrastructure improvements and connections to existing facilities to allow for the efficient use of resources such as natural gas, electricity, and water. Improvements to the Project adjacent streets would also include underground dry utility facilities (e.g., cable, electric, telephone, natural gas, television and fiber optics) along the Project’s frontage street: Cherry Valley Boulevard. The environmental impacts associated with the facility improvements associated with the Project have been analyzed in **Section 4.1, Aesthetics** through **Section 4.18, Wildfire** of this EIR. In the presence of potentially significant impacts which were not minimized by the Project design features, mitigation measures have been proposed which, when implemented, would reduce potential impacts stemming from the Project’s development to less than significant levels, with the exception of impacts associated with air quality, greenhouse gas emissions, noise, and traffic, which would remain significant and unavoidable. Further, the proposed Project would not require the expansion of utility facilities such as water treatment plants or landfills. Adequate capacity was concluded for each of those facilities.

Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Refer to **Section 4.1, Aesthetics** through **Section 4.18, Wildfire** of this EIR. No cumulative impacts were discovered during the analysis of the Project. The design features and objectives of the Project were concluded as having the potential to create significant unavoidable impacts to air quality, greenhouse gas emissions, noise, and transportation analyses. Mitigation is proposed in each case to minimize the potential of these impacts. However, through the nature of development some impacts cannot be avoided.

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6.0 ALTERNATIVES

6.1 Introduction

California Environmental Quality Act (CEQA) requires that Environmental Impact Reports (EIR) “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.” (State CEQA Guidelines § 15126.6). The State CEQA Guidelines require that the EIR include sufficient information about each Alternative to allow meaningful evaluation, analysis, and comparison with the Project. If an alternative would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the significant effects of the Alternative must be discussed, but these effects may be discussed in less detail than the significant effects of the project as proposed (California Code of Regulations [CCR] § 15126.6[d]). The EIR is not required to consider every conceivable Alternative to a project but is guided by a rule of reason. An EIR is not required to consider alternatives which are infeasible. Section 15126.6[d]) states that the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. Key provisions of the State CEQA Guidelines on alternatives (§ 15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the Alternative’s analysis in the Draft EIR.

- “The discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly” (§ 15126.6(b)).
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact” (§ 15126.6(e)(1)).
- “The no Project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation was published, at the time the environmental analysis is commenced, as well as what would reasonably be 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. If the environmentally superior Alternative is the ‘no Project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (§ 15126.6(e)(2)).
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that require an EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project” (§ 15126.6(f)).
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (§ 15126.6(f)(1)).

- For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR” (§ 15126.6(f)(2)(A)).
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (§ 15126.6(f)(3)).

6.2 Project Objectives

Section 15124(b) of the CEQA Guidelines indicates that an EIR should include “a statement of objectives sought by the proposed Project.” The Specific Plan was prepared to achieve the following Project objectives, which are also described in **Section 3.0** of this Draft EIR:

1. Provide a comprehensive land use plan that designates the distribution, location, and extent of land uses.
2. Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.
3. Develop a state-of-the-art logistics/e-commerce center with complimentary commercial uses that take advantage of existing and planned infrastructure, is feasible to construct, is economically competitive with, and in the general vicinity of, similar logistics/e-commerce center uses.
4. Develop and operate a large format logistics center that is in close proximity to the I-10 freeway to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.
5. Facilitate the development of underutilized land currently planned for residential uses with uses that maximize the use of the site as a large format e-commerce center consisting of one or more buildings with total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000 square feet of mixed commercial uses responding to market demand.
6. Provide a system of infrastructure that includes public and private transportation, sewer, water, drainage, solid waste disposal, and other essential facilities to serve the needs of the Project.
7. Provide access patterns that minimize traffic conflicts.
8. Develop project identity through the identification of project design elements such as architecture, landscaping, walls, fencing, signage, and entry treatments.
9. Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.
10. Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, and expansion of the tax base.
11. Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.
12. Provide and plan that incorporates appropriate buffers with the surrounding development through the use of landscaped setbacks and expanded parkways along Cherry Valley Boulevard and Brookside Avenue.

6.3 Significant and Unavoidable Environmental Impact of the Project

Sections 4.1 through 4.18 of this Draft EIR address the environmental impacts of implementation of the Project. The analyses contained in these sections identified the following significant and unavoidable environmental impacts resulting from the Project:

Air Quality

The Project would result in the following significant and unavoidable air quality impacts, despite the implementation of all feasible mitigation measures: (1) conflict with or obstruct implementation of the applicable air quality plan, due to operational ROG and NO_x emissions; (2) result in a cumulatively considerable net increase in a criteria pollutant for which the region is non-attainment, due to operational ROG and NO_x emissions; and (3) result in cumulative air quality impacts, as a result of operational ROG and NO_x emissions.

Greenhouse Gas Emissions

The Project would result in the following significant and unavoidable greenhouse gas (GHG) emissions impacts, despite the implementation of all feasible mitigation measures: (1) generation of 33,940 MTCO_{2e} per year (mitigated) of GHG emissions that could have a significant impact on the environment; (2) conflict with an applicable plan, policy, or regulation of an agency, adopted for the purpose of reducing GHG emissions, as a result of total emissions; and (3) the Project would result in a potentially significant cumulative GHG impact.

Noise

Noise impacts would be less than significant with the exception of cumulative off-site traffic noise along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue). Cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity. Noise levels along the affected segments of Cherry Valley Boulevard would be Conditionally Acceptable. However, mitigation was determined to be infeasible to reduce mobile traffic noise to Normally Acceptable levels in accordance with the Land Use Compatibility standards.

Transportation

The Project would result in the following significant and unavoidable impact, despite the implementation of all feasible mitigation measures: (1) the Project would exceed the City's Vehicles Miles Traveled (VMT) thresholds of 8.9 VMT per Employee and 30.4 VMT per service population. The former threshold would be exceeded by 6.4 VMT and second by 12.1 VMT. A cumulatively consideration transportation impact would also occur.

6.4 Criteria for Selecting Alternatives

Per § 15126.6(b) of the State CEQA Guidelines, the discussion of alternatives shall focus on alternatives to a project, or its location, that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or

would be more costly. This alternatives analysis, therefore, focuses on project alternatives that could avoid or substantially lessen environmental impacts of the Project related to the environmental categories listed in Appendix G of the State CEQA Guidelines.

Per State CEQA Guidelines § 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed. For each Alternative, the analysis below describes each Alternative, analyzes the impacts of the Alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the Alternative, assesses the Alternative’s ability to meet most of the Project objectives, and evaluates the comparative merits of the Alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.

6.5 Alternatives Removed from Further Consideration

State CEQA Guidelines § 15126.6(c) states that an EIR should identify any alternatives that were considered by the lead agency but rejected because the Alternative would be infeasible, fail to meet most of the basic project objectives, or unable to avoid significant environmental impacts. Furthermore, an EIR may consider an alternative location for the proposed Project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the Project to another site and if the Project proponent can reasonably acquire, control, or otherwise have access to the alternative site.

In developing the Project and alternatives, consideration was given to the density of development that could meet Project objectives and reduce significant impacts. The anticipated significant impacts would result from the intensity of the development proposed. In developing a reasonable range of alternatives, an alternative site alternative was considered but removed from consideration for a variety of reasons. These Alternative and the reasons are discussed briefly below:

Alternative Site Alternative

The analysis of alternatives to the proposed Project must also address “whether any of the significant effects of the Project would be avoided or substantially lessened by putting the Project in another location” (CEQA Guidelines § 15126.6(f)(2)(A)). Only those locations that would avoid or substantially lessen any of the significant effects of the Project need be considered. If no feasible alternative locations exist, the agency must disclose the reasons for this conclusion (CEQA § 15126.6(f)(2)(B)). In this case, while it is feasible that an alternative site could be selected for the Project, an alternative site would entail either the same or new significant environmental effects as the Project site. For example, development of the proposed Project on any suitable alternative site in or around the City may not avoid or substantially lessen the proposed Project’s impacts. This generally applies to impacts such as air quality impacts, greenhouse gas emissions, or transportation impacts that occur over a wider area than generally site-specific impacts such as those to aesthetic or biological resources. Additionally, impacts like these could be greater if the alternative site is located further away from a major transportation corridor or in areas with existing unacceptable traffic levels. Moreover, an alternative site that is adjacent to undeveloped lands could result in increased impacts on aesthetics and utilities due to increased service capacity and

incongruous development, than a site, such as the Project site that is surrounded by existing and future planned development.

Furthermore, viable alternative locations for the Project are limited to those that would feasibly attain most of the Project objectives. There are no other lots appropriately located and sufficient sized and owned by the Project applicant in the City and along a major transportation corridor that would satisfy the Project objectives and eliminate or reduce impacts from the Project. The Project is proposed to be located near a major transportation route with Interstate 10 (I-10) directly to the southwest.

6.6 Alternatives to the Project

Two alternatives to the Project are analyzed in additional detail in this EIR. First, as required by CEQA, the No Project Alternative is considered. Second, a Reduced Building Intensity Alternative is considered. Per the State CEQA Guidelines § 15126.6(d), additional significant effects of the alternatives may be discussed in less detail than the significant effects of the Project as proposed. In addition, the EIR is to include sufficient information about each Alternative to allow meaningful evaluation, analysis, and comparison with the Project. For each Alternative, the analysis below describes each Alternative, analyzes the impacts of the Alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the Alternative, assesses the Alternative’s ability to meet most of the Project objectives, and evaluates the comparative merits of the Alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.

- “No Project/Existing Specific Plan”
- “Reduced Building Intensity”

6.7 Comparison of Project Alternatives

Alternative 1: No Project/Existing Specific Plan

Consistent with State CEQA Guidelines § 15126.6, the No Project/Existing Specific Plan assumes that the existing land uses and condition of the Project Site at the time the NOP was published (September 2021) would continue to exist without the Project. The setting of the Project site at the time the NOP was published is described as part of the existing conditions within **Section 3.0, Project Description** and throughout **Section 4.0** of the Draft EIR. The discussion within the respective sections provides a description of the environmental conditions in regard to the individual environmental issues.

The No Project/Existing Specific Plan Alternative assumes the Project would not be implemented and proposed land uses, and other improvements would not be constructed related to proposed Project and under this alternative none of the proposed improvements would occur. However, development allowed under the previously approved Sunny-Cal Specific Plan could occur and is analyzed as part of this Alternative.

The previously approved Sunny-Cal Specific Plan allows for the development of 200 acres with approximately 560 Dwelling Units (DU) on approximately 159 acres, over 30 acres of parks, open space, landscaped buffers, and paseos, and approximately 10 acres of circulation improvements.¹

Under this Alternative, the Sunny-Cal Specific Plan would remain and would not be replaced with the proposed Beaumont Summit Station Specific Plan. While the Sunny-Cal Specific Plan allows for a variety of land uses, this Alternative assumed development in accordance with the residential densities allowed under the specific plan which, as noted above, allows for up to 560 DUs, park space, and roads.

Infrastructure improvements including water, wastewater, drainage, extension of electrical and natural gas, and roadway improvements and right-of-way dedications identified in the Project would still be required to be extended into the Project site under the Sunny-Cal Specific Plan.

Comparison of Project Impacts

An evaluation of the potential environmental impacts of the No Project/Existing Specific Plan Alternative, as compared to those of the Project, is provided below. Impacts from the No Project/Existing Specific Plan Alternative are largely derived from the Recirculated Draft Environmental Impact Report Sunny-Cal Specific Plan, Annexation, and Sphere of Influence Amendment SCH # 2004121092 (Sunny-Cal DEIR; May 2006).

Aesthetics

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that implementation of the Specific Plan and related approvals as proposed would result in significant aesthetic impacts by creating a fundamental change in views from a nearby scenic route (I-10 Freeway) and the rural Cherry Valley area to the east. Furthermore, the project could have a substantial adverse effect on a scenic vista, and could substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Furthermore, the project could substantially degrade the existing visual character or quality of the site and its surroundings and would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Current DEIR Analysis

The proposed Project was found to have a less than significant impact on scenic vistas, as the City does not contain any designated scenic vistas. No impact would occur with regard to substantially damaging scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway because I-10 is no longer designated as a scenic highway by Caltrans.² A less than significant impact would occur with regard to degradation of the existing visual character or quality of public views because the Project would incorporate perimeter landscaping, trees, and ground covers to visually buffer the structures. Lastly, the Project would result in a less than significant impact on day/night-

¹ Stantec. 2007. *Sunny-Cal Specific Plan*.

² Caltrans. 2018. *California State Scenic Highway System Map*.
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> (accessed November 2021).

time views in the area due to light and glare because the Project would comply Chapter 8.50, Outdoor Lighting of the Beaumont MC which sets forth restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts.

Based on the above discussion, the No-Project alternative would have impacts regarding aesthetics, light, and glare that would be greater when compared to the proposed Project.

Air Quality

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that even with implementation of all feasible mitigation, the project would create significant short-term air quality regional impacts during construction from ROG and NO_x emissions and would create long-term regional impacts during project occupancy from ROG emissions. The Project also has the potential to create similar significant localized impacts during project construction and operation from PM₁₀. Because the Project has the potential to emit air pollutants in excess of the appropriate standards, there is the potential that air emissions of PM₁₀ and ROG during construction and operation of the Project could impact the health of nearby residents. Therefore, the Project may result in pollutant concentrations to significantly affect sensitive receptors. In addition, the Project was not compliant with the 2003 Air Quality Management Plan (AQMP).

Current DEIR Analysis

With mitigation incorporated, the proposed Project would not exceed SCAQMD thresholds for construction-related emissions. The same does not hold true for operational emissions at Project buildout, which exceed SCAQMD thresholds for ROG, NO_x, CO, and PM₁₀. Even with the implementation of numerous PDFs and mitigation measures included to reduce emissions to the maximum extent feasible, the impact would remain significant and unavoidable. Due to the exceedances, the Project would not be consistent with the AQMP. Impacts to sensitive receptors due to exposure of substantial pollutant concentrations would be less than significant with mitigation incorporated **MM AQ-1** through **MM AQ-6**. There would be no impact pertaining odors.

The No-Project Alternative and the proposed Project would exceed thresholds for criteria pollutants, and it is anticipated that the No-Project Alternative would result in both construction and operational impacts as well as impacts to sensitive receptors. This is because the No-Project Alternative provides the opportunity for the site to still be developed under the Sunny-Cal Specific Plan which, as noted above, would create significant impacts on air quality. Therefore, based on the above discussion, under this Alternative, impacts regarding air quality are anticipated to be equivalent to No-Project Alternative/the possibility for the site to be developed under the Sunny-Cal Specific Plan.

Biological Resources

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that through the Fish and Game § 1600 Streambed Alteration Agreement process, direct impacts to riparian habitat would be reduced to below the level of significance. Mitigation measures included in the Sunny Cal EIR determined that impacts would be less than significant. Through

implementation of MM BR-5, impacts to avian nesting sites would be reduced to below the level of significance. Through the Section 404 permitting process, direct impacts to waters of the U.S. and wetlands would be reduced to below the level of significance. Implementation of MMs BR-1 and BR-2 would reduce indirect impacts to jurisdictional waters to below the level of significance.

Current DEIR Analysis

With mitigation incorporated, the proposed Project would have less than significant impact on species identified as a candidate, sensitive, or special status species. **MM BIO-1** would address least Bell's vireo; **MM BIO-2** burrowing owl, and **MM BIO-3** nesting birds

According to the Project DBESP Report (**Appendix C3**), the Project site contains approximately 8.48 acres of MSHCP riparian/riverine areas, as defined by Section 6.1.2 of the MSHCP, of which, 2.41 acres (0.24 acre of riparian habitat and 2.17 acres of vegetation streambed) would be directly impacted by construction; approximately 6.07 acres of MSHCP riparian/riverine areas would be avoided on site. The on-site MSHCP riparian/riverine areas coincide with CDFW-jurisdictional vegetated streambed and associated riparian habitat. To address impacts to riparian/riverine areas, **MM BIO-4** is proposed, which would mitigate direct impacts at a 2:1 ratio.

No impact would occur to wetlands and a less than significant impact would occur to wildlife corridors or nursery sites. A less than significant impact would occur with regard to conflict with local policies or ordinances. With mitigation incorporated (**MM BIO-1** through **BIO-4**), a less than significant impact would occur regarding conflict with the MSHCP.

Based on the above discussion, under the No-Project Alternative, impacts regarding biological resources would be equivalent when compared to the proposed Project.

Cultural Resources and Tribal Cultural Resources

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that impacts to potential cultural resources from construction of the proposed Sunny-Cal Specific Plan would be less than significant after implementation of the recommended mitigation measures. MMs CR-1 and CR-2 would address impacts to undiscovered archaeological resources, human remains, and tribal cultural resources. MM CR-3 and MM CR-4 would address impacts to historical resources (a monument commemorating Gorgeous George and his turkey farm and a historian to monitor grading and construction in the vicinity of the Danny Thomas Ranch House).

Current DEIR Analysis

The proposed Project would have no impact to historical resources as no historic-age resources were identified on the Project site. Archaeological impacts would be mitigated to a less than significant level with the incorporation of **MMs CUL-1** and **CUL-2**. Under **MM CUL-1**, a qualified archaeological monitor will be present during Project-related ground-disturbing activities in undisturbed native sediments. **MM CUL-2** addresses the discovery of potentially significant cultural materials. Impacts to human remains would be less than significant following adherence with applicable laws, including California HSC §§ 7050.5-7055 and California PRC § 5097.98 and § 5097.99. Impacts to tribal cultural resources were

found to be less than significant due to the lack of TCRs found during the site visit, the lack of TCRs noted by NAHC and the SLF search, and the lack of tribal interest for the APE from tribes.

Based on the above discussion, under the No-Project Alternative, impacts regarding cultural resources would be equivalent when compared to the proposed Project.

Energy

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR did not evaluate energy impacts. However, the DEIR did analyze impacts to air quality impacts, which are largely related to the consumption (and associated combustion) of energy resources. As previously mentioned, this Alternative would result in both construction and operational air quality impacts despite implementation of all feasible mitigation.

Current DEIR Analysis

The proposed Project would result in a less than significant impact as it pertains to resulting in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. The proposed Project would not Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Based on the above discussion, under the No-Project Alternative, impacts regarding energy are anticipated be greater when compared to the proposed Project because the proposed Project would not result in impacts that would require the implementation of mitigation.

Geology and Soils

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that with implementation of the proposed mitigation measures, potential impacts of the project related to geologic, seismic, and soil-related constraints would be reduced to less than significant levels. MM GS-1 requires the developer to comply with the recommendations and general earthwork and grading specifications found in the project-specific geotechnical studies and MM GS-2 requires a detailed geotechnical investigation to be prepared and approved for all foundations for residential structures. MM CR-5 was proposed to prevent significant impacts to paleontological resources that may have been present within the Sunny-Cal Specific Plan area.

Current DEIR Analysis

The proposed Project was found to have a less than significant impact regarding the rupture of known earthquake faults; strong seismic ground shaking; and seismic-related ground failure, including liquefaction. No impact would occur with regard to landslides and the ability for the Project to support the use of septic tanks or alternative wastewater disposal systems. Soil erosion or loss of topsoil impacts would be mitigated to a less than significant level with the incorporation of **MM GEO-1** which addresses inclusion of a Settlement Monitoring Program and Foundation and Grading Plan Review and over-excavation. **MM GEO-1** would also address impacts regarding expansive soils. **MM GEO-2**, which includes a Paleontological Construction Monitoring and Compliance Program, retention of a Qualified

Paleontologist, paleontological monitoring, and completion of a Paleontological Mitigation and Monitoring Program, would mitigate impacts to paleontological resources to a less than significant level.

Based on the above discussion, under the No-Project Alternative, impacts regarding geology and soil resources and paleontological resources would be equivalent when compared to the proposed Project.

Greenhouse Gas Emissions

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR did not evaluate greenhouse gas emissions (GHG) impacts.

Current DEIR Analysis

Even with the implementation of numerous standard conditions and mitigation measures, the proposed Project would result in a significant unavoidable impact as it pertains to GHG emissions and conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. At proposed Project buildout, the mitigated GHG impact would be 25,107 MTCO₂e per year, exceeding the City's 3,000 MTCO₂e per year threshold. Based on air quality impacts, it is assumed that the Sunny-Cal Specific Plan project would result in an exceedance of the City's threshold due to the extensive construction and operational activities that would result from the development of the 560 DUs. However, it is likely that mitigation, including compliance with the City's CAP would reduce impacts to a level of less than significant. Based on this discussion, under the No-Project Alternative, impacts regarding GHG emissions would be reduced when compared to the proposed Project.

Hazards and Hazardous Materials

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that with implementation of the proposed mitigation measure, the proposed Specific Plan would not have significant impacts relative to hazardous materials, fire hazards, and airports/airfields. MM HZ-1 requires the preparation of a Voluntary Work Plan in consultation with the State Department of Toxic Substances Control.

Current DEIR Analysis

The Phase I ESA for the Project site evaluated the potential for hazardous materials, based upon readily discernible and/or documented present and historic uses of the properties and uses adjoining the sites and generally characterized the expected nature of hazardous materials that may be present as a result of such uses. Evidence of contaminated soils were not found on-site.

The Project site is not listed on an NPL or Superfund site, however the site was identified on the Historical HIST UST and SWEEPS UST databases at the site address 37251 Cherry Valley Boulevard under Sunny-Cal Egg & Poultry Co for having historically one 550-gallon diesel UST, one 8,000-gallon diesel UST and one 1,000-gallon unleaded gasoline UST, installed between 1978 and 1979. The removal date of the USTs is unknown. Based on the lack of UST removal and closure documents, the historical USTs are considered evidence of a REC in connection with the site, resulting in a potentially significant impact. A request to the County of Riverside Department of Environmental Health has been submitted for closure records. Their

response is currently pending at the time of this report and is expected the week of March 22. The report will be updated pending the receipt of the records.

The proposed Project would have a less than significant impact as it pertains to the routine transport, use, or disposal of hazardous materials; upset and accident conditions involving the release of hazardous materials; emitting hazardous materials within one-quarter mile of a school; being located on a Government Code § 65962.5 site; impairing/interfering with an emergency response plan or emergency evacuation plan; and exposure of people/structures to wildland fire. The Project site is not within two miles of a public airport or public use airport; therefore, no safety hazard or noise impacts would occur.

Based on the above discussion, under the No-Project Alternative, impacts regarding hazardous materials and waste would be similar when compared to the proposed Project because the proposed Project would have to address any site-specific REC on the site. Result in impacts that would require the implementation of **MM HAZ-1**.

Hydrology and Water Quality

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that potentially significant hydrology and water quality impacts would be reduced to less than significant levels with implementation of the proposed mitigation measures. MMs H-1 through H-3 would address flood control/drainage channels and MMs H-4 through H-10 would address water quality.

Current DEIR Analysis

The proposed Project would have a less than significant impact as it pertains to water quality/waste discharge standards/requirements; groundwater supplies and recharge; erosion or siltation; flooding/floodflows and runoff; and conflict or obstruction of a water quality control plan or sustainable groundwater management plan. No impact would occur regarding flood hazard, tsunami, and seiche zones and project inundation.

Based on the above discussion, under the No-Project Alternative, impacts regarding hydrology and water quality would be greater when compared to the proposed Project because the proposed Project would not result in impacts that would require the implementation of mitigation.

Land Use and Planning

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that it would not physically divide an established neighborhood. In addition, it does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (e.g., general plan, specific plan, zoning, etc.) adopted for the purpose of avoiding or mitigating an environmental effect. The Sunny-Cal Specific Plan was found to be consistent with surrounding planned land uses and with applicable policies of the General Plans of the County of Riverside, including The Pass Area Plan, and the City of Beaumont. Therefore, it would not create significant impacts related to land use or planning.

Current DEIR Analysis

Like the Sunny-Cal Specific Plan project, the proposed Project would not physically divide an established community. The proposed Project would be compatible with the SCAG's RTP/SCS strategies and would be consistent with the City's Zoning Ordinance and Zoning Map; therefore, it would be consistent with all goals, policies, within the Beaumont GP. Note, however, that a General Plan Amendment would be required which would change the property's land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and open space uses. Ultimately, the proposed Project is consistent with its context as the area is rapidly developing with other similar uses, such as the development across the way just north of Cherry Valley Boulevard. However, because the proposed Project would require a General Plan Amendment, it is determined that the No-Project (or the development of the site under the existing Specific Plan), the No-Project is considered to be the superior Alternative.

Noise

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that with implementation of the proposed mitigation measures, potential noise impacts on and from the project would be reduced to less than significant levels. At project buildout, projected traffic along adjacent roads/highways could generate significant noise impacts on future project residents. Therefore, on-site uses must be shielded or otherwise protected from anticipated future noise impacts. Project traffic alone would not expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Similarly, the project was not expected to produce a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Construction of the project could cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This potential impact is significant. The project is not expected to expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The project is not located within two miles of a public airport, a private airfield, and is not within an airport land use plan. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from these sources. MMs N-1 through N-3 would apply to long-term noise and MM N-4 to construction noise.

Current DEIR Analysis

The proposed Project would result in a less than significant impact as it pertains to generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. At Project opening year and Project buildout, the proposed Project would not exceed traffic noise level thresholds. A less than significant impact would occur regarding groundborne vibration/noise levels and airport noise. However, it was determined that the proposed Project would have a significant and unavoidable cumulative noise impact and no mitigation would be feasible. Based on the above discussion, the No-Project Alternative would be the superior alternative.

Population and Housing

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that the amount of new housing and population generated by the project was consistent with regional growth projections and did not represent a significant impact in this regard. Potential population and housing impacts of the project were not expected to be significant over the short- or long-term, based on local and SCAG demographic projections.

Current DEIR Analysis

The proposed Project was found to result in a less than significant impact as it pertains to employment growth, population growth, and the jobs-housing balance. The Project would generate approximately 4,010 new employment opportunities in the City of Beaumont. All growth is planned according to the Beaumont GP 2040 and SCAG Connect SoCal Plan and would support SCAG's job-housing imbalance. The Project's employment is anticipated to be served by the regional and local workforce and would not require additional housing.

While both the No-Project Alternative and the proposed Project were found to result in a less than significant impact, this Alternative would result in both direct population and housing growth. Therefore, based on the above discussion, under the No-Project Alternative, impacts regarding population and housing would be greater when compared to the proposed Project.

Public Services

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that with implementation of the recommended mitigation measures and payment of applicable development impact fees, potential impacts to public services as a result of the proposed Specific Plan would be less than significant. MM PS-1 pertains to fire services and dedicating land within the project for a station; MM PS-3 to police services and dedicating land within the project for a substation; and MM PS-5 to school services and whether or not BUSD requires a joint school/park site in the final mapped area.

Current DEIR Analysis

The proposed Project was found to have a less than significant impact as it pertains to fire and police protection and following compliance with design/building standards. The Project would not substantially affect service ratios, response times, or other performance objectives such that new facilities are required. The Project also would include design elements such as lighting of streets, walkways, and bikeways; visibility of doors and windows from the street; and fencing of the property. These measures would help reduce demands for law enforcement services and impacts would be less than significant.

Riverside County Fire Department has reviewed the Project design to ensure conformance to RCFD requirements and would thereby reduce demands on fire protection services. Additionally, payment of the Fire Protection impact fees, property taxes, and other revenues generated by development within the Project area would be available to the City to offset any increased costs for fire protection services with

little or no net effect on the City's budget. Additionally, Project development would be subject to BPD review. BPD has previously reviewed the Project for consistency with crime prevention design and BPD requirements.

Project payment of fees in compliance with Government Code § 65996 fully mitigates all impacts to school facilities. Therefore, this impact would be less than significant. The Project would pay the Public Services impact fees of \$38.36 per square foot according to the City's Fee Schedule, a portion of which could be used to pay for library services among other public facilities. Therefore, the Project would not affect the District's ability to provide library services with no net effect on the City's budget. Impacts would be less than significant in this regard and no mitigation is required.

Based on the above discussion, under the No-Project Alternative, impacts regarding public services would be greater when compared to the proposed Project because the proposed Project would not result in impacts that would require the implementation of mitigation.

Recreation

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that with implementation of the proposed mitigation, the project would not have significant impacts on recreation. Under MMs R-1 and R-2 pocket parks would be improved; under MM R-3 paseos and trails constructed; and under MM R-4 improvements to the neighborhood park.

Current DEIR Analysis

The proposed Project would have a less than significant impact as it pertains to the increase in the use of park/recreation facilities resulting in physical deterioration. Through compliance with the City's goals and policies within its GP, the Project would comply with Quimby Act and City regulations through the dedication of parkland and/or payment of in-lieu fees for parks/recreation purposes, as determined by the City. Therefore, impacts to existing neighborhood and regional parks or other recreational facilities will be less than significant.

Based on the above discussion, under the No-Project Alternative, impacts regarding recreation would be greater when compared to the proposed Project because the proposed Project would not result in impacts that would require the implementation of mitigation.

Transportation

Sunny-Cal DEIR Analysis

With implementation of the recommended mitigation measures, the proposed Sunny-Cal Specific Plan project would not have significant impacts related to traffic, circulation, or parking. Data from the consultant who prepared the Circulation Element as part of the City's then current General Plan update indicated that implementation of the improvements shown in MMs T-1 and T-2, including the fair share contribution by the project, would allow local streets to function within City standards at build out. MMs T-1 and T-2 require participation by the developer in the phased construction of designated roadway segments and traffic signals through payment of an established City of Beaumont impact fee and

participation in the Transportation Uniform Mitigation Fee program. MM T-3 calls for the developer to install the site-specific circulation and access recommendations shown in Sunny-Cal EIR Exhibit 4.11-4 prior to the issuance of building permits. MM T-4 includes improvements to Cherry Valley Boulevard. Per MM T-5, the plans shall show bicycle racks and other non-vehicular transportation improvements for the proposed parks and any clubhouse facilities. MM T-6 requires the installation of up to three bus stops if requested by RTA. Lastly, MM T-7 requires the developer shall contact the RTA in writing to identify and pay an appropriate fair share contribution for park and ride facility along Cherry Valley Boulevard or Brookside Avenue at I-10.

Current DEIR Analysis

Public transportation within the City of Beaumont is provided by PASS Transit, operated by the Riverside County Transportation Commission (RCTC), the Riverside Transit Authority (RTA) and the Sunline Transit Agency lines. The nearest bus stop to the Project site is Bus Route 3, located near the intersection of Cherry Valley Boulevard and Beaumont Avenue approximately 2 miles away from the Project site.

Bus Route 3 ends at the Walmart Supercenter, at Highland Springs Avenue and I-10. This shopping center is a transfer point for the PASS Banning Lines, as well as the RTA and Sunline Transit Agency lines. Coordination with the Pass Transit System would be required as the Project builds out to determine the need for future bus turnouts along Cherry Valley Boulevard.

The proposed Project would result in a less than significant impact as it pertains to conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project would not substantially increase hazards due to a geometric design feature or incompatible uses nor result in inadequate emergency access. For Project impacts at specific intersections, the Project shall be conditioned to pay a combination of fee payments to established programs, construction of specific improvements, payment of a fair-share contribution toward future improvements, or a combination of these approaches. VMT impacts would be significant and unavoidable due to exceeding City impact thresholds.

Based on the above discussion, under the No-Project Alternative, impacts regarding transportation would be lesser when compared to the proposed Project because the proposed Project would result in a significant unavoidable impact.

Utilities and Service Systems

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR found that the project would consume less water than could be used by the former egg ranch operations (631 versus 1,748 acre-feet per year). Without egg production activities, it is estimated the site would consume less than 200 acre-feet of water per year. According to the analysis, implementation of the project would not result in the need for new utility systems, or substantial alterations to electric or natural gas systems, communication systems, water, sewer, or solid waste disposal systems. Therefore, the project would not have any significant utility impacts. Implementation of MMs U-1 through U-4 would occur to help assure that potential impacts related to water consumption, sewage and solid waste generation, and utility systems would remain at less than significant levels.

Current DEIR Analysis

For the proposed Project, a less than significant impact would occur regarding relocation or construction of utilities which could impact the environment. The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. The Project would have little or no net effect on the operation of wastewater collection facilities or wastewater treatment capacity. Impacts would be less than significant, and mitigation is not required. The Project would not 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. Lastly, Project development would comply with all federal, state, and local statutes and regulations related to solid waste. The Project does not propose any activities that would conflict with the applicable programmatic requirements. Therefore, impacts would be less than significant.

Based on the above discussion, under the No-Project Alternative, impacts regarding utilities and service systems would be greater when compared to the proposed Project because the proposed Project would not result in impacts that would require the implementation of mitigation.

Wildfire

Sunny-Cal DEIR Analysis

The Sunny-Cal DEIR did not evaluate wildfire. However, it did find that the project was consistent with the following policy from the City's then current general plan update: The City of Beaumont will continue to implement those measures that will be effective in reducing the potential for wildfire. The project would increase the need for fire services, and the Sunny-Cal EIR proposed the project provide space for a fire station if the City fire department determined it was needed to adequately serve the project and/or surrounding area. Also note that according to the then current County general plan, most of the project site was categorized as having 'low' risk from wildland fires.

Current DEIR Analysis

The proposed Project site is not located in or near SRA or lands classified as Very High FHSZ. A less than significant impact would occur regarding impairment of an adopted emergency response plan or emergency evacuation plan. The Project would not, 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. The Project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. All improvements would occur within areas already planned for disturbance as part of the Project or within existing or planned roadways or within easements that have been previously disturbed. Lastly, through compliance with existing regulations and Beaumont GP goals and policies there are no significant risks as a result of runoff, post-fire slope instability, or drainage changes, and impacts are considered less than significant.

Based on this discussion, under the No-Project Alternative, impacts regarding wildfire would be equivalent when compared to the proposed Project.

Alternative 2: Reduced Building Intensity

As estimated by the City, Alternative 2 would entail the development of e-commerce and commercial uses, but at a smaller square footage (15 percent less) than what was proposed for the Project. The Alternative would involve the development of 2,173,846 square feet of e-commerce space. Additionally, since the Project footprint would be smaller, it is anticipated that the amount of graded area would be smaller as well. Modifications would occur to multiple on-site features such as drainage basins, parking, and landscaping. **Table 6-1, Alternative 2 Design Comparison** summarizes the similarities and differences between the Project design features and Alternative 2’s design features.

Table 6-1: Alternative 2 Design Comparison

Feature	Project	Alternative 2
Net Site Area	181.3 ac	181.3 ac
Warehouse Building Area	Bldg. 1: 985,860 sq. ft.	Bldg. 1: 837,981 sq. ft.
	Bldg. 2: 1,213,235 sq. ft.	Bldg. 2: 1,031,250 sq. ft.
	Bldg. 3: 358,370 sq. ft.	Bldg. 3: 304,615 sq. ft.
	Total: 2,557,465 sq. ft.	Total: 2,173,846 sq. ft.
Coverage	Bldg. 1: 43.2%	Bldg. 1: 36.7%
	Bldg. 2: 41.8%	Bldg. 2: 35.5%
	Bldg. 3: 39.7%	Bldg. 3: 33.8%
	Total: 32.4%	Total: 27.5%
Auto Parking Provided	Bldg. 1: 628 stalls	Bldg. 1: 534 stalls
	Bldg. 2: 610 stalls	Bldg. 2: 519 stalls
	Bldg. 3: 222 stalls	Bldg. 3: 189 stalls
	Total: 1,460 stalls	Total: 1,242 stalls
Trailer Parking Provided	Bldg. 1: 246 stalls	Bldg. 1: 209 stalls
	Bldg. 2: 514 stalls	Bldg. 2: 437 stalls
	Bldg. 3: 149 stalls	Bldg. 3: 127 stalls
	Total: 909 stalls	Total: 773 stalls
Floor Area Ratio	1.0	0.85
Notes: ac = acre sq. ft. = square feet		

Off-site improvements to the adjacent roadways of Cherry Valley Boulevard and Brookside Avenue would remain consistent with the Project.

Comparison of Project Impacts

Alternative 2 would minimize impacts related to the scale of the Project. Therefore, environmental impact areas such as aesthetics, energy, utilities and service systems, and wildfire may see a nominal improvement regarding potential impact significance. However, these resource areas are anticipated to have a less than significant impact under the Project. The Project was able to achieve a less than significant impact with mitigation incorporated in all environmental impact areas except air quality, greenhouse gas emissions, and transportation. These resources were anticipated to create significant and unavoidable

impacts. An evaluation of the impacts associated with the development of Alternative 2 (Reduced Building Intensity) are described below.

Aesthetics

The same general aesthetics impacts would occur with the Reduced Building Intensity Alternative when compared to the proposed Project. Although the building footprint would be reduced with this Alternative, the same general mass and scale of the site would be the same. When compared to the proposed Project, aesthetics impacts associated with the Reduced Building Intensity Alternative 2 would be similar when compared to the proposed Project.

Air Quality

As previously stated, the Project would conflict with established air quality plans for the region and pollutant generation. Specifically, the Project would exceed ROG, NO_x, CO, and PM₁₀ emissions thresholds during its operational phase.

Alternative 2 would propose the same e-commerce land use as the Project although the e-commerce building space would be reduced by 383,619 square feet for the Alternative. Presumably, this would reduce potential operational emissions through the reduced building area. However, the majority of operational emissions stemmed from mobile sources such as vehicles and construction equipment. The vehicular traffic generated from the Project is not anticipated to be significantly reduced in Alternative 2. Operations of Alternative 2 is expected to be similar to the Project. Because the usage would be similar, the emissions generated from the Alternative 2 would be similar to the Project and would also likely create a significant and unavoidable impact.

Biological Resources

Under this Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce building space and associated amenities. This would result in a smaller area being graded, thus leading to a reduction in impacts to wildlife habitat and water crossings. As with the proposed Project, mitigation measures would be required to reduce biological resource impacts to a level of less than significant. However, lesser impacts would occur with implementation of the Reduced Building Intensity Alternative 2 due to the reduced footprint.

Cultural Resources and Tribal Cultural Resources

Under this Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce building space and associated amenities. This would result in a greater area being designated as open space, leading to a reduction in potential impacts to undiscovered archaeological resources. As with the proposed Project, mitigation measures would be required to reduce cultural resource impacts to a level of less than significant. However, lesser impacts would occur with implementation of the Reduced Building Intensity Alternative 2 due to the reduced footprint.

Energy

Both the Reduced Building Intensity Alternative and the proposed Project would require energy during both the construction and operations phases of the Project, although the Reduced Building Intensity Alternative would require approximately 15 percent less energy to build and operate when compared to the proposed Project. When compared to the proposed Project, the Reduced Building Intensity Alternative 2 would result in fewer energy-related impacts than the proposed Project.

Geology and Soils

Under this Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce building space and associated amenities. This would result in a greater area being designated as open space, leading to a reduction in potential impacts to geological and paleontological resources. As with the proposed Project, mitigation measures would be required to reduce geological and paleontological resource impacts to a level of less than significant. However, lesser impacts would occur with implementation of the Alternative 2 due to the reduced footprint.

Greenhouse Gas Emissions

The Project's significant and unavoidable greenhouse gas impacts were associated with the potential to conflict with GHG emissions regulations through the generation of excess MTCO₂e. For this impact, mitigation was proposed to reduce potential impacts, however, the Project was still found to exceed thresholds with mitigation. Like air quality above, the Project's emissions stem largely from mobile source emissions.

Alternative 2 would likely reduce emissions impacts through a reduction in energy use in a smaller space. However, the usage rate of the Project site would remain similar. Even with a reduction in energy use emissions, the mobile source emissions associated with vehicular travel would not be largely reduced. Therefore, Alternative 2 would likely remain in excess of the City's GHG emissions thresholds. The impact would be expected to remain a significant and unavoidable impact.

Hazards and Hazardous Materials

Under this Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce building space and associated amenities. This would result in a greater area being designated as open space, leading to a reduction in potential discovery of hazardous materials and decreased generation of hazards and hazardous materials. As with the proposed Project, mitigation measures would not be required to reduce hazards and hazardous materials impacts to a level of less than significant. Lesser impacts would occur with implementation of the Alternative 2 due to the reduced footprint.

Hydrology and Water Quality

Under this Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce building space and associated amenities. This would result in a smaller area of disturbance, leading to a reduction in impact to floodplain and hydrological resources, and water quality due to reduced grading, excavation, or construction activities. As with the proposed Project, mitigation measures

would not be required to reduce hydrology and water quality impacts to a level of less than significant. Lesser impacts would occur with implementation of the Alternative 2 due to the reduced footprint.

Land Use and Planning

Both the Reduced Building Intensity Alternative and the proposed Project would require a General Plan Amendment. Therefore, impacts between Alternative 2 and the Project would be similar.

Noise

Both the Reduced Building Intensity Alternative and the proposed Project would generate noise during both the construction and operations phases of the Project, although the Reduced Building Intensity Alternative would generate approximately 15 percent less noise when compared to the proposed Project given the reduction in size. When compared to the proposed Project, the Reduced Building Intensity Alternative would result in fewer noise-related impacts than the proposed Project; however, it is anticipated that both the Reduced Intensity Alternative and the proposed Project would require similar mitigation measures to reduce noise impacts. Although the under Alternative 2 traffic noise would be reduced by 15 percent compared to the proposed Project, it was determined that the Project would have a significant impact from cumulative traffic noise and no feasible mitigation would reduce the impact. As such, cumulative off-site traffic noise impacts are anticipated to remain significant and unavoidable for both Alternative 2 and the proposed Project. Because Alternative 2 would see a 15 percent reduction in traffic noise, it is determined that Alternative 2 would be the superior alternative in this regard.

Population and Housing

The Project site would be comprised of e-commerce and commercial uses and therefore would have an indirect impact on population. Because this Alternative would include smaller sized warehouses than the Project, it is anticipated that the demand for employees would be less. It is anticipated that most employees would come from within the City and surrounding areas, resulting in a demand for new workers potentially needing housing within the City. Therefore, Alternative 2 would have slightly less impacts to population and housing than the Project.

Public Services

Both the Reduced Building Intensity Alternative and the proposed Project would require additional public service needs, although the Reduced Building Intensity Alternative would require approximately 15 percent less public service needs when compared to the proposed Project given the reduction in size. When compared to the proposed Project, Alternative 2 would result in fewer public service impacts related impacts than the proposed Project; however, it is anticipated these reductions would be nominal.

Recreation

Neither this Alternative nor the proposed Project would increase the use of existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated nor include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The Project would include approximately 30 acres of designated Open Space, allowing for further recreational development within the City. The Reduced

Building Intensity Alternative would result in a 383,619-square foot reduction in e-commerce space which could lead to a proportional increase in open space under Alternative 2. Therefore, Alternative 2 would result in a reduced impact.

Transportation

The Project was found to conflict with the requirement that VMT be three percent lower than the City average. The VMT for the Project was instead found to exceed the City threshold by 6.4 for the HBW VMT and 12.1 for VMT per SP.

As previously discussed, Alternative 2 would involve the development of a smaller e-commerce buildings which would utilize a smaller portion of the Project site for e-commerce uses. With the smaller size, Alternative 2 would likely have a lesser usage intensity than the Project. The number of dock doors would be reduced and the number of employees less under this Alternative. Alternative 2 e-commerce uses would be approximately 15 percent less than the Project. It is anticipated that a 15 percent reduction of projected employment would occur with this Alternative. VMT impacts associated with the proposed Project were found to be significant and unavoidable. While the Reduced Building Intensity Alternative e-commerce buildings would be 15 percent smaller, it is anticipated that this Alternative would still exceed City VMT thresholds and realize a significant and unavoidable impact. Therefore, the Alternative 2 would result in a similar impact.

Utilities and Service Systems

Both the Reduced Building Intensity Alternative and the proposed Project would require additional utilities and service systems needs, although the Reduced Building Intensity Alternative would require approximately 15 percent less utility needs when compared to the proposed Project given the reduction in size. When compared to the proposed Project, Alternative 2 would result in fewer utility and service system impacts related impacts than the proposed Project; however, it is anticipated these reductions would be nominal.

Wildfire

Under the Reduced Building Intensity Alternative, the development of the Project site would occur similar to the Project, but e-commerce use would be reduced 15 percent. Development in the Project area includes roadways, residential, and commercial, and well as planned industrial development to the north. The Project site is not within a Very High FHSZ zone nor is it located in a SRA. The Project site is within a LRA zone. Since the Project is within an LRA zone, provision of fire protection services would continue under contract to the RCFD. The warehouse structures would be predominantly concrete which is not typically susceptible to fire. Specifically, the warehouses would be built consistent with the California Building Code requiring new buildings to use ignition-resistant construction methods and materials as well as have a fire suppression system.

Neither this Alternative nor the Project would interfere with any emergency plan or evacuation plan. This Alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the Project nor this Alternative would require construction of any infrastructure

that could exacerbate fire hazards. Therefore, Alternative 2 would be environmentally equivalent to the Project regarding wildfire.

6.8 Environmentally Superior Alternative

An EIR is required to identify the environmentally superior Alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6 (e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior Alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the summary of information presented in **Table 6-2, Comparison of Project Alternatives Environmental Impacts with the Project**, the environmentally superior Alternative is Alternative 2: Reduced Building Intensity. Because Alternative 2 would reduce the e-commerce development footprint by 15 percent, this Alternative has fewer environmental impacts than the proposed Project or any of the other alternatives.

Section 15126.6(e)(2) of the State CEQA Guidelines states that if the “No Project” alternative is found to be environmentally superior, “the EIR shall also identify an environmentally superior alternative among the other alternatives. The No Project/Existing Specific Plan Alternative was not found to be environmentally superior.

The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the Project objectives, and an alternative’s ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. According to **Table 6-2**, the Reduced Building Intensity Alternative would be the environmentally superior Alternative because it would reduce some of the potentially significant impacts of the proposed Project. However, while the Reduced Building Intensity Alternative is the environmentally superior alternative, it is not capable of meeting all of the basic objectives of the Project.

Table 6-2: Comparison of Project Alternatives Environmental Impacts with the Project

EIR Resource Section	Alternatives		
	Project - Level of Impact After Mitigation	Alternative 1: No Project/Existing Specific Plan	Alternative 2: Reduced Building Intensity
Aesthetics	Less than Significant	+	=
Air Quality	Significant Unavoidable	+	=
Biological Resources	Less than Significant	=	-
Cultural Resources and Tribal Cultural Resources	Less than Significant	=	-
Energy	Less than Significant	+	-
Geology and Soils	Less than Significant	=	-
Greenhouse Gas Emissions	Significant Unavoidable	=	=
Hazards and Hazardous Materials	Less than Significant	+	-
Hydrology and Water Quality	Less than Significant	+	-
Land Use and Planning	Less than Significant	-	=

EIR Resource Section	Alternatives		
	Project - Level of Impact After Mitigation	Alternative 1: No Project/Existing Specific Plan	Alternative 2: Reduced Building Intensity
Noise	Less than Significant	=	+
Population and Housing	Less than Significant	+	-
Public Services	Less than Significant	+	-
Recreation	Less than Significant	+	-
Transportation	Significant Unavoidable	-	=
Utilities and Service Systems	Less than Significant	+	-
Wildfire	Less than Significant	=	=
Attainment of Project Objectives	Meets all of the Project Objectives	Meets some of the Project Objectives	Meets some of the Project Objectives
Notes: A minus (-) sign means the Project Alternative has reduced impacts from the proposed Project. A plus (+) sign means the Project Alternative has increased impacts from the proposed Project. An equal sign (=) means the Project Alternative has similar impacts to the proposed Project.			

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7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

7.1 Introduction

California Public Resources Code (PRC) § 21003 (f) states: “...it is the policy of the state that...[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment.” This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) § 15126.2(a), which states that “[a]n Environmental Impact Report [EIR] shall identify and focus on the significant environmental impacts of the proposed project” and § 15143, which states that “[t]he EIR shall focus on the significant effects on the environment.” State CEQA Guidelines § 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the Draft EIR.

7.2 Agriculture and Forestry Services

Agricultural Resources

According to available historical sources, the Project site has been utilized for agricultural purposes since 1964; developed with rural residential or farming related structures but is currently undeveloped and unoccupied. Most of the site is designated as Farmland of Local Importance, while the western portion of the site is designated as Grazing Land and Other Farmland. The site is not designated as either Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, the Project site is not subject to a Williamson Act Contract.

Forestry Resources

The Project site is in an area surrounded by existing and planned development to the north, south, east, and west. The Project site does not meet the definition of lands designated as forestland or timberland as defined by PRC §§ 12220(g), 4526, and 51104(g).

Impact 7.2-1 *Would the Project 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?*

Level of Significance: No Impact

According to the California Department of Conservation’s (DOC) Farmland Mapping and Monitoring Program (FMMP), the Project site is located on land mapped as “Farmland of Local Importance,” “Grazing Land,” and “Other Land.”¹ Therefore, no impact to agricultural resources would occur.

¹ Department of Conservation’s Farmland Mapping and Monitoring Program <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed August 5, 2021.

Impact 7.2-2 *Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

Level of Significance: No Impact

The Project site is not enrolled under the Williamson Act and is currently zoned as Specific Plan that would allow for homes and open space. The proposed Summit Station Specific Plan would allow for commercial, e-commerce, and open space land uses. As neither the existing zoning, nor the proposed zoning include agriculture as an intended use, the Project would be no impact on the conversion of agriculturally zoned land to non-agricultural uses.²

Impact 7.2-3 *Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

Impact 7.2-4 *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

Level of Significance: No Impact

According to PRC §§ 12220(g), 4526, and 51104(g), the Project site does not contain forestland and does not meet the definition of lands designated as forestland or timberland. Therefore, no impact would occur to timberland.

Mitigation Measures

No mitigation is necessary.

Level of Significance

No impact.

Cumulative Impacts

The Project would have no impact on agricultural and forestry resources. Therefore, the proposed Project would not contribute to a cumulatively considerable impact in the conversion of farmland to non-farmland or forest land to non-forest use.

7.3 Mineral Resources

Impact 7.3-1 *Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

Level of Significance: No Impact

² City of Beaumont. Beaumont General Plan 2040 Update Draft PEIR. (2021). Figure 5.2-2, Agricultural Zoning Designations, page 166. Retrieved from: <https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720> Accessed August 5, 2021.

There are no known or identified mineral resources of regional or statewide importance in the City. According to the City’s Agricultural Zoning Designations Mineral Resource Zones (MRZ) Map,³ the Project site is within MRZ-3 zone. MRZ-3 zone is where the significance of mineral deposits are undetermined. Approximately 11,00 acres within the City limits is and approximately 5,730 acres within the City’s Sphere of Influence are within MRZ-3. Where no mineral resource information is available (e.g., MRZ-3), no impacts to “known mineral resources” would occur. Because there are no known mineral resources on the Project site or in the vicinity of the site, the Project would have no impact on the availability or recovery of mineral resources.

Impact 7.3-2 *Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

Level of Significance: No Impact

As stated previously, the Project site does not contain any “locally important mineral resource recovery sites.” Although the current Zoning Ordinance has a Mineral Resources Overlay Zone (§ 17.03.160), neither the City’s 2006 General Plan, existing Zoning Map, or any specific plan within the City identifies a locally-important mineral resource recovery site. Therefore, because no conditions in the threshold are applicable, no impact would occur.

Mitigation Measures

No mitigation is necessary.

Level of Significance

No impact.

Cumulative Impacts

The Project would have no impact on mineral resources. Therefore, the proposed Project would not contribute to a cumulatively considerable impact in the availability of mineral resources.

7.4 Public Services

Impact 4.13-1 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

- *Schools?*

Level of Significance: Less than Significant Impact

³ City of Beaumont. Beaumont General Plan 2040 Update Draft PEIR. (2021). Figure 5.11-1, Mineral Resource Zones, page 477. Retrieved from: <https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720>. Accessed on August 5, 2021.

School services for students in residential areas surrounding the Project site are provided by the Beaumont Unified School District (BUSD). However, because the Project involves e-commerce and commercial development, no students would be directly generated by the construction and operation of the Project. Development and use of the Project could result in indirect generation of students by encouraging new growth needed to house employees and their families. It is anticipated that most workers would come from surrounding areas or from currently planned residential development. As such, a limited number of new students would likely be generated by the Project.

Assembly Bill (AB) 2926 passed in 1986 and allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Senate Bill (SB) 50 and Proposition 1A, both of which passed in 1998, provided a comprehensive school facilities financing and reform program.

According to California Government Code (CGC) § 65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

The BUSD requires school mitigation impact fees of \$0.66 per square foot for commercial/industrial developments.⁴ The Project applicant would be required to pay the District’s current developer impact fees for commercial/industrial use in effect at the time of submitting the building permit application. The BUSD uses these fees to pay for facility expansion and upgrades needed to serve new students. While the Project would not generate any new students and increase demand for school services such that new facilities would be required, payment of fees in compliance with CGC § 65996 fully mitigates all impacts to school facilities. Therefore, this impact would be less than significant in this regard.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

- ***Parks?***

Level of Significance: Less than Significant Impact

Refer to **Section 4.14, Recreation**, for discussion of Project impacts on parks and recreation.

Mitigation Measures

No mitigation is necessary.

⁴ Beaumont Unified School District. ND. Developer Fees. https://www.beaumontusd.us/apps/pages/Developer_Fees (accessed August 2021).

Level of Significance

Less than significant impact.

- ***Other Public Facilities?***

Level of Significance: Less than Significant Impact

The construction and operation of the Project would not result in a substantial increase in demand for these services such that a significant deterioration of the existing facilities would occur, or such that new facilities would be required because the Project does not propose housing and would not introduce new residents.

The Beaumont Library District would continue to be responsible for providing services to the general area of the City which includes the Project site. As previously noted, the e-commerce and commercial uses planned for the Project are not sources of demands for library services as they would not directly increase population growth. In addition, the Project would pay the Public Services impact fees of \$38.36 per square foot according to the City's Fee Schedule, a portion of which could be used to pay for future library or other public facilities. Therefore, the Project would not affect the District's ability to provide library services with no net effect on the City's budget. Impacts would be less than significant in this regard and no mitigation is required.

Mitigation Measures

No mitigation is necessary.

Level of Significance

Less than significant impact.

Cumulative Impacts

The Project would have a less than significant impact on schools, parks, and libraries. Therefore, the proposed Project would not contribute to a cumulatively considerable impact in the alteration of government facilities.

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8.0 EIR CONSULTATION AND PREPARATION

This section is consistent with the requirements set forth in § 21153 of the Public Resources Code (PRC) and § 15129 of the CEQA Guidelines, which states: “The EIR shall identify all federal, state, or local agencies, other organizations, and private individuals consulted in preparing the draft EIR, and the persons, firm, or agency preparing the draft EIR, by contract or other authorization.” Refer to **Section 2.3, Notice of Preparation/Early Consultation** for a summary of public notification and consultation.

The NOP and NOP comment letters are provided in **Appendix L, Notice of Preparation**. The City provided multiple opportunities for public input, both as part of the CEQA process and as part of Project scoping. In addition to required public notifications under CEQA, the City has engaged in extensive consultation with the Quechan Historic Preservation Department, San Manuel Band of Mission Indians, Rincon Band of Luiseno Indians, Pechanga Band of Luiseno Indians, Serrano Nation of Mission Indians, pursuant to AB 52 and SB 18, as discussed further in **Section 4.16, Tribal Cultural Resources**.

8.1 EIR Consultation

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Interested Parties

As noted above, the City engaged in public and agency consultation through the NOP and public scoping process. The following entities provided comments on the NOP, which have been considered as part of this EIR preparation process.

- California Fish and Wildlife – Inland Deserts Region
- City of Calimesa
- Center for Biological Diversity
- Center for Community Action and Environmental Justice
- Elaine Morgan – Resident
- Lozeau Drury, LLP
- Riverside County Flood Control and Water Conservation District
- Riverside County Department of Waste Resources
- South Coast Air Quality Management District

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**Beaumont Summit Station Specific Plan
CEQA Findings of Fact and Statement of Overriding Considerations
SCH No. 2021090378**

1.0 STATEMENT OF FACTS AND FINDINGS

1.1 INTRODUCTION

The California Environmental Quality Act (“CEQA”) requires that a Lead Agency issue two sets of findings prior to approving a project that will generate a significant impact on the environment. The Statement of Facts and Findings is the first set of findings where the Lead Agency identifies the significant impacts, presents facts supporting those conclusions reached in the analysis, makes one or more findings supporting the conclusions reached in the analysis, makes one or more findings for each impact, and explains the reasoning behind the agency’s findings.

The following statement of facts and findings has been prepared in accordance with the CEQA and Public Resources Code Section 21081. CEQA Guidelines Section 15091(a) provides that:

No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.

There are three possible finding categories available for the Statement of Facts and Findings pursuant to Section 1509(a) of the CEQA Guidelines.

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

The Statement of Overriding Considerations is the second set of findings. Where a project will cause unavoidable significant impacts, the Lead Agency may still approve a project where its benefits outweigh the adverse impacts. Further, as provided in the Statement of Overriding Considerations, the Lead Agency sets forth specific reasoning by which benefits are balanced against effects, and approves the project.

Based upon its review of the Environmental Impact Report (“EIR”), the Lead Agency finds that the EIR is an adequate assessment of the potentially significant environmental impacts of the Project, represents the independent judgment of the City, and sets forth an adequate range of alternatives to this project.

The Final EIR is composed of the following elements:

- The Beaumont Summit Station project Draft Environmental Impact Report, State Clearinghouse No. 2021090378 (April 2022);
- Mitigation Monitoring and Reporting Program;
- Response to Comments; and
- Corrections and Changes from the Draft EIR to the Final EIR

2.0 PROJECT SUMMARY

2.1 DESCRIPTION OF PROJECT PROPOSED FOR APPROVAL

The Beaumont Summit Station Specific Plan (“**Project**”) is located in the City of Beaumont (“**City**”). The Project site is in the northwestern portion of the City within the County of Riverside (County) and regional access to the site is provided by Interstate (I-10) 10 via the Cherry Valley Boulevard exit approximately 3,000 feet west of the Project site.

The approximately 188-acres site is located south of Cherry Valley Boulevard, north of Brookside Avenue, and northeast of I-10. All proposed changes associated with the Project are located within areas previously annexed to the City by the Riverside Local Agency Formation Commission. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

The Project includes the adoption of the new Beaumont Summit Station Specific Plan (Specific Plan). In addition to the Specific Plan, other related Project entitlements include a General Plan Amendment, Tentative Parcel Map, approval of a Plot Plan/Site Plan, and a Development Agreement. The Specific Plan entails the development of an approximately 188-acre site with e-commerce/high cube warehouse facility (not a high-cube fulfillment center (sort) facility), commercial development, and open space components. The Project would also include 6.7 acres of public and private roads.

2.2 PROJECT GOALS AND OBJECTIVES

The fundamental purpose and goal of the Project is to implement the vision laid out in the Project objectives by providing development standards, and design guidelines to direct future development within the Project area. In order to promote a high-quality development, as well as the functional integrity, economic viability, environmental sensitivity, and positive aesthetic impact of the Project, specific planning and development objectives for the Project were identified:

1. Provide a comprehensive land use plan that designates the distribution, location, and extent of land uses.
2. Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.

3. Develop a state-of-the-art logistics/e-commerce/high cube warehouse facility with complimentary commercial uses that take advantage of existing and planned infrastructure, is feasible to construct, is economically competitive with, and in the general vicinity of, similar logistics/e-commerce center uses.
4. Develop and operate a large format logistics center that is in close proximity to the I-10 freeway to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.
5. Facilitate the development of underutilized land currently planned for residential uses with uses that maximize the use of the site as a large format e-commerce/high cube warehouse facility consisting of one or more buildings with total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000 square feet of mixed commercial uses responding to market demand.
6. Provide a system of infrastructure that includes public and private transportation, sewer, water, drainage, solid waste disposal, and other essential facilities to serve the needs of the Project.
7. Provide access patterns that minimize traffic conflicts.
8. Develop project identity through the identification of project design elements such as architecture, landscaping, walls, fencing, signage, and entry treatments
9. Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.
10. Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, and expansion of the tax base.
11. Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.
12. Provide and plan that incorporates appropriate buffers with the surrounding development through the use of landscaped setbacks and expanded parkways along Cherry Valley Boulevard and Brookside Avenue.

3.0 ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City has conducted an extensive review of this Project which included a Draft EIR and a Final EIR, including technical reports, along with a public review and comment period. The following is a summary of the City's environmental review of the Project:

- Pursuant to the provisions of Section 15082 of the CEQA Guidelines, the City published a Notice of Preparation (“**NOP**”) and filed a copy with the California Office of Planning and Research State Clearinghouse to inform the general public, trustee and responsible agencies and other interested parties that an EIR would be prepared for this Project. The NOP was distributed for a 30-day public review period, which began on September 21, 2021. In addition, the City held a public-noticed EIR scoping meeting on October 7, 2021. The scope of the Draft EIR was determined

through the NOP and scoping meeting process, whereby it was concluded that the Project would have the *potential* to result in significant environmental impacts under the following 18 environmental subject areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology & Soils, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology & Water Quality, Land Use & Planning, Noise, Population & Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities & Service Systems and Wildfire.

- The City circulated the Draft EIR for the Project from April 21, 2022 to June 6, 2022. The City received a total of 144 comment letters from responsible agencies and other interested parties. The City prepared responses to all written comments received during the public review period. The comments and responses are contained in Section 2 of the Final EIR.
- In accordance with the provisions of the Public Resources Code Section 21092.5, the City of Beaumont has provided a written proposed response to each commenting public agency no less than 10 days prior to the proposed certification date of the Final EIR.

4.0 INDEPENDENT JUDGMENT AND FINDING

The project applicant, Exeter Cherry Valley Land, LLC (“**Project Applicant**”), retained the independent consulting firm of Kimley-Horn and Associates, Inc. (“**Kimley-Horn**”) to prepare the EIR for the Project. Kimley-Horn has prepared the EIR under the supervision, direction and review of the City. The City is the Lead Agency for the preparation of the EIR, as defined by CEQA CPRC Section 21067, as amended. The Beaumont City Council (“**City Council**”) has received and reviewed the EIR prior to certifying the EIR and prior to making any decision to approve or disapprove the Project. All findings set forth herein are based on substantial evidence in the record as indicated with respect to each specific finding.

FINDING:

The EIR for the Project reflects the City’s independent judgment. The City has exercised independent judgment in accordance with Public Resources Code Section 21082.1(c)(3) in retaining its own environmental consultant to review the EIR, and directing the consultant in preparation of the EIR. The City has independently reviewed and analyzed the EIR and accompanying studies and finds that the report reflects the independent judgment of the City.

The City Council has considered all the evidence presented in its consideration of the all the evidence presented in its consideration of the project and the EIR, including, but not limited to, the Final EIR and its supporting studies, written and oral evidence presented at hearings on the project, and written evidence submitted to the City by individuals, organizations, regulatory agencies, and other entities. On the basis of such evidence the City Council finds that with respect to each environmental impact identified in the review process (except those described in the following paragraph), the impact is: (1) less than significant and would not require mitigation; (2) potentially significant but would be avoided or reduced to less than a significant level by implementation of identified mitigation measures; or (3) would be significant and

not fully mitigatable but would be, to the extent feasible, lessened by implementation of identified mitigation measures.

The EIR also identifies certain significant adverse environmental effects of the project which cannot be avoided or substantially lessened. Prior to approving this project the City Council also adopts a Statement of Overriding Considerations which finds, based on specific reasons and substantial evidence in the record (as specified in Section 6.0), that certain identified economic, social or other benefits of the project outweigh such unavoidable adverse environmental effects.

5.0 ENVIRONMENTAL IMPACTS AND FINDINGS

5.1 EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT/NO IMPACT IN THE EIR

The City Council hereby finds that the following potential environmental impacts of the Project are less than significant or would not result in any impact and therefore do not require the imposition of mitigation measures.

AESTHETICS

Impact 4.1-1: Would the Project have a substantial adverse effect on a scenic vista?

The City does not contain any designated scenic vistas. **(Draft EIR, p. 4.1-9)**. Because there are no scenic vistas on the Project site or in the vicinity of the Project site and the implementation of the Project would not obstruct views of the scenic vistas provided by the San Bernardino Mountains and the San Jacinto Mountains from any publicly accessible point outside of the Project site, impacts in this regard would be less than significant. **(Draft EIR, p. 4.1-10)**.

Impact 4.1-2: Would the Project substantially damage scene resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

No State Designated Scenic Highway traverses the Project site nor is the Project site in the vicinity of a State Designated Scenic Highway. The nearest State Designated Scenic Highway is SR-243, located approximately nine miles southeast of the Project site, south of the Banning city limits. Due to distance and topography, the Project is not visible from the State Designated Scenic Highway portion of SR-243. Additionally, no structures exist on-site; the Project site is not near a State Designated Scenic Highway, or scenic resources, including but not limited to trees, rock outcroppings, or historic buildings. Thus, impacts to scenic resources within a State Designated Scenic Highway would not occur. **(Draft EIR, p. 4.1-10)**.

Impact 4.1-3: Will the Project in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?

Although construction activities and long-term development are anticipated to change the existing conditions of the site, the Project would not degrade the visual character of the site as much of the site's view from the public right-of-way is limited and those areas that are currently visible contain remnants of the former eggs and poultry farm. As such, the proposed Project development is anticipated to enhance

the Project site in the long-term through the incorporation of aesthetically pleasing building, landscaping, ornamental trees, lighting, among other features. **(Draft EIR, p. 4.1-11).**

Project implementation and operation would allow for new development within a currently undeveloped vacant space, which would result in permanent alteration of the existing landforms and visual quality in the area. The Project would involve grading, landform alteration, and the development of several buildings involving commercial and e-commerce/high cube warehouse facility uses. The Project development would be consistent with the high-cube warehouse buildings planned north of Cherry Valley Boulevard, San Geronio Crossing. Further, high quality development with visually appealing elements including landscaping and natural-like building materials would create cohesive designs with other similar facilities in the general vicinity. **(Draft EIR, p. 4.1-11).**

The Project site would transition from a former egg and poultry farm currently containing building pads which are remnant of previous buildings among other debris from the previous use. The Project site has been previously graded to serve the previous use. The site is anticipated to change from its existing condition to a fully developed site containing the proposed uses. The development would not substantially degrade the existing visual character of the site or public views. To further reduce changes in the visual environment, the Project would incorporate perimeter landscaping, trees, and ground covers to visually buffer the structures. For this reason, it is anticipated that implementation of the commercial and e-commerce/high cube warehouse facility uses would not degrade the visual characteristics that are already considered low. Impacts in this regard would be less than significant. **(Draft EIR, pp. 4.1-11 – 4.1-12).**

Impact 4.1-4: Will the Project create a new source of substantial light or glare which will adversely affect day or nighttime view in the area?

Implementation of the Project will introduce new lighting elements on-site to primarily illuminate the parking areas, truck docking areas, and building entrances. All lighting elements will need to comply with the lighting requirements set forth in the City's Municipal Code. In addition, the majority of the Project's building materials will consist of painted tilt-up concrete panels that will contain a matte finish. The remaining areas will contain low-reflect blue glass, which will not adversely affect daytime views of surrounding properties or motorists along the adjacent roadways. Therefore, Project-related development will not create substantial light or glare. Compliance with the City's Municipal Code requirements for lighting will ensure less-than-significant impacts associated with light and glare affecting day or nighttime views in the area from on-site lighting elements. **(Draft EIR, pp. 4.1-12 to 4.1-13).**

Cumulative Effects. Although the Project would change the current visual quality of the Project site, the changes would not result in degradation of the site. As noted in Section 4.0 Design Guidelines of the Specific Plan, the architectural design guidelines describe the intended architectural themes and styles for buildings permitted within the Specific Plan area and are intended to provide a basis for decisions regarding the built environment that contributes significantly to the visual order and consistency of the entire Specific Plan area and provide a high-quality development. specific planning and development objectives for the Project are identified in **Draft EIR Section 3.8**, Project Purpose and Objectives. These

objectives specifically have some bearing on the aesthetic design of the development within the Specific Plan. As such, the Project would not adversely affect any protected public viewsheds or destroy any scenic vistas, nor would it impede views of the San Jacinto Mountains or the San Bernardino Mountains. Therefore, the Project, in conjunction with other cumulative projects, would not result in a cumulatively considerable contribution. The cumulative impact related to scenic vistas and resources would be less than significant. **(Draft EIR, pp. 4.1-13 to 4.1-14).**

AIR QUALITY

Impact 4.2-4: Will the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. The South Coast Air Quality Management District (“**SCAQMD**”) CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, impacts related to odors associated with the Project’s construction-related and operational activities would be less than significant. **(Draft EIR, p. 4.2-56).**

BIOLOGICAL RESOURCES

Impact 4.3-3: Will the Project have a substantial adverse effect on State or federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?

Three separate field visits were conducted on April 22, June 3, and June 7, 2021. Field staff examined the potential for wetland waters of the U.S. and State and California Department of Fish and Wildlife (“**CDFW**”)–jurisdictional wetlands. Data was collected at three representative Wetland Data Form Points within the Project site, one within NWW-2, one within NWW-3, and one within Basin-4, to determine the presence or absence of jurisdictional wetlands. The delineated aquatic features on-site did not meet the appropriate wetland parameters to qualify as wetland waters of the U.S./State or CDFW–jurisdictional wetlands based on the data collected during the field visits. No areas within the Project site meet the Multi-Species Habitat Conservation Plan (“**MSHCP**”) definition of a vernal pool. Because no State or federally protected wetlands were identified on the Project site, no impact would occur. **(Draft EIR, p. 4.3-24).**

Impact 4.3-4: Will the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The Project site is situated at the northern end of the City of Beaumont and occurs immediately north of a developed residential area. Land located north of the site, north of Cherry Valley Boulevard, has been graded in preparation for planned industrial development, and nearby areas to the west and immediately south are highly developed. The site is not identified as a wildlife corridor or criteria area under the MSHCP, and does not serve as a regional wildlife corridor. The drainages in the southwest portion of the site likely serve as minor local wildlife corridors and avian ‘stepping stone’ corridors. The largest drainage (Planning Area 3) would not be developed as part of the Project so it would continue to function as a local wildlife corridor. Significant impacts on wildlife corridors are not anticipated with Project implementation. **(Draft EIR, p. 4.3-25).**

Impact 4.3-5: Will the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Implementation of the Project would be subject to all applicable Federal, State, regional, and local policies and regulations related to the protection of biological resources. The Project would be constructed in compliance with the requirements of the Beaumont General Plan and the Beaumont Municipal Code. The City does not have a tree preservation policy or ordinance. An application and approval from the City is required for any removal of front yard/street tree or trees. No street trees occur on-site and no residential structures and associated front yards occur on site. There are occasional trees near the outbuildings at the east of the site; however, these do not appear to meet the definition of street or yard trees. As such, the Project would comply with City of Beaumont requirements and no street tree approvals would be required, as no impacts to such resources would occur with project implementation. Based on compliance with all local policies and ordinances, impacts are considered to be less than significant, and no mitigation is required. **(Draft EIR, pp. 4.3-25 to 4.3-26).**

Cumulative Effects. There is a related project located directly north (across Cherry Valley Boulevard) of the Project site that has recently been graded in preparation of the development of industrial land uses. In addition, areas to the west and south of the Project site are developed. Development of the Project site and the surrounding existing and future development precludes the area as a wildlife corridor and eliminates the potential for impacts to go beyond the Project site.

The Project site is relatively disturbed and does not support significant stands of native vegetation, with the possible exception of the riparian habitat in the southwestern portion of the site which would remain undeveloped. Further, the Project would be fully compliant with the regional MSHCP which protects biological resources regionally such that cumulative impacts within the plan area are avoided. As such, the Project would not result in significant cumulative effects. **(Draft EIR, p. 4.3-29).**

CULTURAL IMPACTS

Impact 4.4-1: Will the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 150645?

There are no historic-age resources present on the Project site. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5. No impact would occur. **(Draft EIR, p. 4.4-14).**

Impact 4.4-3: Will the Project disturb any human remains, including those interred outside of formal cemeteries?

Past land uses of the Project site include residential and poultry farming. The Project site is currently vacant. No cemeteries exist onsite. The closest cemetery, Desert Lawn Funeral Home and Memorial Park, is located approximately 1,200 feet to the south of the Project site, across Brookside Avenue and Interstate 10. An intensive pedestrian survey of the Project site was conducted June 8 – 11, 2021, during which time no human remains were identified. It is unlikely that any human remains would be encountered during ground disturbing activities given that the Project site is already partially disturbed, and the onsite drainages are ephemeral (i.e., flows only in direct response to precipitation). If human remains are found, those remains would be properly treated in accordance with applicable laws. **(Draft EIR, pp. 4.4-16 to 4.4-17).**

Cumulative Effects.

No historic resources are present on the Project site. Therefore, no historic resources could be altered or destroyed by construction or operation of the Project. **(Draft EIR, p. 4.4-17).** The Project will be required to comply with the applicable provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 *et seq.* As concluded above, previously undiscovered human remains could be encountered during Project construction activities; however, a less than significant impact would occur in this regard following compliance with the established state regulatory framework. Cumulative development could impact previously undiscovered human remains during construction. However, all cumulative development would undergo environmental review on a project-by-project basis to evaluate the site-specific archaeological sensitivity. Additionally, cumulative development would be subject to compliance with the established state regulatory framework concerning the discovery of human remains on a project-by-project basis. The Project's cumulative impacts concerning the potential to disturb human remains would be less than significant given compliance with the established regulatory framework would be required. **(Draft EIR, p. 4.4-18).**

ENERGY

Impact 4.5-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Energy Use During Construction. Energy use during the construction phases of the Project is discussed and quantified in detail at Draft EIR pages 4.5-22 to 4.5-26. The equipment and vehicles used for Project construction would conform to CARB regulations and State emissions, and the Project's fuel from the

entire construction period would increase fuel use in the County by less than one percent. There is no evidence that the Project construction will require the use of equipment that will be more energy intensive than is used for comparable activities elsewhere in the region. Accordingly, the amount of energy and fuel consumed by construction will not be inefficient, wasteful, or unnecessary. Impacts will be less than significant. **(Draft EIR, p. 4.5-22 – 4.5-26).**

Energy Use During Operation. The Project’s operational energy use is discussed and quantified in detail at Draft EIR pages 4.5-26 to 4.5-31. The Project building incorporates contemporary, energy-efficient/energy-conserving design and operational programs and will be subject to compliance with the latest Energy Code and CalGreen standards, which are more stringent than prior versions of the respective codes. Due to mandatory compliance with Energy Code and CalGreen standards will ensure that Project building operations will not result in the inefficient, wasteful, or unnecessary consumption of energy. In addition, MM GHG-1 requires the Project to install solar photovoltaic (PV) panels or other source of renewable energy generation that would provide 100 percent of the expected on-site energy demands for the warehouses in Phase 1. None of the Project energy uses exceed one percent of their corresponding County use. The Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips, nor associated excess and wasteful vehicle energy consumption. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Impacts will be less than significant and no mitigation is required. **(Draft EIR, p. 4.5-26 to 4.5-31).**

Impact 4.5-2: Will the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

As discussed under Impact 4.5-1 above, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards and the 2019 CALGreen building code. The Project would be required to comply with these existing energy standards. Compliance with state and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with applicable plans for renewable energy or energy efficiency. The Southern California Association of Government’s (“SCAG’s”) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) (“RTP/SCS”), adopted in September 2020, integrates transportation, land use, and housing to meet GHG reduction targets set by CARB. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of SB 375. The Project would not conflict with the stated goals of the RTP/SCS. Potential impacts are considered less than significant. **(Draft EIR, p. 4.5-31).**

Cumulative Effects. The Project and new development projects located within the cumulative study area would also be required to comply with all the same applicable federal, state, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. The Project would not result in significant impacts to state or local plans for renewable energy

or energy efficiency. Therefore, the Project and identified cumulative projects are not anticipated to result in a significant cumulative impact. Therefore, potential impacts are considered less than significant. **(Draft EIR, p. 4.5-32).**

GEOLOGY AND SOILS

Impacts 4.6-1 to 4.6-4: Will the Project directly or indirectly cause potential substantial adverse effects, including 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?; (ii) Strong seismic ground shaking?; (iii) Seismic-related ground failure, including liquefaction?; and/or (iv) Landslides?

Rupture of Known Earthquake Fault. The Geotechnical Investigation determined that none of the Project components are located on any known active earthquake faults as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map and on Figure 9.5, Seismic Zones, of the Beaumont 2040 General Plan. Regardless, the Project site is within a seismically active region and therefore, subject to seismic activity. The nearest active faults are the Cherry Valley Fault, located within a mile of the Project site to the east, and the Beaumont Plain Fault Zone, located approximately two miles further east of the Project site. All Project components would be designed accordingly to the latest California Building Code (“CBC”) seismic standards and in conformance with all applicable standards set in the Beaumont Municipal Code to resist structural collapse from strong seismic activity as stated in Title 15, Chapter 15.42 Earthquake Hazards Reduction, § 15.42.060 – General Requirements of the Beaumont Municipal Code. The Project is not located within an Alquist-Priolo Fault zone. Furthermore, the Project’s operational activity would adhere to all applicable City regulations and engineering standards and specifications. Therefore, impacts would be less than significant. **(Draft EIR at p. 4.6-15 to 4.6-16).**

Strong Seismic Ground Shaking. As noted above, the Project is subject to regional seismicity. Therefore, all Project components would be designed in accordance with the requirements of the 2019 edition of the CBC and in compliance with all the provisions of the Alquist-Priolo Act and the adopted policies and criteria of Ordinance No. 547. In addition, all relevant documents would be submitted to the Beaumont Public Works Department as part of the Project’s discretionary review process. Furthermore, adherence with Goal 9.7 and Policies 9.7.1 through 9.7.5 of the Beaumont 2040 General Plan would ensure that adverse impacts from strong seismic ground shaking is reduced through the adequate planning and building of structures in seismic prone areas through the implementation of the previously noted policies which seek to enforce the most recent seismic requirements, require that all developments located within Alquist-Priolo zones are accompanied with appropriate geotechnical analysis, properly coordinate with the Federal Emergency Management Agency (“FEMA”) to identify earthquake risks and or mitigation techniques, and ensuring that Building and Safety agencies are involved throughout the plan checks and inspections of the Project. Therefore, impacts concerning strong seismic ground shaking would be less than significant. **(Draft EIR, p. 4.6-16 to 4.16-17).**

Seismic-Related Ground Failure (Liquefaction). The Geotechnical Investigation determined that based on underlying soil conditions (which included moderate strength older alluvium), the groundwater table was considered to exist beyond 50 feet. Therefore, liquefaction is not considered to be a design concern for this Project and ground-moving activities (i.e., excavation, grading, etc.) would not contribute to the susceptibility of the site. Overall impacts associated with seismic-related ground failure, including liquefaction would be less than significant. **(Draft EIR, p. 4.6-17).**

Landslides. No evidence of previous land sliding or debris flow was observed during review of the CGS landslide inventory maps. Additionally, the risk of landslides impacting the Project site is considered low to negligible since the Project's topography does not contain steep slopes. Furthermore, the Project is not surrounded by steep topography with exposed rock-cropping or boulders. Since ground-moving activities would cease at the end the construction phase, and the Project site is not located adjacently to steep topography, no impacts associated with landslides would occur during Project operations. **(Draft EIR at p. 4.6-18).**

Impact 4.6-8: Will the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The Project does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact will occur. **(Draft EIR, p. 4.6-22 to 4.6-23).**

HAZARDS AND HAZARDOUS MATERIALS

Impacts 4.8-1 and 4.8-2: Will the Project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? Will the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Consistent with federal, state, and local requirements, transport, removal, and disposal of any hazardous materials from the Project site would be conducted by a permitted and licensed service provider. Any handling, transport, use, or disposal would comply with all applicable federal, state, and local agencies and regulations, including the U.S. Environmental Protection Agency ("EPA"), the California Department of Toxic Substances Control ("DTSC"), the California Division of Occupational Safety and Health ("CalOSHA"), Caltrans, the Resource Conservation and Recovery Act ("RCRA"), and the Riverside County Department of Environmental Health Hazardous Materials Branch (the Certified Unified Program Agency for Riverside County). Operations of the proposed Project would not represent a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, any potentially hazardous material handled on the Project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. Furthermore, as mandated by the OSHA, all hazardous materials stored on the Project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first

responders as to the necessary remediation procedures in the case of accidental release. In addition, and if applicable, future operations would include a hazardous materials business plan in accordance with §§ 25500–25543.3 of the Health and Safety Code. Compliance with existing regulations would be sufficient to reduce potential impacts to a less than significant. Additionally, the Project would require various outdoor landscape maintenance activities. These demands would include the storage of, and periodic application of pesticides, herbicides, and fertilizers. If equipment needed for landscaping are used and housed on-site, the Project may require the storage and of fuels and solvents on-site. Use of this type of equipment and listed materials are common to such facilities and compliance with existing regulations regarding their use would be sufficient to reduce potential impacts to a less than significant. **(Draft EIR, pp. 4.8-19 – 4.8-20).**

With regard to foreseeable upset and accident conditions, Project operations would involve the routine transport, use, and storage of materials/chemicals typical of industrial facilities. The routine transport, use, and disposal of these materials during Project operations must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. The Project would also be subject to compliance with the regulatory framework which would ensure that Project operations would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. A less than significant impact would occur in this regard. **(Draft EIR, pp. 4.8-20 – 4.8-21).**

Impact 4.8-3: Will the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No existing or proposed schools are located within one-quarter mile of the Project site. As such, the Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. The nearest school to the Project site is the Tournament Hills Elementary located at 36611 Champions Drive, approximately 0.9 miles to the southwest. Accordingly, impacts would be less than significant. **(Draft EIR, p. 4.8-21).**

Impact 4.8-5: For a project located within an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, will the Project result in a safety hazard or excessive noise for people residing or working in the Project area?

The Project site is not within two miles of a public airport or public use airport; therefore, the Project would not result in a safety hazard for the people residing or working in the area. The nearest airstrip is the Banning Municipal Airport in Banning located approximately 9.5 miles east of the Project site. Furthermore, the proposed Project does not include any towers or tall structures that would result in a safety hazard. According to the Specific Plan, Planning Area 1 buildings are subject to a 60 feet maximum height and Planning Area 2 buildings are subject to a 50 feet maximum height. No impact would occur. **(Draft EIR, p. 4.8-23).**

Impact 4.8-6: Will the Project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

The proposed Project shall comply with the City's adopted Multi-Hazard Functional Plan. The developer is required to design, construct, and maintain structures, roadways, and facilities to comply with the applicable federal, state, and local requirements related to emergency access and evacuation plans. The proposed plan will be reviewed and approved by the fire marshal during the plan review. Through compliance with applicable federal, state, and local requirements, a less than significant impact would occur. **(Draft EIR, p. 4.8-24).**

Impact 4.8-7: Will the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The majority of surrounding areas have been previously disturbed with residential or industrial developments or other areas that are highly disturbed from off-road activity. Although these areas and the Project site are surrounded by developed areas and undeveloped areas, they are designated as a moderate fire hazard severity zone. **(Draft EIR, p. 4.8-24).**

While the Project site is located in an area with vegetation that can be prone to fire, due to the presence of surrounding development, non-contiguous nature of the existing undeveloped areas, presence of area roadways, and concrete construction of development, it is not likely to be affected by a wildfire during construction or operations. In addition, the undeveloped area to the north would be separated from the Project area by parking, the drive isle, and landscaping. This buffer would ensure an appropriate width to reduce the risk of potential fire hazards. Lastly, the Project site would be in accordance with the 2019 California Building Code Chapter 7A which would require the use of fire-resistant building materials and fire sprinklers. It is anticipated that these design elements would reduce exposure of the Project site to wildfire. Therefore, although the surrounding areas could experience a fire, because of the above-listed factors, impacts would be less than significant. **(Draft EIR, pp. 4.8-24 – 4.8-25).**

Cumulative Effects. The potential for cumulative impacts to occur is limited since the impacts from hazardous materials use on site are site-specific. Although some of the cumulative projects and other future projects associated with buildout of the surrounding communities also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site specific. As with the proposed Project, future development within the area must comply with all federal, State, and local statutes and regulations applicable to hazardous materials.

Each project is required to address any issues related to hazardous materials or wastes on a project-specific basis. With adherence to applicable federal, State, and local regulations governing hazardous materials, the potential risks associated with hazardous materials would be less than significant. The incremental effects of the proposed Project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, considering the above, Project impacts would be reduced to less than significant levels through compliance of applicable federal, State, and local requirements, policies, and regulations. **(Draft EIR, p. 4.8-25).**

HYDROLOGY & WATER QUALITY

Impact 4.9-1: Will the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction activities associated with the development of the proposed Project would be typical of those used in comparable warehouse and commercial developments. (**Draft EIR, p. 4.9-15**). The Project Applicant will be required to comply with the National Pollutant Discharge Elimination System (“**NPDES**”) permit, the City Municipal Code, and the Santa Ana River Basin Water Quality Control Program, which includes preparation and implementation of a Stormwater Pollution Prevention Plan (“**SWPPP**”) and Water Quality Management Plan (“**WQMP**”). The WQMP (which addresses post-construction water quality) must be approved by the City Engineer prior to the issuance of any grading or building permit.

This Project proposes to treat on-site runoff using a series of treatment control measures including biofiltration and infiltration basins. Where feasible, stormwater will be captured within underground detention basins. While the underground detention basins have limited infiltration ability, the captured stormwater will be pumped to irrigate natural vegetation and infiltrate into native soils. On-site flows would be directed towards the proposed underground corrugated metal pipe (“**CMP**”) detention system for increased runoff mitigation for Buildings 1 and 3. On-site flows for Building 2 will be directed to a detention basin that provide both infiltration and mitigation for increased runoff. Flows would ultimately discharge to the existing natural streambed to the west of the Project site. The Project would also include self-treating landscape areas throughout the Project site. Routine inspection and maintenance of the biofiltration and infiltration basins and underground detention system are requirements of the City. (**Draft EIR at p. 4.9-16 to 4.9-17**).

As identified in Standard Condition (SC) HYD-1, preparation, implementation, and participation with the Construction General Permit, including preparation of a SWPPP containing site-specific best management practices (“**BMPs**”), would reduce Project construction effects on water quality to acceptable levels. Compliance with SC HYD-2 would require the Project provide a Final WQMP specifically identifying BMPs that would be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. Compliance with SC HYD-3 would require preparation of an Erosion Control Plan that identifies specific measures to control on-site and off-site erosion. Therefore, SC HYD-1 through SC HYD-3 are proposed to preclude the violation of water quality standards during and after construction. Thus, impacts would be less than significant. (**Draft EIR, p. 4.9-17**).

Impact 4.9-2: Will the Project substantially decrease groundwater supplies or interfere substantially with the groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

The Project site is within the service area of the Beaumont Cherry Valley Water District (“**BCVWD**”). BCVWD’s potable water system is supplied by wells in Little San Gorgonio Creek (Edgar Canyon) and the Beaumont Basin. Although the proposed Project would result in additional impervious surfaces on-site, the proposed Project would treat on-site runoff with biofiltration, infiltration, and reuse. On-site flows would be directed towards a proposed underground CMP detention system. Flows would then be pumped from the detention system at a reduced rate to mitigate for increased runoff to the biofiltration and

infiltration basins. Flows from the detention system for Building 3 would also be pumped to an area of native vegetation to be reused as irrigation and to promote infiltration within the native soils. Infiltration tests were conducted to determine appropriate infiltration rates for the proposed infiltration systems. **(Draft EIR, p. 4.9-18).**

Flows would ultimately discharge to the existing natural streambed to the west of the Project site, to landscaped areas within the built-up portions of the site and to the natural water drainage feature located in Planning Area 3 which would allow for infiltration and groundwater recharge. The Project would also include self-treating landscape areas. The pre-treatment of water would minimize pollutants from entering the basin, thereby minimizing impacts to groundwater management. The site does not contain any active or decommissioned groundwater wells. This, along with the Project's compliance with the recommendations of the Infiltration Report **(Draft EIR Appendix H)** will ensure that the proposed Project would not significantly impact local groundwater recharge or impede sustainable groundwater management of the basin. **(Draft EIR, p. 4.9-18 to 4.9-19).**

Impact 4.9-3: Will the Project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which will: (i) Result in substantial erosion or siltation on- or off-site?; (ii) Substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or off-site?; (iii) Create or contribute runoff which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?; or (iv) Impede or redirect flood flows?

Erosion and Siltation. The proposed site plan and building layouts do not allow for the same tributary drainage areas to each of the south and west discharge points. To maintain existing outlet conditions, portions of the site would be required to over-mitigate to ensure the downstream facilities are not adversely impacted. The total flows from both discharge points would drain to the west and would not be in excess of pre-Project flows. As noted under Impact 4.9-1, the Project would be subject to the NPDES Construction Stormwater Permit and would implement a SWPPP, which would help minimize erosion and sedimentation from construction activity. The Project would also implement a WQMP and Final WQMP for each building that would include construction and post-construction BMPs to further minimize erosion and sedimentation. In addition to the SWPPP and WQMP, the Project is also subject to the applicable federal, state, regional, and local regulatory framework concerning water quality listed above. Therefore, with implementation of the SWPPP, WQMP, and applicable regulatory framework, the Project is not anticipated to result in substantial erosion or siltation. **(Draft EIR, pp. 4.9-19 – 4.9-20).**

On- or Off-Site Flooding. The Drainage Report **(Draft EIR Appendix H)** concluded that the proposed Project's drainage improvements would adequately convey flows to the proposed basins at pre-Project flows and as such would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site. **(Draft EIR, p. 4.9-21).**

Stormwater Drainage System Capacity and Polluted Runoff. The proposed underground detention system and the proposed biofiltration basins would provide adequate water pre-treated from Buildings 1

and 3, and water from Building 2 would be treated on-site via the proposed infiltration basins. Because water is being treated on-site, no polluted water runoff would occur and the Project would continue to maintain pre-Project release flows. Prior to issuance of a grading permit, the Applicant would be required to submit all grading and drainage plans for review to the City, to ensure that the Project would not increase flows on- or off-site or substantially exceed the existing drainage facilities. **(Draft EIR, p. 4.9-21).**

Flood Flows. Although drainage flows would be required to be internally redirected through the water collection system, the site ultimately continues to drain southwest into the same streambed, further downstream. The streambed eventually enters an existing concrete ditch along Calimesa Boulevard to the northwest of the Project. As shown in the Drainage Report provided for the Project, the stormwater facilities have been designed to have the capacity for all required Hydrologic Conditions of Concern storm events, including post-development peak flows for 100-year storm events. **(Draft EIR, p. 4.9-21).**

Impact 4.9-4: Will the Project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The Project site is inland and is not at risk for inundation due to a tsunami because it is located more than 50 miles from the Pacific Ocean. The Project site is not within a seiche zone because no large bodies of water border the Project site. The Project site is within FEMA FIRM map panel 06065C0785G (effective 8/28/2008). Based on a review of this map panel, the Project site is located in Zone X, an area noted as having a minimal flood hazard. Therefore, the Project site is located outside the 100-year flood hazard area, and no flood risk is present.

According to Figure 5.9-3 of the City's General Plan EIR, the Project site is not located in a flood hazard zone and according to the Riverside County General Plan Dam Failure Inundation Zones Map, the Project site is not located in a dam hazard zone that is susceptible to flood hazards and inundation due to dam rupture. Therefore, Project implementation would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam. Thus, no impact would occur. **(Draft EIR, p. 4.9-22).**

Impact 4.9-5: Will the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project site is within the Santa Ana River Watershed and is subject to the Santa Ana Regional Water Quality Control Board Basin Plan and Riverside County Drainage Area Management Plan. As discussed in Impact 4.9-1 and Impact 4.9-4, the Project would meet applicable state, regional and local water quality goals. A less than significant impact would occur. **(Draft EIR, p. 4.9-23).**

Cumulative Effects. Implementation of the Project would result in a less than significant impact concerning hydrology and water quality. The Project would be consistent with applicable federal, state, regional, and local water standards that would ensure that the Project's impacts would be cumulatively less than significant. The Project would also require and prepare a SWPPP and Final WQMP that would outline development standards and BMPs that would aid in reducing water quality impacts for construction and post-construction activity. Prior to construction, the City would review and approve the

final drainage and grading plans and final WQMP to ensure that all applicable flood control and water quality standards are met. Additionally, the Project would maintain pre-Project peak flows. Moreover, according to the Water Supply Assessment provided as **Draft EIR Appendix I**, the Beaumont-Cherry Valley Water District and the City of Beaumont entered into a Memorandum of Understanding on July 9, 2019, which defined the general terms, roles, and responsibilities of both agencies as they related to the delivery of recycled water from the City's upgraded and expanded treatment facility. Therefore, the Project would not result in a cumulatively considerable impact related to hydrology and water quality. (**Draft EIR, p. 4.9-23**).

LAND USE & PLANNING

Impact 4.10-1: Will the Project physically divide an established community?

Although the previously approved Specific Plan included residential uses, the Specific Plan was never implemented. The Project site is characterized by cement pads, several structures, and vacant property. Furthermore, the Project's proposed e-commerce/high cube warehouse facility, commercial, and open space components would be consistent with the land use designations upon approval of the General Plan Amendment and approval of the Specific Plan. The Project would not physically divide an established community and therefore, no impact would occur. (**Draft EIR, p. 4.10-11**).

Impact 4.10-2: Will the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

SCAG Regional Transportation Plan and Sustainable Communities Strategy. The Project, as designed would be compatible with the strategies proposed by SCAG in their 2020-2045 RTP/SCS. These strategies were a collaborative effort between SCAG and local agencies with the intention of not only managing regional growth, but also maximizing ecological health. **Draft EIR Table 4.10-2**, Project Compatibility with SCAG 2020-2045 RTP/SCS Strategies, demonstrates the proposed Project's compatibility with the land use strategies proposed in SCAG's 2020-2045 amendment of the RTP/SCS. Due to the Project's consistency with SCAG's Land Use strategies, no significant impact is expected in this regard. (**Draft EIR, p. 4.10-12**).

City of Beaumont General Plan. The Project site is presently designated as "Single Family Residential" by the General Plan. A new Specific Plan and a General Plan Amendment would change the property's land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce/high cube warehouse facility, commercial area, and open space uses. The City is located in the northwestern portion of Riverside County (County) and is bounded by 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 by the City of Banning to the east. The City is committed to working with all surrounding jurisdictions in an effort to deal with cross-border and regional issues. The City of Beaumont General Plan Goal 5.6 and Implementation actions EDF 27, CFI, CFI 9, and CFI 26 address how the City will cooperate and work with other agencies to

development and implement regional plans for groundwater, drainage, and solid waste. **(Draft EIR, pp. 4.10-13 to 4.10-14).**

City of Beaumont Zoning Ordinance. The Project would be consistent with the City's Zoning Ordinance and Zoning Map. The Project does require a general plan amendment and adoption of new specific plan changes allowable land uses from residential to industrial/ commercial. However, the Project is consistent with the City Code Section 17.20 which will ensure that development of this Project will result in no net loss of residentially zoned property in the City consistent with State law. Therefore, the Project would be consistent with all goals, policies, within the Beaumont General Plan. As such, the Project would not result in any inconsistency with City land use plans and regulations and impacts would be less than significant. **(Draft EIR, pp. 4.10-14 to 4.10-15).**

Climate Action Plan. The Project would further avoid creating an environmental effect or would further mitigate it with its participation in the cap-and-trade program. The cap-and-trade program is a system designed to reduce pollution in the atmosphere. The cap on greenhouse gas emissions that drive global warming is a firm limit on pollution. The cap gets stricter over time. The trade part is a market for companies to buy and sell allowances that let them emit only a certain amount, as supply and demand set the price. Trading gives companies a strong incentive to save money by cutting emissions in the most cost-effective ways. The cap-and-trade program is applicable to the Project as it applies to large industrial sources such as power plants, refineries, and cement manufacturers which produce the raw materials utilized for the construction of the Project. The cap-and-trade program covers the greenhouse gas emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, greenhouse gas emissions associated with CEQA projects' electricity usage are covered by the cap-and-trade program. The cap-and-trade program also applies to the fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels. According to **Draft EIR Table 4.7-9**, the Project is consistent with the Climate Action Plan. **(Draft EIR, p. 4.10-14).**

Cumulative Effects. Existing as well as future cumulative development within the surrounding area is anticipated to occur in accordance with the City's General Plan and Municipal Code and would be evaluated the same as the proposed Project. Therefore, the proposed Project, in conjunction with these other projects, is not anticipated to introduce incompatible uses and substantially conflict with the operation of surrounding land uses. The proposed Project would not physically divide an established community because it does not block access to any existing neighborhoods or existing uses in the vicinity of the Project site. The proposed Project would provide increased connectivity within the area with improvements to Cherry Valley Boulevard and Brookside Avenue that would connect to regional freeways the I-10. Therefore, the proposed Project would not make a cumulative contribution to impacts associated with conflicts with land use planning documents or related policies and regulations. These impacts are less than cumulatively considerable and less than significant. **(Draft EIR, p. 4.10-15).**

NOISE

The City of Beaumont does not specifically provide noise and land use compatibility standards (i.e., noise standards using a 24-hour metric such as Ldn or CNEL and with Normally Acceptable, Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable designations). In these cases, Riverside County's noise and land use compatibility standards (as recommended by the State Office of Planning and Research) are relied upon for analysis of the following impacts. (Draft EIR, p. 4.11-17).

Impact 4.11-1: Will the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short-Term Construction Noise Impacts. Exterior construction noise levels would not exceed the Federal Transportation Authority's ("FTA's") 80 dBA threshold at the property line. Additionally, as noise levels would not exceed 70 dBA, interior noise levels would attenuate to 55 dBA or less (conservatively assuming 15 dBA outdoor to indoor noise reduction with windows open). Therefore, noise levels when measured in the interior of the nearest occupied residence would not exceed the City's threshold of 55 dBA at any time. In addition, as required by the City Municipal Code, construction activities may only occur between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Construction noise would therefore have a less than significant impact. **(Draft EIR, p. 4.11-20).**

Construction Traffic Noise. Draft EIR Table 4.11-11 shows that roadway noise levels would range from 62.5 dBA to 65.1 dBA under existing conditions and from 62.5 dBA to 66.8 dBA under existing conditions plus Project construction. The greatest change in noise levels would occur along Cherry Valley Boulevard from the Project access to Hannon Road. Construction traffic would result in an increase in ambient noise levels of up to 2.1 dBA. This increase in ambient noise levels is below the perceptible range (3.0 dBA). Therefore, a less than significant impact would occur. **(Draft EIR at p. 4.11-20).**

Operational Noise Impact Analysis – Stationary. Based on current site plans, the nearest Project structure would be a retail building located approximately 230 feet west of the nearest residential and non-residential property lines. At a minimum distance of 230 feet, mechanical equipment noise levels would attenuate to 39 dBA, which is below the City's noise ambient noise standards of 45 dBA for nighttime (10:00 p.m. – 7:00 a.m.) and 55 dBA for daytime (7:00 a.m. – 10:00 p.m.) for residential receptors (refer to Draft EIR Table 4.11-7). Noise from mechanical equipment would also be below the City's non-residential 50 dBA nighttime standard and 75 dBA daytime standard. Noise impacts associated with HVAC equipment would be less than significant. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed Project would result in a less than significant impact related to stationary noise levels. Further, the Project would be required to comply with the General Plan and Municipal Code noise standards. **(Draft EIR, p. 4.11-21).**

Warehouse Truck and Loading Dock Noise. Based on the Project plot plans, the elevation of the site would be approximately 48 feet lower than the grade at the property line of the receptors. The retaining wall and terrain would block the line of sight between the loading docks and the receptors, providing a

minimum 5 dBA reduction. Truck and loading dock noise is typically 64.4 dBA Leq at 50 feet. Based on distance attenuation, noise levels due to loading/unloading would be reduced to 45 dBA at the closest residential property line located 675 feet to the northeast of the loading areas. Note that this noise level conservatively assumes activity would occur at the three closest loading docks simultaneously. Loading dock operations would occur throughout the Project site and would be at average distances further away. As noted above, the Project would be grade separated by approximately 48 feet and would include a retaining wall that would attenuate noise between the loading docks and receptors to the east. Due to the grade differences and intervening wall, noise levels would be attenuated by 5 to 8 dB to at least 40 dBA at the closest residential property line. At the closest non-residential property line, noise levels would be 49 dBA. Therefore, loading/unloading noise levels would be below the City's 45 dBA nighttime residential standard and below the 50 dBA non-residential standard. **(Draft EIR, p. 4.11-22).**

Parking Noise. Based on the peak hour trip generation rates in the Traffic Study **(Draft EIR Appendix K)**, approximately 585 trips during the worst-case peak hour (Phase 1 and Phase 2 combined) would be made to the Project site each day. Using the FTA's reference noise level of 92 dBA SEL at 50 feet from the noise source, the Project's highest peak hour vehicle trips would generate noise levels of approximately 54 dBA Leq at 50 feet from the parking lot. The nearest property line is 160 feet east of the closest parking area. Based strictly on distance attenuation, parking lot noise at the nearest receptor would be 44 dBA which is below the City's nighttime residential and non-residential noise standards of 45 dBA and 50 dBA, respectively. Therefore, noise impacts from parking lots would be less than significant. **(Draft EIR, p. 4.11-23).**

Drive-Thru Noise. Phase 2 of the proposed Project would include two drive-thru restaurants. Project noise sources from drive-thru operations include amplified speech from the intercom, idling vehicles, vehicles circulating along the drive-thru lanes. The measured noise level associated with active drive-thru operations is 64 dBA at a distance of 20 feet. The restaurants would be located approximately 560 feet and 700 feet from the eastern property line and based on distance attenuation, drive-thru noise levels would be 35.1 and 33.1 dBA, respectively. The combined noise levels from these two drive-thru restaurants operating simultaneously would be 37.2 dBA, which is below the City's nighttime residential and non-residential noise standards of 45 dBA and 50 dBA, respectively. **(Draft EIR, p. 4.11-23).**

Off-Site Traffic Noise Impact Analysis.

Opening Year Conditions. The Phase 1 Opening Year "2024 Without Project" and "2024 With Project" scenarios are compared in **Draft EIR Table 4.11-12**, Phase 1 Traffic Noise Levels. As shown in Draft EIR Table 4.11-12, roadway noise levels without the Project would range from 46.2 dBA CNEL to 68.5 dBA CNEL and with the Project between 48.6 dBA CNEL and 69.6 dBA CNEL. Project generated traffic would result in a maximum increase of 2.4 dBA. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Table 4.11-12 shows that none of the roadway segments would exceed both 3.0 dBA and the County's 60 CNEL land use compatibility standard for residential uses (refer to Table 4.11-8). Therefore, Phase 1 Opening Year traffic noise would result in a less than significant impact. **(Draft EIR, p. 4.11-24).**

Off-Site Phase 1 Plus Phase 2 Traffic Noise. The Project Buildout Opening Year “2027 Without Project” and “2027 With Project” scenarios are compared in **Draft EIR Table 4.11-13**, Project Buildout (Phase 1 Plus Phase 2) Traffic Noise Levels. As shown in Draft EIR Table 4.11-13, roadway noise levels without the Project would range from 48.6 dBA CNEL to 69.6 dBA CNEL and with the Project between 52.0 dBA CNEL and 69.9 dBA CNEL. Project generated traffic would result in a maximum increase of 5.7 dBA. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. **Draft EIR Table 4.11-13** shows that an increase in traffic noise levels along the following roadway segments would exceed 3.0 dBA:

- Brookside Avenue from Nancy Avenue to Oak View Drive
- Union Street from Cherry Valley Boulevard to Brookside Avenue
- Nancy Avenue from Cherry Valley Boulevard to Brookside Avenue

However, although the “2027 With Project” traffic noise along these roadway segments may be noticeably louder, the traffic noise would remain below 60 CNEL, the County’s normally acceptable land use compatibility standard for residential uses (**Draft EIR Table 4.11-8**), except for Brookside Avenue from Nancy Avenue to Oak View Drive. However, 61.5 dBA is the noise level at 100 feet from the roadway centerline. There is one residence along this segment, and it is 150 feet from the roadway centerline. At 150 feet, the noise level attenuates to 58.8 dBA, which is within the 60 dBA Normally Acceptable standard. Additionally, the primary outdoor space for this receptor appears to be in the back yards and not along the roadway (i.e., further than 150 feet away). Additionally, a golf course is located along the south side of this segment. The golf course would be within the 75 dBA normally acceptable standard. Therefore, traffic noise at Project Buildout would result in a less than significant impact. (**Draft EIR, pp. 4.11-24 – 4.11-25**).

Off-Site Horizon Year (Phase 1 Plus Phase 2) Traffic Noise. The Horizon Year “2040 Without Project” and “2040 Plus Project” scenarios were also compared. As shown in **Draft EIR Table 4.11-14**, Horizon Year (Phase 1 Plus Phase 2) Traffic Noise Levels, roadway noise levels would range between 48.8 dBA CNEL and 68.6 dBA CNEL at 100 feet from the centerline and between 52.9 dBA CNEL and 69.9 dBA CNEL with the Project. The Project would result in a maximum increase of 4.0 dBA CNEL. Table 4.11-14 shows that an increase in traffic noise levels along the following roadway segments would exceed 3.0 dBA:

- Union Street from Cherry Valley Boulevard to Brookside Avenue
- Nancy Avenue from Cherry Valley Boulevard to Brookside Avenue

However, although the “2040 With Project” traffic noise along these roadway segments may be noticeably louder, the traffic noise would remain below 60 CNEL, the County’s normally acceptable land use compatibility standard for residential uses (**Draft EIR Table 4.11-8**). Therefore, the Horizon Year “2040 Plus Project” scenario would result in a less than significant traffic noise impact.

Impact 4.11-2: Will the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction Analysis. The nearest structure to the Project construction site is approximately 67 feet away. **Draft EIR Table 4.11-15** shows that at 67 feet the vibration velocities from construction equipment would not exceed 0.0203 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage and below the 0.04 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with Project construction would be less than significant. **(Draft EIR, p. 4.11-31).**

Operational Analysis. The Project would include truck movement activity at the Project site. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. For perspective, Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that "heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic." Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that "vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)". Since the Project's truck movements would be at low speed (not at freeway speeds) and would be over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity would not result in excessive groundborne vibrations; no vehicle-generated vibration impacts would occur. In addition, there are no sources of substantial groundborne vibration associated with the Project, such as rail or subways. The Project would not create or cause any vibration impacts due to operations. **(Draft EIR, p. 4.11-28).**

Impact 4.11-3: For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the Project expose people residing or working in the Project area to excessive noise levels?

The closest airport to the Project site is the Banning Municipal Airport located approximately 9 miles to the southeast. The Project is not within 2.0 miles of a public airport or within an airport land use plan. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required. **(Draft EIR, p. 4.11-28).**

Cumulative Effects.

Construction. The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis, the Project's construction-related noise impacts would be less than significant following the City of Beaumont Municipal Code. Construction activities at other planned and approved

projects near the Project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable. **(Draft EIR, p. 4.11-29).**

Stationary Noise. No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there was such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises. Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant. **(Draft EIR, p. 4.11-33).**

POPULATION AND HOUSING

Impact 4.12-1 Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Although the Project does not include residential uses, the Project would indirectly induce population growth since the Project includes commercial uses, which would result in jobs for City residents. The Project's construction and operations would result in the development of commercial, e-commerce/high cube warehouse facility, and open space land uses on approximately 188 acres. The construction phase of the Project would generate employment opportunities, including construction management, engineering, and labor. Construction related jobs are not considered significantly growth inducing because they are temporary in nature and are anticipated to be filled by persons in the surrounding area. As noted in **Draft EIR Table 4.12-3: Housing Units – City of Beaumont and County of Riverside**, the City is housing-rich and has a 4.8 percent vacancy rate. Additionally, the City is considered "jobs poor" as it has a high 10.5 percent unemployment rate. This suggests that the Project's employment opportunities would be adequately filled by local residents or the surrounding community. Therefore, the Project's employment opportunities for the construction phase would not induce substantial unplanned population growth. **(Draft EIR, p. 4.12-10).**

The Project has the potential to generate approximately 4,010 new jobs. Although the Project would generate approximately half of SCAG's forecasted employment for the City, the forecasted increase in

Project employment is well within the City's total future employment of 19,910 by 2045 and well within the County's forecasted employment of 1,103,000 by 2045. According to the Beaumont 2040 General Plan Draft EIR, most of the City's residents commute to other cities for work. Thus, the Project's related employment growth impacts are not anticipated to be significant since the City is housing-rich and would be adequately served by the regional and local workforce, thereby resulting in an improved jobs-housing-balance for the City and the County by 2045. It is expected that jobs at the Project site would be drawn from the local and regional labor force. The Project is not anticipated to result in a substantial population growth, and impacts would be less than significant. **(Draft EIR, p. 4.12-11 to 4.12-12).**

Impact 4.12-2 Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Project site is comprised of cement pads, several structures, and vacant property. The approved 2007 Sunny-Cal Specific Plan included approximately 158.65 acres of Low Density Residential. This Project, which would amend the previously approved specific plan includes 1) a General Plan Amendment to change the current "Single Family Residential" land use to "Industrial, General Commercial, and Open Space" land use, consistent with the proposed e-commerce/high cube warehouse facility, commercial area, and open space uses; and 2) approval of a Specific Plan that establishes the zoning, land use designations, development standards, and design guidelines for the entire Project area. While the Sunny-Cal Specific Plan project was approved, no development occurred since the Project approval. There are no homes in the Project site, as such, no displacement of homes would occur. A less than significant impact would occur. **(Draft EIR, p. 4.12-12 to 4.12-13).**

PUBLIC SERVICES

Impact 4.13-1 Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection. The Project buildings would be constructed from non-flammable concrete and would be equipped with automatic ceiling-mounted fire sprinkler systems. All other fire-related safety features would be in accordance with the applicable provisions of the adopted California Fire Code and the City's Municipal Code, ordinances, and standard conditions regarding fire prevention and suppression measures related to water improvement plans, fire hydrants, fire access, and water availability. Additionally, prior to the approval of the Project, the City's Building Department and Riverside County Fire Department ("RCFD") would review building plans in order to ensure that all applicable fire safety features are incorporated as part of the Project. Prior to the approval of occupancy permits for the new buildings, it would be required that the RCFD would inspect all new structures in order to ensure that all fire safety features have been implemented and installed correctly. Furthermore, Fire Protection Impact Fees would also be collected in order to build and supply necessary infrastructure for fire protection services, as necessary. The fire station closest to the Project area is RCFD Station 22, the Cherry Valley Station, located

in the County approximately 2.8 roadway miles northeast of the Project area. RCFD has reviewed the Project design to ensure conformance to RCFD requirements and would thereby reduce demands on fire protection services. Additionally, payment of the Fire Protection impact fees, property taxes, and other revenues generated by development within the Project area would be available to the City to offset any increased costs for fire protection services with little or no net effect on the City's budget. Implementation of the Project would be required to be consistent with the City's General Plan for e-commerce/high cube warehouse facility, commercial, and open space uses as well as permitted floor area ratio ("FAR"). Lastly, Project development would be subject to compliance with RCFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards. Therefore, impacts are less than significant. **(Draft EIR, p. 4.13-10).**

Police Protection. Project development would be subject to Beaumont Police Department ("BPD") review. BPD has previously reviewed the Project for consistency with crime prevention design and BPD requirements. BPD review would act to ensure that development would conform to BPD emergency access and site/facility security requirements and recommendations, and thereby reduce demands on law enforcement services. Additionally, the Project applicant would pay the required Police Facilities Impact fees, property taxes, and other revenues generated by development and would be available to the City to offset any increased costs for law enforcement services with little or no net effect on the City's budget. **(Draft EIR, pp. 4.13-10 to 4.13-11).**

Upon development, BPD located at 660 Orange Avenue, approximately 4.4 roadway miles southeast, would provide law enforcement services to the Project site. The City has a target ratio of 1.0 to 1.2 officers per 1,000 residents, which is reviewed annually. Currently, the ratio is approximately 0.93 officers per 1,000 residents. Further, the City response times in the City is 2.9 minutes for in progress calls and 5.9 minutes for past calls. The Project consists of e-commerce/high cube warehouse facility, commercial, and open space uses. The Project would not directly increase population and the officer to population ratio would remain the same. Based upon BPD Project comments at various Project Development Review Committee meetings, the Project does not include or require construction of any new or physically altered police protection facilities. Prior to commencement of construction activities, Project plans would be reviewed by applicable local agencies to ensure compliance with the City's Municipal Code as well as all applicable regulations to ensure adequate site signage, lighting and other crime safety preventative measures are implemented. Construction of the Project would not result in adverse physical impacts associated with the provision of or need for new or physically altered police protection facilities. The Project would not substantially affect service ratios, response times, or other performance objectives such that new facilities are required. The Project also would include design elements such as lighting of streets, walkways, and bikeways; visibility of doors and windows from the street; and fencing of the property. These measures would help reduce demands for law enforcement services and impacts would be less than significant. **(Draft EIR, p. 4.13-11).**

Cumulative Effects. The Project is not anticipated to substantially increase the need for public services in the City. The Project would not result in an overall net increase in City population. Anticipated increase demands for public services within the City was accounted for in the General Plan and analyzed in the

General Plan EIR, which accounts for cumulative growth in the City. In addition, related to all public services, the Project would pay the required development fees that would be appropriately allocated for police, fire, schools, parks, and other public facilities. The Project would also generate additional revenue for the City which would provide General Fund revenues to offset the Project's contribution toward additional public service demand. Similar to the Project, other cumulative projects would be required to demonstrate their level of impact on public services including paying the appropriate development fees; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services. **(Draft EIR, pp. 4.13-11 to 4.13-12).**

RECREATION

Impact 4.14-1 Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The Project does not propose any on-site or off-site park or recreational facilities, nor does it propose any residential developments or any other uses that would contribute population growth requiring the use of existing neighborhood and regional parks or other recreational facilities. The Project proposes e-commerce and commercial uses, as well as 30.6 acres of open space within Planning Area 3 of the Specific Plan. Therefore, no impacts to existing neighborhood and regional parks or other recreational facilities are anticipated. **(Draft EIR, p. 4.14-5).**

Impact 4.14-2 Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Project does not include recreational facilities and would not require the construction or expansion of recreational facilities as the Project is composed of e-commerce/high cube warehouse facility, office, and future hotel and general retail uses. The Project does not involve uses that would induce population growth requiring the use of recreational facilities. No impact would occur. **(Draft EIR, p. 4.14-6).**

Cumulative Effects. The Project would not result in an overall net increase in City population that exceeds either City and/or regional growth plans. Anticipated increased demands for recreation within the City was accounted for in the City's General Plan and analyzed in the City's General Plan EIR, which accounts for cumulative growth in the City. In addition, the Project would pay the required development fees that would be appropriately allocated for parks and other recreational facilities. Similar to the Project, other cumulative projects would be required to demonstrate their level of impact on recreational facilities including paying the appropriate development fees; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of recreation. **(Draft EIR, p. 4.14-6).**

TRANSPORTATION

Impact 4.15-1: Will the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The Project does not propose elements or aspects that would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. On a long-term basis, the Project may result in increased demand for public transportation as increased employment opportunities become available on-site; however, transit agencies routinely review and adjust their ridership schedules to accommodate public demand. There are no existing public transit stops in the vicinity of the Specific Plan area. Community Services may require a future transit stop if warranted by a traffic study. The Pass Transit System provided by the City includes Routes 3, 4, 7, and 9 which are within approximately two miles of the Specific Plan area. As the Project develops, the Pass Transit System may assess the potential demand for these facilities in the area and may establish new or extended routes in the area. Coordination with the Pass Transit System would be required as the Project builds out to determine the need for future bus turnouts along Cherry Valley Boulevard. Accordingly, the Project has no potential to conflict with local public transit service. **(Draft EIR, p. 4.15-16).**

The proposed Project has been designed and would be constructed to be responsive to the goals and policies from the Land Use and Community Design and Mobility elements of the City of Beaumont General Plan that pertain to the circulation system. The Project's land use and circulation elements would be consistent with the requirements pertaining to the overall transportation and circulation system, including transit, roadway, bicycle and pedestrian facilities, elements that are included as part of the proposed roadway improvements. **(Draft EIR, p. 4.15-16 to 4.15-17).**

The Beaumont General Plan Policy 4.1.2 calls for the maintenance of LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets. The Traffic Study conducted for the Project **(Draft EIR Appendix K)** evaluated level of service (LOS) and found that under various scenarios, LOS at 19 intersections/driveways under several scenarios would operate at an unacceptable LOS and therefore not be compliant with General Plan Policy 4.1.2. However, the recommended improvements contained at **Draft EIR pages 4.15-17 to 4.15-18**, in addition to the site-adjacent and site access improvements listed at **Draft EIR pages 4.15-18 to 4.15-19** would ensure that all intersections operate at an acceptable LOS. Recommended improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. **(Draft EIR, p. 4.15-18).** The proposed improvements would adhere to all relevant circulation regulations and be consistent with policy and planning document guidance related to needed improvements. Adherence to these planning directives and incorporation of the associated improvements would have a less than significant impact on the environment. **(Draft EIR, p. 4.15-19).**

Impact 4.15-3: Will the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project would not create a significant traffic-related safety hazard. The Project roadways, ingress and egress, and interior circulation elements have been designed and would be constructed consistent with the City's Department of Public Works Department standard drawings. There are no incompatible land uses proposed or in the vicinity of the Project Site, such as those utilizing farm equipment, that would result in a potential significant traffic safety hazard. Although construction would involve the use of large

heavy-duty equipment such as rollers, graders, and dump trucks, all staging and construction areas would have appropriate signage and standard safety protocols as implemented by the Project Applicant through standard construction practices. Therefore, potential impacts associated with design hazards would be less than significant. **(Draft EIR, p. 4.15-22 – 4.15- 23).**

Impact 4.15-4: Will the Project result in in adequate access?

Adequate emergency access will be provided to the Project site during construction and long-term operation. The City will also require the Project Applicant to provide adequate paved access to-and-from the site as a condition of Project approval. Lastly, the City will review all future Project construction drawings to ensure that adequate emergency access is maintained along abutting public streets during construction activities. Based on the Project design and with required adherence to City requirements for emergency vehicle access, no impact would occur. **(Draft EIR, p. 4.15-23).**

Cumulative Effects. Construction activities associated with the Project and nearby cumulative projects may overlap and result in temporary traffic impacts to local roadways. However, the Project would not result in significant traffic related impacts resulting from conflicts with transportation plans or policies and is consistent with all applicable Beaumont General Plan policies such as working with Caltrans, making needed roadway improvements, etc. Cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures that may be prescribed pursuant to CEQA provisions. Therefore, the Project contribution to cumulative impacts during construction would be less than significant. The Project will not cause or exacerbate existing transportation design safety concerns or adversely affect emergency access. As such, the Project would not contribute to a significant cumulative impact in these areas. **(Draft EIR, pp. 4.15-22 to 4.15-24).**

UTILITIES & SERVICE SYSTEMS

Impact 4.17-1: Will the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

Water Use. The Water Supply Assessment (“**WSA**”) prepared for the Project estimated the proposed Project’s water demands to be 183 AFY, or approximately 66 percent less water demand than was anticipated for the previously approved Sunny-Cal Specific Plan on the same property footprint of 531 acre-feet per year (“**AFY**”) with 560 dwelling units (“**DUs**”), and this is commensurate with the number of EDUs that the BCVWD assumed for buildout of the property and its water demands projections in the 2020 Urban Water Management Plan (“**UWMP**”). Although the Project site currently uses little to no water, the proposed Project would have a planned water use of approximately 183 AFY which is a reduction of approximately 66 percent compared to the previously approved Sunny-Cal Specific Plan development which as previously stated would have generated a need of 531 AFY of water use. Because

the water supplier's water demand projections assumed a higher development density based on a previously approved project, than that which is proposed by the Project for the same property, it can be deduced that the water demand for the Project would result in a net decrease in potable water demand. **(Draft EIR, p. 4.17-24 to 4.17-25)**. According to the WSA, it is anticipated that the new water demand created by the Project would not exceed the City's anticipated water supply. Furthermore, the Project will demonstrate consistency with the City Landscaping Standards located in the Beaumont Municipal Code Chapter 17.06, which require efficient systems and plants with low-water demands. The water demand for each planning area is discussed at **Draft EIR p. 4.17-25**. Based on these figures and based on the evaluation of water demand from the previously approved Specific Plan, water demand from the proposed Project would not result or require the relocation or construction of new or expanded water facilities which could cause significant environmental effects beyond the scope and scale of those already evaluated. These impacts would be less than significant.

Wastewater. Sewer service would be provided by the City of Beaumont, with treatment provided by the Beaumont Wastewater Treatment Plant ("WWTP") No. 1. The WWTP is located within BCVWD's service area and has been upgraded and expanded to include the ability to produce recycled water for distribution. Based on the relatively low wastewater generation rates of e-commerce/high cube warehouse facility and commercial uses that would be implemented within the Project area, development would result in nominally increased wastewater treatment demands compared to the two mgd of increased treatment capacity. The County of Riverside uses an average wastewater generation rate of 1,200 gpd per acre for commercial uses. The approximately 150-acre building area of the e-commerce/high cube warehouse facility and commercial planning areas (Pas) would therefore generate 180,000 gpd. This total would comprise less than one percent of the two mgd increased treatment capacity. The WWTP would have sufficient wastewater treatment capacity to serve the proposed Project as the undergoing upgrades would allow for an increase in treatment capacity. Therefore, the Project would not trigger the need for new or expanded regional wastewater treatment facilities and/or exceed capacity. In addition, the Project applicant would be required to pay standard BCVWD sewer connection fees, which are used to fund wastewater treatment and regional wastewater conveyance improvements associated with new development. As such, impacts in this regard would be less than significant. **(Draft EIR at 4.17-26)**. Regarding the wastewater collection systems and proposed connections to the municipal wastewater collection system, Project facilities would be designed and installed in conformance with the City stipulated wastewater system design, construction, and operational requirements. This would ensure wastewater collection facilities are properly designed, implemented, operated, and maintained; thereby furthering efficiency and adequacy of facilities while reducing facilities lifecycle costs. The Project applicant also would pay fees pursuant to the incumbent City of Beaumont Fee Schedule. These fees would cover the City's cost to fund plan review, coordination, and inspection of proposed wastewater collection system improvements. The Project applicant would be responsible for any capital costs to extend the existing sewer lines, as well as applicable sewer connection and service fees, which act to fund future improvement plans, operations, and maintenance of existing wastewater collection facilities. As previously discussed, the Project sewer infrastructure would be a gravity system placed in drive aisles and the central private drive and connecting with a proposed sewer line in Brookside Avenue **(see Draft EIR Exhibit 3.0-10 in Section 3.0, Project Description)**. An approximately 488 feet long proposed sewer line is

to be installed just southeast of the site along Brookside Avenue to an existing sewer line located at Morgan Avenue. Therefore, the Project would have little or no net effect on the operation of wastewater collection facilities or wastewater treatment capacity. Impacts would be less than significant, and mitigation is not required. **(Draft EIR at 4.17-26).**

Stormwater. The Project's drainage plan will collect stormwater through catch basins placed throughout the Specific Plan area. Stormwater will be discharged into a series of above and below-ground detention basins to reduce flows and to provide treatment prior to being discharged into the existing stream course in PA 3. On-site runoff will be conveyed through the site via proposed curb and gutters, and ribbon gutters. Runoff would be collected via a network of inlets provided at low point throughout the Project site and conveyed via underground storm drain towards the proposed water quality treatment facilities. Conveyance of stormwater from Buildings 1, 2 and 3 is discussed in detail at **Draft EIR p. 4.17-27**. Due to the lack of downstream storm drain facilities, the Project site would be required to mitigate for increases in runoff. The proposed mitigation systems for each Building project site have been sized to mitigate for increased runoff for the 2-year, 5-year, and 10-year storm events with a duration of 24 hours. The proposed site plan and building layouts do not allow for the same tributary drainage areas to each of the south and west discharge points. To maintain existing outlet conditions, portions of the site would be required to over mitigate to ensure the downstream facilities are not adversely impacted. The total flows from both discharge points will drain to the west and would not be in excess of pre-Project flows. As such, less than significant impacts would occur. **(Draft EIR, p. 4.17-27).**

Electric Power. SCE provides basic electrical service for all residential and nonresidential customers within the City and would provide electricity to the proposed Project. There are no under-served areas within the City and are no significant constraints that would make it infeasible to provide electric service needed for the proposed Project. Underground power is available to most service areas, with lines situated along several of the major streets. As part of the Project development, electricity lines and other junctions (as needed) would be extended into the Project site in areas already proposed for disturbance. The proposed Project would tie into existing utility lines in existing roadways or other easements that have already experienced disturbances or that were anticipated for such use. The proposed Project would not require the construction or unanticipated relocation of electric power facilities resulting in unanticipated environmental effects. Additionally, the Project would not require a substation for electrical power, per SCE. Impacts would be less than significant, and mitigation is not required. **(Draft EIR, p. 4.17-27 to 4.17-28).**

Natural Gas. SoCalGas provides basic residential and business gas services. There are no underserved areas, and SoCalGas does not foresee any constraints to substantial future development within the City. Natural gas services for the Project will be provided by underground pipes to distribute the gas within the Project area. These pipes are not existing and would therefore require trenching to place them. However, this can be done in conjunction with the construction of roads or other ground disturbing activities such as laying foundations or sewer systems. Therefore, the installation of natural gas infrastructure would not create an increased impact on the environment. **(Draft EIR, p. 4.17-28).**

Telecommunication. Verizon provides home and business phone service, as well as offering fiber optics capabilities. Video and data lines are also possible for each residence via an existing network. There are currently no under-served areas. Telecommunication facilities would be provided to the Project site by Verizon. Verizon would connect the Project site to existing telecommunication facilities, which are in the vicinity of the Project site. Less than significant impacts would occur. **(Draft EIR, p. 4.17-28).**

Impact 4.17-2: Will sufficient water supplies be available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Through 2045, BCVWD is anticipated to have adequate water supply to meet current demand, the increased demands for the proposed Project, and water needed for other anticipated growth. **(Draft EIR, p. 4.17-28).** Water demand and supply under normal year, dry year and multiple dry year conditions are discussed in detail at **Draft EIR p. 4.17-28 to 4.17-31.** The BVCWD estimates that sufficient water supplies will be available to serve the project during any normal year occurring between 2020 and 2040; during a single dry year occurring anytime from 2025 to 2045; and, with the use of banked groundwater supplies, during each year of a five-year drought that could occur anytime from 2025 to 2045. **(Draft EIR Tables 4.17-3 to 4.17-5).** In addition, the WSA concluded that the San Gorgonio Pass Water Agency (“SGPWA”) has projected in its 2020 UWMP to have reliable water supplies through the 2045 planning horizon year to meet SGPWA’s current and 2045 future water demands in its service area during normal and average rainfall years, during a five-year drought from 2021 to 2025, as well as a five-consecutive year drought between 2025 and 2045. SGPWA’s water reliability assessment for a drought lasting five consecutive years shows sufficient available supplies assuming the retail agencies in SGPWA service area use stored water and regionally managed supplies to offset fluctuations in its State Water Project (“SWP”) supplies. According to the WSA, BCVWD can rely on the SGPWA to secure and deliver the imported water needed to meet BCVWD’s current and future demands. **(Draft EIR, p. 4.17-31).**

While it is anticipated sufficient water supply will be available, it should be noted that not all of those water supplies are firm with agreements in place. Beyond 2025, SGPWA and BCVWD would rely on the reliability of SWP water, the availability of Article 21 and Turnback Pool Water, short term water transfers which are not yet agreed to, and the Delta Conveyance Project (“DCP”) and Sites Reservoir. Both DCP and Sites Reservoir are moving forward, and there is more than reasonable probability these projects will come to fruition. While there is some risk, which BCVWD believes is low, that the projects would not continue, the risk will decrease over time as design and permitting progress. Further, SGPWA is anticipated to be able to obtain sufficient imported water supply to supplement local supplies to meet regional needs including BCVWD’s needs, and those of the proposed Project. The proposed Project was planned for in BCVWD’s 2020 UWMP which demonstrated adequate water supplies up to the year 2045. BCVWD also identified recycled water from the City for non-potable water irrigation with a plan for the recharge of surplus recycled water with appropriate treatment and permits, which would reduce demands for potable water. This also would assist lowering water demands during critical and multiple dry year reliability analysis demonstrated that BCVWD will be able to meet BCVWD’s existing demands during those times and also would supplement the existing supply sources during these dry periods with banked

water in BCVWD's Beaumont Basin Groundwater Storage Account. Therefore, pursuant to the CGC § 66473.7, (SB 221) and § 10910 of the California Water Code (SB 610), BCVWD would have sufficient currently available and planned supplies exist to meet the water demands of the proposed Project in addition to the existing and other projected demands during normal, single dry and multiple dry years over the next 20 years. Accordingly, BCVWD has determined that it has sufficient and adequate water supply available to serve long-term needs of the Project in addition to the existing and other projected demands during normal, single dry and multiple dry years over the next 20 years. **(Draft EIR, p. 4.17-32).**

Impact 4.17-3: Will the Project result in a determination by the wastewater treatment provider which serves or may serve the Project determined that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Sewer infrastructure for the Project will consist of a gravity system placed in drive aisles and the central private drive and connecting with a proposed sewer line in Brookside Avenue, as depicted in **Draft EIR Exhibit 3.0-10, Conceptual Sewer Plan**). Wastewater from the Project site would then flow to be treated at the City's Treatment Plant No. 1. Currently, the City's WWTP No. 1 is undergoing upgrades that would expand the current permitted capacity from 4 mgd to 6 mgd, as well as construction of advanced treatment, lift station modifications, and the addition of on-site recycled water storage facilities. The treatment upgrades include a new fine screen system, conversion to activated sludge, a new activated sludge pump for secondary clarification, and a new membrane bio-reactor, with a reverse osmosis system to remove dissolved solids. **(Draft EIR, p. 4.17-32).** Additionally, new dewatering equipment and optimization of the existing ultraviolet disinfection system. Based on the wastewater generation rates of e-commerce/high cube warehouse facility and commercial uses that would be implemented within the Project area, development would result in nominally increased wastewater treatment demands compared to the 2 mgd of increased treatment capacity. The City's Wastewater Treatment Plant No. 1 would have sufficient wastewater treatment capacity to serve the proposed Project as the undergoing upgrades would allow for an increase in capacity. Therefore, the Project would not trigger the need for new or expanded regional wastewater treatment facilities and/or exceed capacity. In addition, the Project applicant would be required to pay standard BCVWD sewer connection fees, which are used to fund wastewater treatment and regional wastewater conveyance improvements associated with new development. As such, impacts in this regard would be less than significant. Furthermore, wastewater collection systems and proposed connections to the municipal wastewater collection system would be designed and installed in conformance with the City stipulated wastewater system design standards, construction, and operational requirements. This ensures wastewater collection facilities are properly designed, implemented, operated, and maintained; thereby furthering efficiency and adequacy of facilities while reducing facilities lifecycle costs. The applicant also would pay fees pursuant to the incumbent City Fee Schedule. These fees would cover the City's cost to fund plan review, coordination, and inspection of proposed wastewater collection system improvements. The applicant would be responsible for any capital costs to extend the existing sewer lines, as well as applicable sewer connection and service fees, which act to fund future improvement plans, operations, and maintenance of existing wastewater collection facilities. Therefore, the Project would have little or no net effect on the operation

of wastewater collection facilities or wastewater treatment capacity. Impacts would be less than significant, and mitigation is not required. (Draft EIR, p. 4.17-32 to 4.17-33).

Impact 4.17-4: Will the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The City is in the service area of the Lamb Canyon Landfill, located just south of the City and operated by the Riverside County Department of Waste Resources. Therefore, the City will provide solid waste management services for the Project. Solid waste services within the City are contracted by WM for weekly trash, green waste and recycling curbside service. The City's agreement with WM includes a tipping fee for the County's costs to operate the Lamb Canyon landfill. The Project will also be served by WM. Solid waste generated from the Project would be collected by WM, with the bulk of recyclable waste and green waste delivered to the Moreno Valley Solid Waste Recycling and Transfer Facility ("MVTS") for processing. The MVTS is located at 17700 Indian Street in Moreno Valley. It is permitted for a 2,500-tpd operation. (Draft EIR, p. 4.17-33 to 4.17-34). The proposed Project site is vacant and solid waste would initially be generated as construction debris. At the end of Project buildout, construction debris would stop being generated. Remnant construction debris including wood products, metals, and concrete and paving would be recycled or reused when possible. Operational waste would be generated from business operations and green waste from landscaping. Based on the listed generation rate, the approximately 2,707,465 square feet mixed commercial, e commerce, and office uses is anticipated to generate approximately 13,537 lbs. ($2,707,465/1,000*5$) of waste per day or 7 tons per day (tpd). The Project would not generate solid waste in excess of the capacity of local infrastructure. The proposed Project would not impair the attainment of solid waste reduction goals. Solid waste would likely be primarily disposed of at the Lamb Canyon Land Fill facility. Green waste can also be transported to this facility where it is sorted and then transferred for disposal. Based on the anticipated tonnage generated, the proposed Project would contribute a negligible volume of waste, approximately 0.03 percent of existing daily disposal. In addition, the other two landfills available for use, the Badlands Landfill and Sobrante Landfill, can accept up to 4,800 tpd and up to 7,000 tpd, respectively. If these facilities are used, the proposed Project would make a similarly slight contributions. Solid waste created by the Project would be collected and handled in compliance with all applicable regulation including those in Beaumont Municipal Code § 8.12.100 – Disposal of Solid Waste Required. To help reduce the waste stream, the Beaumont Municipal Code Chapter 8.12 details the City's waste management policy which includes requirements and strategies to reduce solid waste and increase the amount of material that is recycled. The proposed Project also would follow the state requirements related to reducing and recycling of the waste stream and comply with ABs 341 and 1826 by implementing a recycling program to separate recyclable, and recyclable organic materials, from non-recyclable solid waste and coordinating with the respective waste hauler(s) to have it disposed of at a proper facility. This also would satisfy other state requirement related to large scale businesses such as the proposed Project to maintain recycling and organics recycling programs. These requirements are designed to move California to its statewide goal of a 75 percent recycling rate, including a reduction in the level of organic waste disposal by 50 percent from its current levels. To help ensure businesses comply with the City's ordinance and state laws, the City's franchise waste hauler, WM, offers

source separated recyclables, green waste, and food waste collection services. Therefore, the proposed Project would implement all required waste reduction strategies and the existing landfills have adequate capacity to serve the proposed Project. Impacts in this regard would be less than significant and mitigation is not required. **(Draft EIR, p. 4.17-34 to 4.17-35).**

Impact 4.17-5: Will the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Project development would comply with all federal, state, and local statutes and regulations related to solid waste. The Project does not propose any activities that would conflict with the applicable programmatic requirements. Therefore, impacts would be less than significant. **(Draft EIR, p. 4.17-32).**

Cumulative Effects.

Future projects in the area would incrementally increase water demand, wastewater generation, solid waste generation and decrease available capacity of the landfills in the area. However, as with the Project, these projects have been, or would be, required to conduct environmental review. The BCVWD and SGPWA UWMP's account for growth in the City and Region and have found adequate water supplies exist. Similarly, the Project would be served by existing and planned wastewater and stormwater facilities. Additionally, based on BCVWD's focus on groundwater recharge and the placement of the retention basins on the Project site, it is anticipated that at least some of the wastewater generated from the Project and much of the stormwater would be used for this purpose. Furthermore, as of 2015, the Lamb Canyon Land Fill facility was processing an average of 5,000 tpd and has a remaining capacity of 19,242,950 cubic yards. Therefore, while the Project would incrementally increase demands on public utilities, the increases are within the anticipated growth patterns and within the capacity of existing and planned resources. The Project would not combine with other cumulative projects to result in significant impacts to utilities and service systems. The Project's contribution is not considered cumulatively considerable. **(Draft EIR, p. 4.17-35 to 4.17-36).**

WILDFIRE

Impact 4.18-1: If located in or near SRA or lands classified as Very High FHSZ, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

The City's planning process for the proposed Project follows methodologies consistent with FEMA and Cal-EMA guidance. This process includes conducting meetings with the Operational Area Planning Committee coordinated with the RCFD, Office of Emergency Services, and ensuring compliance with all other applicable regulations set forth by federal, state, and local jurisdictions agencies related to evacuation and safety from fire hazards. It should be noted that the City also recognizes other potential hazards and threats that could occur from earthquakes, flooding, and hazardous materials. Because of this, the City is prepared on numerous fronts to implement an evacuation should it be needed, in accordance with the local hazard mitigation program ("**LHMP**"). The City's LHMP has identified routes

near the Project that would serve as emergency evacuation routes: State Route 60 (SR-60), Interstate 10 (I-10), Beaumont Avenue (Highway 79), and 4th Street. Additionally, the City uses a Reverse 911 Emergency Notification System which is managed by the City's Police Department Dispatch Center. This system allows the City to get information to residents if any emergency event that may happen in the area. An evacuation, should it be necessary, would be coordinated by the Beaumont Police Department, California Highway Patrol, and other cooperating law enforcement agencies have primary responsibility for evacuations. These agencies work closely within the with responding fire department personnel who assess fire behavior and spread, which ultimately influence evacuation decisions. Therefore, while construction and operation of the Project would occur within proximity to SR-60 and I 10, neither construction nor operation of the proposed Project would impede the use of either of the freeways or local roadways needed to access them. Impacts would be less than significant. **(Draft EIR, p. 4.18-10 to 4.18-11).**

Impact 4.18-2: If located in or near SRA or lands classified as Very High FHSZ, would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Project site is not within a Very High Fire Hazard Severity Zone (“FHSZ”) nor is it located in an SRA. The Project site is within an LRA zone. Since the Project is with a local responsibility area (“LRA”) zone, provision of fire protection services would continue under contract to the RCFD. Fire protection services provided to Project site would not substantially differ from services available through the County; only the service funding mechanism would change. Furthermore, development from the Project site would be subject to Fire Department review. Department review ensures that the design of proposed developments conform to the RCFD requirements and thereby reduce demands on fire protection services. Additionally, payment of the Fire Protection impact fees, property taxes, and other revenues generated by development within the Project area would be available to the City to offset any increased costs for fire protection services with little or no net effect on the City’s budget. Therefore, no impact would occur. **(Draft EIR, p. 4.18-11).**

Impact 4.18-3: If located in or near SRA or lands classified as Very High FHSZ, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As noted in Draft EIR Section 4.8, Hazards and Hazardous Materials (Wildland Hazards), the Project site is not located within a moderate, high, or very high FHSZ. Additionally, the Project site is not located in or near a State Responsibility Area (“SRA”). The Project includes development consisting of e-commerce/high cube warehouse facility, commercial, and open space land uses, on vacant and previously developed lots. Improvements to both adjacent roadways would be made as part of the Project in accordance with all City and design standards as part of planned improvements for the area. All improvements would occur within areas already planned for disturbance as part of the Project or within existing or planned roadways or within easements that have been previously disturbed. None of the

Project improvements, including landscaping or installation of interior circulation driveways or emergency access lanes, would result in impacts to the environment not analyzed in the respective chapters of this Draft EIR. Because the Project is not located within a VHFHSZ and is not in or near an SRA the Project would also be consistent with General Plan Policy 9.6.3 which seeks to ensure that developments in VHFHSZ minimize the risks of wildfires. For these reasons, impacts in this regard would be less than significant. **(Draft EIR, p. 4.18-11 to 4.18-12).**

Impact 4.18-4: If located in or near SRA or lands classified as Very High FHSZ, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Project site is not located in an SRA or in an area classified as very high FHSZ. The Project site's topography to the northwestern area of the site possesses several east-west and southeast-northwest trending drainage courses. The drainage features possess gradual to steep sidewalls with elevation differences of up to 15± feet below the surrounding topography. To the south of the leech pits, the site slopes towards the south to southwest at a gradient of 10± percent. The topography descends by 50± feet in this area. Another significant east-west trending drainage is located at the base of the descending slope, located in the southern-most region of the site. The drainage possesses gradual to steep sidewalls with an elevation difference up 10± feet below the surrounding topography. A hill, located to the southeast of this drainage, is approximately 20 to 30 feet higher than the surrounding topography. The hill possesses slope gradients ranging from 14 to 40± percent.

Slope is important relative to wildfire because steeper slopes typically facilitate more rapid-fire spread upslope. The portion of the Project where the highest variations of topography elevations exist is in the portion of the site planned for Open Space with no planned development. Additionally, no significant amounts of below-grade construction, such as basements or crawl spaces, are expected to be included in the proposed Project. Based on the assumed topography, cuts of 45± feet and fills of up to 65± feet are expected to be necessary to achieve the proposed site grades. **(Draft EIR, p. 4.18-12).**

As discussed in Draft EIR Section 4.6, Geology and Soils, landslide risks from the Project are less than significant with compliance with existing codes and regulations, including the CBC (as adopted by the Beaumont Municipal Code). Project flooding and drainage is discussed in Draft EIR Section 4.9, Hydrology and Water Quality; runoff, flooding, and drainage impacts are less than significant with implementation of relevant Beaumont General Plan policies and existing regulations, such as compliance with the Beaumont Municipal Code. Specifically, Beaumont General Plan Goal 8.5 and its supporting policies, and Beaumont General Plan Policies 3.1.6, 3.1.9, 3.1.12, 3.12.2, 3.12.3, 7.4.1, 7.4.3, all help to address and maintain open areas, preserve or discourage development in hillside areas, or drainages that can lead to flooding or downstream risk after fire events. Through compliance with existing regulations and Beaumont General Plan goals and policies there are no significant risks as a result of runoff, post-fire slope instability, or drainage changes. The Project would not 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 since the Project site is not located in an SRA nor is it located within a very high FHSZ and no development is planned in Planning Area 3 which is where the greatest topography height variation

occurs. Additionally, total flows from the discharge points would drain to the west and would not be in excess of pre-Project flows. Impacts would be less than significant. **(Draft EIR, p. 4.18-13).**

Cumulative Effects

Similar to the Project, cumulative development occurring within the vicinity and similar FHSZs would be subject to risk of wildfire hazards. Cumulative projects also would be subject to compliance with the CBC and California Fire Code, as well as local regulations and all proposed construction would be required to meet minimum standards for fire safety. Development occurring within the City, or those future projects annexed from the County lands adjacent to and near the Project site would be subject to review by the City to ensure cumulative development is designed to provide a minimum of fire safety and support fire suppression activities. This would include compliance with state and local fire codes, inclusion of fire sprinklers if required, proper fire hydrant system, paved access, and secondary emergency access routes. Implementation of these plans and policies, in conjunction with compliance with the Fire Code and City standards, would ensure cumulative impacts with respect to wildfire hazards are less than significant. **(Draft EIR, p. 4.18-13).**

5.2 EFFECTS DETERMINED TO BE MITIGATED TO LESS THAN SIGNIFICANT LEVELS

The City of Beaumont having reviewed and considered the information contained in the Final EIR, the Technical Appendices and the administrative record, finds, pursuant to California Public Resources Code 21081(a)(1) and CEQA Guidelines 15091(a)(1) that changes or alterations have been required in, or incorporated into, the Project, which would avoid or substantially lessen to below a level of significance the following potentially significant environmental effects identified in the Final EIR in the following categories:

- Air Quality (exposure sensitive receptors to substantial pollutant concentrations);
- Biological Resources (special status species, riparian habitat; conflict with HCP/NCCP);
- Cultural Resources (archaeological resources);
- Geology & Soils (erosion or loss of topsoil; unstable geologic unit; expansive soil; paleontological resources);
- Hazards (list of hazardous materials Project sites compiled pursuant to Government Code §65962.5)
- Tribal Cultural Resources (significant tribal cultural resources).

The potentially significant adverse environmental impacts that can be mitigated are listed below. The City finds that these potentially significant adverse impacts can be mitigated to a level that is considered less than significant after implementation of mitigation measures identified in the Final EIR.

AIR QUALITY

Impact 4.2-3 Would the proposed project, expose sensitive receptors to substantial pollutant concentrations?

Without mitigation, Phase 2 construction would result in a maximum cancer risk of approximately 22.6 in one million for residents, and the maximum unmitigated combined construction and operational emissions (from overlap of Phase 1 and Phase 2) is 63 per million, each of which exceeds the SCAQMD excess cancer risk threshold of 10 in one million. **(Draft EIR, p. 4.2-52; 4.2-54)**. The combined unmitigated worker cancer risk would also exceed SCAQMD's 10 in one million threshold without mitigation, at 60.9 per million. **(Draft EIR, p. 4.2-55)**.

Findings:

1. **Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings: Draft EIR Tables 4.2-16 and 4.2-17 show that that pollutant emissions on the peak days of Phase 1 and Phase 2 construction, respectively would not result in significant concentrations of pollutants at nearby sensitive receptors. **(Draft EIR, p. 4.2-42 to 4.2-43)**. Likewise, Draft EIR Tables 4.2-18 and 4.2-19 show that the maximum daily emissions of these pollutants during Phase 1 and Phase 2 operations, respectively, would not result in significant concentrations of pollutants at nearby sensitive receptors. **(Draft EIR, p. 4.2-44)**. At Project buildout (Phase 1 and Phase 2 emissions combined), Draft EIR Table 4.2-20 shows that emissions generated onsite by the Project would not exceed the local significance thresholds ("LSTs") at the sensitive receptor located approximately 67 feet (20 meters) to the east of the site. Therefore, significant impacts would not occur concerning LSTs during operational activities under Project buildout conditions. In addition, SCAQMD's Rule 2305 will require the Project to directly reduce NO_x and particulate matter emissions, or to otherwise facilitate emissions and exposure reductions of these pollutants in nearby communities. The Project operator may be required to implement additional emission reduction strategies. Compliance with Rule 2305 would further reduce emissions below what was analyzed in the Draft EIR. In addition, a preliminary WAIRE calculation has been conducted for the proposed Project and the Project would more than fulfill its Warehouse Points Compliance Obligation and would bank 8,161 points with implementation of MM GHG-1 requiring rooftop solar and PDF AQ-2 requiring ZE yard trucks, which would further reduce emissions. **(Draft EIR, p. 4.2-44 to 4.2-46)**.

Projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation, and do not result in criteria pollutant health impacts. **(Draft EIR, p. 4.2-46)**. In addition, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a air basin-wide level. While the Project is expected to exceed the SCAQMD's numeric regional mass daily thresholds for ROG and NO_x, this does not in itself constitute a significant health impact to the population adjacent to the Project and within the SCAB. The reason for this is that the mass daily thresholds are in pounds per day emitted into the air whereas health effects are determined based on the concentration of emissions in the air at particular receptor (e.g., parts per million by volume of air, or micrograms per cubic meter of air). **(Draft EIR, p. 4.2-48 to 4.2-49)**. The Project will not generate enough vehicle trips to result in a CO

hotspot. Compliance with regulatory requirements and the fact that construction activities are temporary and intermittent will ensure that sensitive receptors would not be exposed to substantial concentrations of construction-related toxic air contaminant (TAC) emissions. **(Draft EIR, p. 4.2-50).**

A construction and operational Health Risk Assessment (HRA) was prepared for the Project **(Draft EIR Appendix B)**. Results of the HRA indicate that without implementation of MM AQ-1, Phase 1 construction would result in a cancer risk of approximately 1.75 in one million for residents and 0.21 in one million for workers, which is well below SCAQMD's threshold of 10 in one million. Non-cancer hazards for diesel particulate matter ("**DPM**") would also be below the SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.001 and an acute hazard index of 0.12 for residents and with a chronic hazard index computed at 0.002 and an acute hazard index of 0.16 for offsite workers. **(Draft EIR, p. 4.2-52)**. Phase 2 construction would be located closer to sensitive receptors than Phase 1. The Project HRA indicates that the *unmitigated* concentrations of DPM during Phase 2 construction would result in a maximum cancer risk of approximately 22.6 in one million for residents, which exceeds the SCAQMD threshold of 10 in a million, and 0.11 in one million for workers which is below the threshold. Non-cancer hazards for DPM would be below the SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.01 and an acute hazard index of 0.85 for residents and with a chronic hazard index computed at 0.001 and an acute hazard index of 0.55 for workers. MM AQ-1 would require construction equipment to meet CARB Tier 4 Final emissions standards, which would reduce DPM emissions. With the implementation of MM AQ-1, the maximum cancer risk from Project construction would decrease to 1.21 per million for residents and 0.006 per million for workers. Additionally, chronic and acute hazards would be lowered to 0.0007 and 0.05 for residents and 0.0001 and 0.03 for workers respectively. Therefore, construction risk levels would be less than SCAQMD thresholds and impacts would be less than significant with implementation of MM AQ-1. **(Draft EIR, p. 4.2-52).**

For operational health risks from DPM, the HRA concluded that implementation of PDF AQ-2 would reduce the maximum cancer risk at a residence to 1.41 in one million and 0.82 in one million for workers, both of which are below the SCAQMD threshold of 10 in one million. Therefore, operational impacts related to cancer risk would be less than significant at nearby sensitive receptors with the implementation of PDF AQ-2. **(Draft EIR, p. 4.2-54)**. Since Phase 1 operational emissions may combine with Phase 2 construction, the HRA also concluded that while unmitigated emissions would exceed SCAQMD's excess cancer risk threshold of 10 in one million, with MM AQ-1 and PDF AQ-2 incorporated the cancer risk would be reduced from 63 in one million to 0.98 in one million, which is well below the SCAQMD threshold and would result in a less than significant impact. The excess cancer risk for workers would also be reduced from 60.9 per million to 0.77 per million. Likewise, implementation of MM AQ-1 and PDF AQ-2 would ensure that the chronic and acute hazard index would be further reduced to 0.0009 and 0.08 for residents and 0.0007 and 0.07 for workers, respectively. **(Draft EIR, p. 4.2-55).**

Mitigation Measure

MM AQ-1 Prior to issuance of Phase 1 and Phase 2 grading permits, the applicant shall prepare and submit documentation to the City of Beaumont to demonstrate the following:

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.
- Construction equipment shall be properly maintained according to manufacturer specifications.
- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
- On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.

BIOLOGICAL RESOURCES

Impact 4.3-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Least Bell's vireo was detected within the mulefat scrub in the western portion of the Project site during early protocol-level surveys. This species has moderate to high potential to occur within the Project site due to the presence of suitable habitat. This Project would result in the removal of suitable mulefat scrub habitat (1.14 acres) which could result in significant impacts to least Bell's vireo. **(Draft EIR, p. 4.3-19)**. The Project site also has moderate potential to support burrowing owl which is a California Species of Special Concern. The Project has the potential to impact active bird nests if vegetation is removed or ground disturbing activities are initiated during the nesting season (February 1 to August 31). All habitat and land cover within the Project site has the potential to support nesting birds. The tree and shrub communities have the potential to support a variety of sensitive and non-sensitive avian species. The non-native grassland and disturbed habitats have the potential to support ground nesting species, such as western meadowlark (*Sturnella neglecta*) and California horned lark. Even the developed portions of the Project still have the potential to support non-sensitive species such as house finch (*Haemorrhous mexicanus*). **(Draft EIR, p. 4.3-20)**.

Findings:

1. **Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings: Project-specific Mitigation Measure (MM) BIO-1 details the strategy to avoid vegetation removal during the bird breeding season, which would reduce potential impacts to least Bell's vireo to less than significant. **(Draft EIR, p. 4.3-19)**. In addition to the payment of MSHCP Local Development Mitigation Fees, the MSHCP also requires a pre-construction survey (MM BIO-2) to avoid impacts to burrowing owl. MM BIO-3 would avoid impacts to nesting birds that could occur during vegetation clearing and ground disturbing activities. **(Draft EIR, p. 4.3-20)**.

Mitigation Measures

MM BIO-1 Project activities shall not be initiated within 100 feet of any least Bell's vireo suitable habitat area(s) during the species' breeding season (March 15-August 31) unless a negative USFWS protocol survey has been conducted within one year of construction kickoff and findings were negative.

If groundbreaking activities occur outside the least Bell's vireo nesting season (i.e., September 16-March 14), a qualified biologist shall perform a presence/absence survey within suitable habitat on-site, and shall continue these surveys on a monthly basis, especially as breeding season commences.

If least Bell's vireo nesting is discovered, either during protocol surveys, monthly presence/absence surveys, or incidentally, no Project activities shall occur within 300 feet of any least Bell's vireo nest site until it has been confirmed that the young have fledged, and the nest is no longer active. A qualified biologist shall always be present when construction crews are working within 1/8 mile surrounding an identified least Bell's vireo nest site to ensure that the birds do not react unfavorably to Project activities. If the qualified biologist observes signs of agitation stemming from Project activities, the activities shall cease and not resume until the birds' behavior normalizes. If the birds continue to exhibit signs of agitation, Project activities shall be adjusted to avoid impacts on nesting least Bell's vireo. Additionally, in the presence of least Bell's vireo nests, noise level from Project activities shall not to exceed 65 dBA at the edge of occupied habitat. If this is not possible, a noise barrier shall be constructed to keep noise at or below 65 dBA to avoid adverse impacts to any least Bell's vireo nest/s.

During the least Bell's vireo breeding season, artificial light shall not be cast into suitable habitat.

A qualified biologist shall conduct a training session for Project personnel prior to grading in conformance with MSCHP best management practices requirements. The

training shall include a description of least Bell's vireo and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished.

MM BIO-2 A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are documented on-site, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.

MM BIO-3 Vegetation clearing and ground disturbing activities should be conducted outside of the nesting season (February 1 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests.

Impact 4.3-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The Project would primarily result in permanent impacts on upland vegetation communities and land uses, including 103.8 acres of non-native grassland and 48.37 acres of developed land. Additional habitats that would be directly affected by the Project include impacts on >0.01 acre of chamise chaparral, 1.5 acres of disturbed land, 0.1 acre of eucalyptus woodland, 1.14 acres of mulefat scrub, 0.23 acre of Riversidean sage scrub, and 1.09 acres of Torrey's scrub oak (*Quercus acutidens*) stands. **(Draft EIR, p. 4.3-22)**. The Project would permanently impact approximately 0.25 acre (3,072 linear feet) of non-wetland waters of the U.S./State that are potentially jurisdictional by the USACE and Regional Water Quality Control Board ("**RWQCB**"), and 2.17 acres (3,072 linear feet) of vegetated streambed and 0.24 acre of associated riparian habitat that are potentially jurisdictional by the CDFW. MSHCP riparian/riverine areas also occur on the Project site. According to the Project DBESP Report **(Draft EIR Appendix C3)**, the Project site contains approximately 8.48 acres of MSHCP riparian/riverine areas, as defined by Section 6.1.2 of the MSHCP, of which, 2.41 acres (0.24 acre of MSHCP riparian habitat and 2.17 acres of MSHCP riverine habitat) would be directly impacted by construction. **(Draft EIR, p. 4.3-23)**.

Findings:

1. **Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings: Permitting through the USACE, RWQCB, and CDFW would be required for impacts on non-wetland waters of the U.S. jurisdictional by the USACE, non-wetland waters of the State jurisdictional by the RWQCB, and vegetated streambed and associated riparian habitat jurisdictional by the CDFW. The Project applicant would be responsible for acquiring the necessary authorizations required by the regulatory agencies and associated compensatory mitigation requirements, pursuant to MM BIO-4. The on-site MSHCP riparian/riverine areas coincide with CDFW-jurisdictional vegetated streambed and associated riparian habitat. To address impacts to riparian/riverine areas, MM BIO-4 would mitigate direct impacts at a 2:1 ratio. **(Draft EIR, p. 4.3-23).**

Mitigation

MM BIO-4 Prior to any ground-disturbing activity near jurisdictional features, applicable permits shall be obtained through the USACE, RWQCB, and CDFW for impacts on jurisdictional features. Based on the results of the aquatic resources delineation for the proposed Project, the proposed Project would permanently impact 0.25 acre of USACE-jurisdictional non-wetland waters of the U.S. and RWQCB-jurisdictional non-wetland waters of the State (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1). Additionally, the proposed Project would permanently impact 2.17 acres of CDFW-jurisdictional vegetated streambed (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1) and 0.24 acre of CDFW-jurisdictional riparian habitat (i.e., NWW-2A and NWW-3B). The Project applicant shall be obligated to implement/comply with the permit conditions and mitigation measures required by the resource agencies regarding impacts on their respective jurisdictions.

A minimum 1:1 mitigation ratio (0.25 acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. Compensatory mitigation to offset impacts to jurisdictional aquatic resources may be implemented through off-site, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with purchase confirmation.

Impact 4.3-6: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

Features within the Project site which are described as CDFW-jurisdictional riparian habitat also meet the definition of MSHCP riparian habitat. Additionally, the mulefat scrub within and adjacent to NWW-3 and NWW-3B provide suitable habitat for least Bell's vireo, an MSHCP riparian/riverine wildlife species. **(Draft EIR, p. 4.3-26).**

Findings:

1. **Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings: The Project would result in permanent, direct impacts on NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3B, NWW-3B1, and a small portion of NWW-3A. However, the Project applicant designed the proposed Project to avoid impacts on NWW-3, the primary and highest quality riparian/riverine resource within the project boundary, as well as a majority of NWW-3A (a tributary of NWW-3). The 2.41 acres of on-site MSHCP riparian/riverine resources within the Project impact area provide minimal aquatic resource functions due to the highly disturbed nature of the property (e.g., regularly mowed, grazed, and farmed land) and historic degradation and runoff into the on-site aquatic features from previous on-site farming operations. The purchase of re-establishment and/or rehabilitation credits and preservation of 4.82 acres of high-quality sensitive resources at the Riverpark Mitigation Bank to offset impacts to 2.41 acres of highly disturbed MSHCP riparian/riverine resources (as required under MM BIO-4) meet the criteria of a biologically equivalent or superior alternative. **(Draft EIR, p. 4.3-27).** Pre-construction burrowing owl surveys would be required to comply with MSHCP Objective 6 for burrowing owls. With the implementation of this measure (MM BIO-2), the Project would be consistent with Volume I, Section 6.3.2 of the MSHCP. The Project would be consistent with the biological requirements of 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 MSHCP Reserve assembly requirements. The Project would be consistent with the goals/objectives of the MSHCP with the implementation of the proposed mitigation and avoidance measures described in this analysis.

In addition, implementation of the Project would require payment of MSHCP Local Development Mitigation Fees. Based on the local development mitigation fee schedule for fiscal year 2022 (effective July 1, 2021 – December 31, 2021), fees would be \$11,982/acre for commercial and industrial development and \$2,935/acre for low-density residential. **(Draft EIR, p. 4.3-28).**

Mitigation Measures

Refer to MM BIO-2 and BIO-4 above.

CULTURAL RESOURCES

Impact 4.4-2: Will the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

As a result of the cultural resource records search and intensive pedestrian survey, three historic period archaeological sites were documented on the property (21-0281-EH-001H, -002H, and -004H). These resources consist of the remnants of two residential structures and the remnants of a large poultry farming facility, all of which were constructed in the late 1940s and early 1950s. These resources were previously evaluated and did not meet the criteria for listing on the CRHR. No further cultural resource management is recommended for these resources. Nonetheless, if any prehistoric cultural resources are unearthed during Project construction and are disturbed or damaged by the Project construction activities, impacts to those prehistoric cultural resources would be significant. **(Draft EIR, p. 4.4-15).**

Findings:

- 1. Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

Implementation of Mitigation Measures CUL-1 and CUL-2 would ensure the proper identification and subsequent treatment of any significant archaeological resources that may be encountered during ground-disturbing activities associated with Project construction. With implementation of the required mitigation, the Project's potential impacts to important archaeological resources will be reduced to less than significant. Cumulatively-considerable impacts would likewise be reduced to less than significant. **(Draft EIR, pp. 4.4-16 to 4.4-18).**

Mitigation Measures

- MM CUL-1** A qualified archaeological monitor will be present during Project-related ground-disturbing activities in undisturbed native sediments.
- MM CUL-2** In the event that potentially significant cultural materials are encountered during Project-related ground-disturbing activities, all work will be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.

GEOLOGY AND SOILS

Impact 4.6-5 Would the Project result in substantial soil erosion or the loss of topsoil?

Construction activities such as grading, site stripping, excavation, and demolition would potentially result in soil erosion and the loss of topsoil. (Draft EIR, p. 4.6-19).

Findings:

1. Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.
2. The effects identified in the EIR have been determined not to be significant.

Facts in Support of Findings: The grading proposed by the Project would cut/remove approximately 2,230,40 cubic yards (CY) of all the existing undocumented fill soils and most of the near-surface compressible/collapsible younger alluvial soils and replace these materials as compacted fill soils and approximately 1,869,300 CY would be used to fill the site. The difference of approximately 360,840 CY of cut soil material will be compacted on-site. The underlying moderate strength older alluvium which would remain in-place are not expected to be susceptible to settlement from the foundations of the proposed structures. Grading would also include cut/fills of up to 65 feet within the building pads. Grading activities would include newly constructed fill slopes (both cut and fill), comprised of properly compacted engineered fill. Initial site stripping would include the removal of any surficial vegetation and topsoil. This would also include any weeds, grasses, shrubs, and trees. The Project would also include the demolition of minor existing improvements such as buildings, retaining walls, concrete slabs and foundations which would subject both top and subsurface soils to erosion. Therefore, the Project would adhere to the construction design features and Mitigation Measure (MM) GEO-1, which requires that a settlement monitoring program be implemented. Construction activities would also be required to comply with the NPDES General Construction Permit and be subject to BMPs set forth in the Project-specific SWPPP and WQMP to reduce impacts from runoff associated with soil erosion. Construction activities would also be required to comply with the erosion control measures stipulated through the CBC, and other applicable ordinances; federal, state, and local permits; and other applicable requirements. Therefore, implementation of MM GEO-1 and permitting requirements and erosion control measures would ensure that construction impacts related to soil erosion are mitigated to less than significant levels. The Project's operational activity is not anticipated to damage or result in the loss of topsoil/sedimentation into local drainage facilities and water bodies. Operation activities (i.e., landscape maintenance) would be subject to the BMPs set in the Project's SWPPP and WQMP that would prevent soil erosion or loss of topsoil. A network of storm drains and gutters would be maintained and upgraded as necessary and provided throughout the developed site as needed. Therefore, a less than significant impact would occur with operation of the Project. (Draft EIR, p. 4.6-19).

Mitigation Measures

MM GEO-1 Settlement Monitoring Program. A Settlement Monitoring Program would be implemented, consisting of the surveying of surface monuments to monitor settlement of alluvial soils left in-place and/or proposed fills deeper than 30 feet

(design plus remedial grading). Survey monument readings for both deep fill areas and for fill over compressible natural ground (Qal) should be conducted following the completion of fill placement. Survey monument locations should be selected by the geotechnical consultant. Survey readings should be taken weekly for the first month and on a weekly basis thereafter until vertical movement of the fill mass achieve 90 percent of primary compression, begin secondary compression or the estimated remaining settlement is less than one inch. Construction of proposed structures would not commence until approved by the geotechnical consultant based on the results of the settlement monitoring. Survey benchmarks used for the monitoring would be confirmed with the geotechnical consultant prior to initial readings being performed.

Foundation and Grading Plan Review. New retaining walls with maximum heights of up to 50± feet would be constructed as part of the new development. Additional review of the global stability of the proposed site grading be performed by SCG once more detailed rough grading plans become available. An additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations.

Over excavation. Benching of the sidewalls would be required during fill placement. The horizontal extent of the benching should be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. Following completion of the over excavations, the subgrade would be evaluated by the geotechnical engineer to verify its suitability to serve as the structural fill subgrade. Some localized areas of deeper excavation may be required if loose, porous, or low-density materials are encountered at the base of the over excavation. Materials suitable to serve as the structural fill subgrade within the building area should consist of moderate strength alluvial soils which possess an in-situ density equal to at least 85 percent of the ASTM D-1557 maximum dry density. These materials would be moisture conditioned to 0 to 4 percent above optimum moisture content prior to placement of any new fill soils. The previously excavated soils may then be replaced as compacted structural fill.

Impact 4.6-6: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The Project site is not included within an Earthquake Fault Zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act. However, the Project site is in a seismically active area and located near an active fault zone. Cut slopes excavated within the existing granular alluvial soils may be subject to surficial instability due to the lack of cohesion within these materials. **(Draft EIR, p. 4.6-21).**

Findings:

1. **Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings: The Project would be designed in accordance with applicable state and local design standards to withstand effects from strong seismic ground-shaking and would implement geotechnical design considerations pursuant to the Geotechnical Investigation including MM GEO-1 to ensure that the Project is not subject to collapse. The Project is an area of low to moderate liquefaction susceptibility, but the groundwater table has been shown to exist beyond 50 feet and therefore not a concern for this Project. Subsequent to grading, the proposed development areas would be underlain by engineered fill soils (design plus remedial), extending to depths of 50 to 85+ feet. The primary settlement associated with these fill soils is expected to occur relatively quickly due to the generally granular nature of the on-site soils. Minor amounts of additional settlement may occur due to secondary consolidation effects. The extent of secondary consolidation is difficult to assess precisely and would be reduced by MM GEO-1 but may be in the range of 0.1 to 0.3 percent of the fill thickness. Based on the differential fill thickness that would exist across the building footprints, the structural design would account for distortions that could be caused by the secondary consolidation of the fill soils. Provided that the grading and foundation design recommendations presented in the Geotechnical Investigation are implemented, the settlements are expected to be within the structural tolerances of the proposed buildings. The Project grading plan indicates that the new slopes (both cut and fill) would occur at inclinations of 2h:1v or flatter. Newly constructed fill slopes, comprised of properly compacted engineered fill, at inclinations of 2h:1v would possess adequate gross and surficial stability. Project construction would be temporary and therefore would not be susceptible to on- or off-site landslide, lateral spreading, subsidence. Project designs would be subject to compliance with applicable state and local design standards. Implementation of the Project design features discussed, and implementation of MM GEO-1 would ensure that operation of the Project would not result in substantial adverse effects involving strong seismic ground shaking, seismic-related ground failure (liquefaction/lateral spreading), and seismically-induced landslides. **(Draft EIR, p. 4.6-21).**

Mitigation Measures

Refer to MM GEO-1, above.

Impact 4.6-7: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The near-surface soils consist of silty sands and sandy silts with no appreciable clay content. However, some isolated strata of sandy clays and clayey sands were encountered. **(Draft EIR, p. 4.6-22).**

Findings:

1. **Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings: On-site grading is expected to blend the on-site soils, resulting in a very low to low expansion index (Expansion Index > 50 per ASTM D-4829). Additional expansion index testing would also be performed at the time of rough grading in order to confirm the expansion potential of the near-surface soils. Although the expansive soil potential was considered to be low, the Project would implement various project design measures/controls to reduce the exposure of people and structures to the effects of expansive soils by complying with requirements set forth in the latest CBC. Project construction associated with expansive soils would result in a less than significant impact. Likewise, the Project would be subject to compliance with requirements set forth in the CBC that is current at the time of construction and would implement settlement considerations, foundation design and earthwork considerations related to soil removal and compaction via MM GEO-1. Project operations would result in a less than significant impact related to risks to life or property associated with expansive soils. **(Draft EIR, p. 4.6-22).**

Mitigation Measures

Refer to MM GEO-1, above.

Impact 4.6-9: Will the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Although the Project site does not contain any known unique geologic features and no paleontological resources or sites were observed during field investigation, the site does contain older alluvium soils with a high potential sensitivity for paleontological resources. Accordingly, construction activities on the Project site have the potential to unearth and adversely impact paleontological resource that may be buried beneath the ground surface. **(Draft EIR, p. 4.6-23).**

Findings:

1. **Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

Mitigation Measure GEO-2 will ensure the proper identification and subsequent treatment of any paleontological resources that may be encountered during ground-disturbing activities associated with implementation of the Project. Therefore, with implementation of GEO-2, the Project's potential impact to paleontological resources would be reduced to less than significant. **(Draft EIR, p. 4.6-25).**

Mitigation Measures

MM GEO-2 Paleontological Construction Monitoring and Compliance Program. The following measures would be implemented to reduce potential impacts to paleontological resources to less than significant:

Retain a Qualified Paleontologist. Prior to initial ground disturbance, the Applicant shall retain a Project paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources.

Paleontological Monitoring. Ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) in areas mapped as high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. Areas mapped as low to high paleontological sensitivity shall be monitored when ground-disturbing activities exceed five feet in depth, because underlying sensitive sediments could be impacted. Areas considered to have an undetermined paleontological sensitivity shall be inspected and further assessed if construction activities bring potentially sensitive geologic deposits to the surface. The Paleontological Mitigation and Monitoring Program shall be supervised by the Project paleontologist. Monitoring must be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring would be determined by City based on recommendation from the Project paleontologist. If the Project paleontologist determines that full-time monitoring is no longer warranted, they may recommend to the City that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not exceed five feet in depth would not require paleontological monitoring.

Paleontological Mitigation and Monitoring Program. After Project design has been finalized to determine the precise extent and location of planned ground disturbances, and prior to construction activity, a qualified paleontologist would prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity for the Project. This program would outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. The program would be prepared in accordance with the standards set forth by current Society of Vertebrate Paleontology guidelines (2010) and with proper implementation, would reduce or eliminate potential impacts to paleontological resources.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Project paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be presented at a preconstruction meeting that a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.

Salvage of Fossils. If fossils are discovered, the Project paleontologist or paleontological monitor should recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist would have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

Preparation and Curation of Recovered Fossils. Once salvaged, the City would ensure that significant fossils would be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Western Science Center), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Project paleontologist. Field collection and preparation of fossil specimens would be performed by the Project paleontologist with further preparation as needed by an accredited museum repository institution at the time of curation.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activity (and curation of fossils, if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

Cumulative Effects

Southern California is a seismically active region with a range of geologic and soil conditions. These conditions can vary widely within a limited geographical area due to factors, including differences in landforms and proximity to fault zones, among others. Therefore, while geotechnical impacts may be associated with the cumulative development, by the very nature of the impacts (i.e., landslides and expansive and compressible soils), impacts are typically site-specific and there is little, if any, cumulative relationship between the development of Project and development within a larger cumulative area, such

as citywide development. Impacts associated with seismic events and hazards would be considered significant if the effects of an earthquake on a property could not be mitigated by an engineered solution. The significance criteria do not require elimination of the potential for structural damage from seismic hazards. Instead, the criteria require an evaluation of whether the seismic conditions on a site can be overcome through engineering design solutions that would reduce to less than significant the substantial risk of exposing people or structures to loss, injury, or death. As stated throughout this section, the Project's compliance with applicable state and local design standards and regulations including implementation of MM GEO-1 and MM GEO-2 would ensure that impacts related to geology and soils are reduced to less than significant levels. Consequently, the Project's incremental contribution to cumulative geotechnical and seismic impacts would be less than significant. None of the Project characteristics would affect or influence the geotechnical hazards for off-site development and any cumulative development would be required to comply with the same applicable state and local design standards, regulations, goals, and policies. For these reasons, no significant cumulative geotechnical impacts would occur for the Project. **(Draft EIR, p. 4.6-25 to 4.6-26).**

HAZARDS

Impact 4.8-4: Would the project be located on a site which is included on a list of hazardous materials Project sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Although the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 ("Cortese" list), the Project site was identified on the Historical Underground Storage Tank ("UST") (HIST UST) and Statewide Evaluation and Planning System UST (SWEEPS UST) databases at the site address 37251 Cherry Valley Boulevard under Sunny-Cal Egg & Poultry Co. for having one 550-gallon diesel UST, one 8,000-gallon diesel UST and one 1,000-gallon unleaded gasoline UST, installed between 1978 and 1979. **(Draft EIR, p. 4.8-22).**

Findings:

1. **Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings: The above-referenced USTs were removed from the site in January 1994. Confirmation sampling indicated relatively low concentrations of petroleum hydrocarbons as diesel, as gasoline, benzene, toluene, ethylbenzene, and xylenes were detected below the USTs. On September 20, 1994, the County of Riverside Department of Environmental Health granted "**no further action**" for the removed USTs which included the following statement: "Additionally, be advised that changes in the present or proposed use of the site may require further site characterization and mitigation activity. It is the property owner's responsibility to notify this agency of any changes in report content, future contamination findings, or site usage." Findings revealed that available materials did not indicate if excavated soil was disposed off-site or re-used to backfill the UST excavations. Based on this information

and the conditions indicated in the “no further action letter,” the former USTs represent a controlled recognized environmental condition (“CREC”) in connection with the Project site. **(Draft EIR, p. 4.8-22)**. The levels of petroleum hydrocarbons that were detected in a 1994 Phase II environmental site assessment are well below the current 2019 RWQCB Residential Environmental Screening Level (ESL) for petroleum hydrocarbons. With preparation of a Soil Management Plan prior to the redevelopment of the site, impacts will be less than significant. **(Draft EIR, p. 4.8-23)**.

Mitigation Measure

MM HAZ-1 The Applicant shall prepare a Soil Management Plan prior to the redevelopment of the site.

TRIBAL CULTURAL RESOURCES

Impact 4.16-1: Will the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site feature place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.

The Project site does not contain any recorded, significant tribal cultural resource sites; therefore, the Project would not cause a substantial adverse change in the significance of a tribal culture resource that is listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources. Nevertheless, there is always the possibility that tribal cultural resources could be encountered during ground-disturbing construction activities. If a tribal cultural resource be found on the Project site during construction and not protected, a significant impact would occur. **(Draft EIR, p. 4.16-11)**.

Mitigation Measures

MM TCR-1 The Serrano Nation, (currently Mr. Mark Cochrane and/or Mr. Wayne Walker, but the representative could change depending on when a finding may occur), shall be notified if any cultural material is encountered during Project construction.

Findings:

1. **Changes or alternatives have been required in, or incorporated into, the Beaumont Summit Station Specific Plan Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Implementation of Mitigation Measure TCR-1 would ensure the proper identification and subsequent treatment of any significant tribal cultural resources that may be encountered during ground-disturbing activities associated with the Project development. With implementation of the required mitigation, the Project's potential impact to significant tribal cultural resources would be reduced to less than significant. **(Draft EIR, p. 4.16-11).**

5.3 EFFECTS WHICH REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION AND FINDINGS

The City of Beaumont having reviewed and considered the information contained in the Final EIR, Technical Appendices and the administrative record, finds, pursuant to California Public Resources Code 21081(a)(3) and CEQA Guidelines 15091(a)(3), that specific economic, legal, social, technological, or other considerations, makes infeasible the mitigation measures identified in the Final EIR, and therefore, the Project would cause significant and unavoidable impacts to the categories of:

AIR QUALITY

Impact 4.2-1: Will the Project conflict with or obstruct implementation of the applicable air quality plan?

Section 4.2 of the EIR includes a comprehensive analysis of the Project's potential to result in significant air quality impacts due to a conflict with, or an obstruction of, the implementation of the SCAQMD air quality management plan. The Project will emit air pollutants (NOx and ROG) that will contribute to a delay in the attainment of federal and state ozone standards. Additionally, because the Project requires a general plan amendment, the Project will generate emissions not reflected in the current air quality management plan and is considered inconsistent with the Air Quality Management Plan ("AQMP"). This would be a significant and unavoidable direct impact. **(Draft EIR, pp. 4.2-25 - 4.2-27).** No additional feasible mitigation measures are available that can reduce impacts to less than significant.

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Beaumont Summit Station Specific Plan project that avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. Impacts associated with conflicts with the SCAQMD air quality management plan will constitute a significant and unavoidable impact.**

Facts in Support of Findings:

Although MM AQ-1 through AQ-6 would reduce the Project's operational-related emissions of NOx and ROG, the mitigation measures will not reduce NOx and ROG emissions to below the applicable SCAQMD regional emissions threshold. Additionally, because of the proposed change in land use for the Project site from residential to industrial/commercial, the Project will generate emissions not reflected within the current AQMP, and thus the Project is not consistent therewith. Therefore, Project impacts are considered

to be significant and unavoidable on both a project level and cumulative basis. (Draft EIR, p. 4.2-26; 4.2-36).

Mitigation Measures

MM AQ-1

Prior to issuance of Phase 1 and Phase 2 grading permits, the applicant shall prepare and submit documentation to the City of Beaumont to demonstrate the following:

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.
- Construction equipment shall be properly maintained according to manufacturer specifications.
- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
- On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.

MM AQ-2

The Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of Phase 1 and Phase 2 building permits, the Beaumont Building and Safety Department shall confirm the plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.

- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

MM AQ-3

Prior to issuance of Phase 1 and Phase 2 occupancy permits (unless otherwise specified), the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site (Phase 1 only).
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided (Phase 1 only).
- Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance (Phase 1 only).
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options onsite or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

MM AQ-4

Prior to the issuance of Phase 1 building permits, the Planning Department shall confirm that the Project is designed to include the following:

- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in 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.
- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

MM AQ-5

Prior to the issuance of occupancy permits for Phase 1, the Planning Department shall confirm that all truck access gates and loading docks within the project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- For non-essential idling, truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.
- Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

MM AQ-6

Prior to the issuance of Phase 1 occupancy permits, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project's life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides

receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with SCAQMD Rule 2305.

Impact 4.2-2: Will the Project result in a cumulatively-considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

Section 4.2 of the EIR includes a comprehensive analysis of the Project's potential to result in significant air quality impacts including the potential for the Project to result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. Based on the analysis in the EIR, Project operational emissions will exceed the applicable SCAQMD regional thresholds for NO_x and ROG on both a project-related and cumulative basis. This impact is significant. (**Draft EIR, pp. 4.2-27 – 4.2-35**). No additional feasible mitigation measures are available that can reduce operational emission impacts to less than significant.

Findings:

1. **Changes or alterations have been required in, or incorporated into, the Beaumont Summit Station Specific Plan project that avoids or substantially lessens the significant environmental effect as identified in the EIR.**
2. **Impacts associated with operational-related emissions of NO_x and ROG will constitute a significant and unavoidable impact.**

Facts in Support of Findings:

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to Phase 1 of the Project are summarized in **Draft EIR Table 4.2-10, Unmitigated Phase 1 Operational Emissions**. **Table 4.2-10** shows that Project emissions would exceed SCAQMD thresholds for ROG and NO_x. Therefore, regional operations emissions would result in a potentially significant long-term regional air quality impact. Similar to Phase 1, operational emissions from Phase 2 of the Project would be associated with area sources, energy sources, and mobile sources (i.e., motor vehicle use), and off-road emissions. Emissions from these categories are described above. Phase 2 Project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Study and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Trip Generation and Vehicle Miles Traveled Analyses, the Phase 2 of the Project would generate 485 daily trips, which include employee commutes to work, retail customers, and delivery trips. CalEEMod default trips lengths and vehicle fleet mix for projects in Riverside County were used in the analysis of Phase 2 mobile source emissions. As the Project would be constructed in phases, Phase 1 has the potential to be operational during Phase 2 construction. The overlapping emissions of Phase 1 operations and Phase 2 construction are shown in **Draft EIR Table 4.2-13, Project Overlapping Emissions**. **Table 4.2-13** shows that total

overlapping emissions would exceed SCAQMD thresholds for ROG and NO_x. As indicated in **Table 4.2-14**, total operational emissions for the Project at buildout would exceed SCAQMD thresholds for ROG and NO_x. The majority of the Project's emission exceedances are from mobile sources that cannot feasibly be reduced below the SCAQMD threshold.

Mitigation Measures MM AQ-1 through MM AQ-6 will reduce the Project's operational emissions of NO_x and ROG, but not to a less than significant level.

Mitigation Measures

MM AQ-1 Prior to issuance of Phase 1 and Phase 2 grading permits, the applicant shall prepare and submit documentation to the City of Beaumont to demonstrate the following:

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.
- Construction equipment shall be properly maintained according to manufacturer specifications.
- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
- On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.

MM AQ-2 The Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of Phase 1 and Phase 2 building permits, the Beaumont Building and Safety Department shall confirm the plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.

- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

MM AQ-3

Prior to issuance of Phase 1 and Phase 2 occupancy permits (unless otherwise specified), the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site (Phase 1 only).
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided (Phase 1 only).
- Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance (Phase 1 only).
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.

- Provide meal options onsite or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

MM AQ-4

Prior to the issuance of Phase 1 building permits, the Planning Department shall confirm that the Project is designed to include the following:

- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in 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.
- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

MM AQ-5

Prior to the issuance of occupancy permits for Phase 1, the Planning Department shall confirm that all truck access gates and loading docks within the project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- For non-essential idling, truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.
- Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

MM AQ-6

Prior to the issuance of Phase 1 occupancy permits, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of

their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project's life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with SCAQMD Rule 2305.

GREENHOUSE GAS EMISSIONS

Impact 4.7-1: Will the Project generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?

Section 4.7 of the EIR includes a comprehensive analysis of the potential for the Project to result in a project-specific and cumulative impact due to greenhouse gas emissions. As shown in **Draft EIR Table 4.7-3**, the Project's unmitigated emissions would be approximately 20,646 MTCO₂e annually from both construction and operations. Project-related GHG emissions would exceed the City's 3,000 MTCO₂e per year threshold. Mitigated emissions would be approximately 14,004 MTCO₂e, which still exceed the applicable threshold of significance. This impact is significant on both a project-related and cumulative basis. (**Draft EIR, pp. 4.7-31 – 4.7-41**). No additional feasible mitigation measures are available that can reduce operational emission impacts to less than significant.

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Beaumont Summit Station Specific Plan project that avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. Impacts associated with GHG emissions will constitute a significant and unavoidable impact.**

Facts in Support of Findings:

GHG emissions associated with Phase 1 of the Project are summarized in **Draft EIR Table 4.7-3, Phase 1 Greenhouse Gas Emissions**. As shown in **Table 4.7-3**, the Project's unmitigated emissions would be approximately 20,646 MTCO₂e annually from both construction and operations. Project-related GHG emissions would exceed the City's 3,000 MTCO₂e per year threshold. The majority of the GHG emissions (67 percent of unmitigated emissions and 96 percent of mitigated emissions) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards. GHG emissions associated with Phase 2 of the Project are summarized in **Draft EIR Table 4.7-4: Phase 2 Greenhouse Gas Emissions**. As shown in **Table 4.7-4**, the Project's unmitigated emissions would be approximately 11,580 MTCO₂e annually from

both construction and operations. Project-related GHG emissions would exceed the City's 3,000 MTCO_{2e} per year threshold. The majority of the GHG emissions (86 percent unmitigated and 90 percent mitigated) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards. Application of Standard Conditions (SC) GHG-1 through SC GHG-9, as required by the California Building Code, would provide designated parking to promote the use of alternative fuels and clean fleets, facilitate future installation of electric vehicle supply equipment, and limit idling times. As shown in **Table 4.7-3** and **Table 4.7-4**, mitigation and PDFs would individually reduce Phase 1 and Phase 2 stationary emissions to below the City's industrial threshold of 3,000 MTCO_{2e}; however, mobile source emissions would continue to exceed the threshold. Despite application of mitigation measures MM AQ-1 through MM AQ-6 and MM GHG -1 through MM GHG-4, Project emissions of greenhouse gases remains significant on a Project-specific and cumulative basis. (**Draft EIR, pp. 4.7-40 to 4.7-41; 4.7-53**).

Mitigation Measures

MM AQ-1 Prior to issuance of Phase 1 and Phase 2 grading permits, the applicant shall prepare and submit documentation to the City of Beaumont to demonstrate the following:

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.
- Construction equipment shall be properly maintained according to manufacturer specifications.
- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
- On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.

MM AQ-2 The Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of Phase 1 and Phase 2 building permits, the Beaumont Building and Safety Department shall confirm the plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.

- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

MM AQ-3

Prior to issuance of Phase 1 and Phase 2 occupancy permits (unless otherwise specified), the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site (Phase 1 only).
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided (Phase 1 only).
- Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance (Phase 1 only).
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.

- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options onsite or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

MM AQ-4

Prior to the issuance of Phase 1 building permits, the Planning Department shall confirm that the Project is designed to include the following:

- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in 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.
- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

MM AQ-5

Prior to the issuance of occupancy permits for Phase 1, the Planning Department shall confirm that all truck access gates and loading docks within the project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- For non-essential idling, truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.
- Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

MM AQ-6 Prior to the issuance of Phase 1 occupancy permits, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project's life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with SCAQMD Rule 2305.

MM GHG-1 Phase 1 of the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load, conservatively anticipated to be approximately 8.87 kilowatt hours per year [kWh/year] per square foot^{1,2}).

With expected energy consumption at 8.87 kWh/sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to offset consumption.

Should the energy consumption characteristics of a future tenant differ from this projection, there is sufficient space on the rooftop for the system to roughly triple on-site generation. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.

MM GHG-2 Prior to the issuance of a Phase 1 or Phase 2 building permit, the Project Applicant or successor in interest shall provide documentation to the City of Beaumont demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) certification and meet or exceed CalGreen Tier 2 standards in effect at the time of building permit application.

MM GHG-3 The development (Phase 1 and Phase 2) shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection

¹ U.S. Energy Information Administration, Commercial Buildings Energy Consumption Survey. Table PBA4. Electricity consumption totals and conditional intensities by building activity subcategories, 2012. 75th percentile value for Nonrefrigerated Distribution Center = 8.5kWh/year/sf.

² Additional consumption of 30 Level 2 EV chargers providing 6 hours of charge time for two employee shifts per day = 0.37kWh/year/sf.

and load area shall be constructed in compliance with Riverside County Waste Management Department's Design Guidelines for Recyclable Collection and Loading Areas.

MM GHG-4 Prior to the issuance of Phase 1 or Phase 2 occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all landscaping equipment used onsite shall be 100 percent electrically powered. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable.

Impact 4.7-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?

The Project's long-term operational GHG emissions would exceed the City's significance threshold of 3,000 MTCO_{2e} per year despite the implementation of mitigation and energy conserving PDFs; thus, the Project could impede California's statewide GHG reduction goals for 2030 and 2050. (**Draft EIR, pp. 4.7-52 to 4.7-53**).

Findings:

1. **Changes or alterations have been required in, or incorporated into, the Beaumont Summit Station Specific Plan project that avoids or substantially lessens the significant environmental effect as identified in the EIR.**
2. **Impacts associated with the Project's conflict with the City of Beaumont, Sustainable Beaumont Plan (Climate Action Plan) will constitute a significant and unavoidable impact.**

Facts in Support of Findings:

Section 4.7 of the EIR includes a comprehensive analysis of the potential for the Project to result in a project-specific and cumulative impact due to greenhouse gas emissions. The City approved Sustain Beaumont (Climate Action Plan) in 2015, which serves as a long-term plan for achieving sustainability by utilizing resources effectively and reducing GHG emissions. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, the City can keep dollars in the local economy, create new green jobs, and improve community quality of life. The goals outlined in the Climate Action Plan are shown in **Table 4.7-6, City of Beaumont, Sustainable Beaumont Plan (Climate Action Plan) Consistency**. As shown in **Table 4.7-6**, the Project would not conflict with the goals in the Climate Action Plan.

Although the Project does not conflict with the Climate Action Plan, the Project's long-term operational GHG emissions would exceed the City's significance threshold of 3,000 MTCO_{2e} per year despite the implementation of **MM AQ-3** through **MM AQ-6** and **MM GHG-1** through **MM GHG-4**, and energy conserving PDFs, thus the Project could impede California's statewide GHG reduction goals for 2030 and 2050. As shown in **Draft EIR Table 4.7-3**, the Project's unmitigated emissions would be approximately 20,646 MTCO_{2e} annually from both construction and operations. Project-related GHG emissions would

exceed the City's 3,000 MTCO₂e per year threshold. Mitigated emissions would be approximately 14,004 MTCO₂e, which still exceed the applicable threshold of significance. This impact is significant on both a project-related and cumulative basis. **(Draft EIR, pp. 4.7-31 – 4.7-41)**. No additional feasible mitigation measures are available that can reduce operational emission impacts to less than significant.

Mitigation Measures

MM AQ-3

Prior to issuance of Phase 1 and Phase 2 occupancy permits (unless otherwise specified), the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site (Phase 1 only).
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided (Phase 1 only).
- Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance (Phase 1 only).
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options onsite or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

MM AQ-4

Prior to the issuance of Phase 1 building permits, the Planning Department shall confirm that the Project is designed to include the following:

- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in 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.
- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

MM AQ-5

Prior to the issuance of occupancy permits for Phase 1, the Planning Department shall confirm that all truck access gates and loading docks within the project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- For non-essential idling, truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.
- Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

MM AQ-6

Prior to the issuance of Phase 1 occupancy permits, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project's life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with SCAQMD Rule 2305.

MM GHG-1

Phase 1 of the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load, conservatively anticipated to be approximately 8.87 kilowatt hours per year [kWh/year] per square foot^{3,4}).

With expected energy consumption at 8.87 kWh/sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE’s Rule 21 governs operating and metering requirements for any facility connected to SCE’s distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to offset consumption.

Should the energy consumption characteristics of a future tenant differ from this projection, there is sufficient space on the rooftop for the system to roughly triple on-site generation. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.

MM GHG-2

Prior to the issuance of a Phase 1 or Phase 2 building permit, the Project Applicant or successor in interest shall provide documentation to the City of Beaumont demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) certification and meet or exceed CalGreen Tier 2 standards in effect at the time of building permit application.

MM GHG-3

The development (Phase 1 and Phase 2) shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection and load area shall be constructed in compliance with Riverside County Waste Management Department’s Design Guidelines for Recyclable Collection and Loading Areas.

MM GHG-4

Prior to the issuance of Phase 1 or Phase 2 occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all landscaping equipment used onsite shall be 100 percent electrically powered. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable.

NOISE

(Cumulative Long-Term Traffic Noise)

³ U.S. Energy Information Administration, Commercial Buildings Energy Consumption Survey. Table PBA4. Electricity consumption totals and conditional intensities by building activity subcategories, 2012. 75th percentile value for Nonrefrigerated Distribution Center = 8.5kWh/year/sf.
⁴ Additional consumption of 30 Level 2 EV chargers providing 6 hours of charge time for two employee shifts per day = 0.37kWh/year/sf.

Draft EIR Table 4.11-16 shows that the volume of traffic generated by the Project would potentially meet the criteria for cumulative noise increases along several road segments. Specifically, traffic noise impacts along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue) would be potentially significant. (**Draft EIR, pp. 4.11-30 to 4.11-32**).

Findings:

1. **Changes or alterations have been required in, or incorporated into, the Beaumont Summit Station Specific Plan project that avoids or substantially lessens the significant environmental effect as identified in the EIR.**
2. **Impacts associated with the Project's conflict with CEQA Guidelines §15064.3 will constitute a significant and unavoidable impact.**

Facts in Support of Findings: Feasible mitigation is not available to reduce traffic noise. Typically, feasible mitigation measures for off-site roadway noise impacts include repairing the roads with rubberized asphalt and developing sound walls or attenuation barriers to minimize noise impacts. However, this mitigation can only be imposed on on-site roadways since the Applicant would not have authorization or control to make off-site improvements. As impacts would also occur on off-site roadways and properties, it is usually infeasible for the Applicant to implement these measures. Sound walls would be infeasible due to impacts on right of way, restricted views, and not being proportional to the barely perceptible increase in sound compared with the No Project scenario. Rubberized asphalt could be considered by the City's public works department in the future as part of scheduled maintenance funding, but it would not be roughly proportional to impose paving costs on the Project for a barely perceptible sound level increase. Therefore, mitigation measures to reduce the potentially significant traffic noise impact along Cherry Valley Boulevard are not feasible. Noise levels along this segment of Cherry Valley Boulevard would still be within the Conditionally Acceptable standard. (**Draft EIR, p. 4.11-32**). However, as the Normally Acceptable standard would be exceeded, cumulative operational noise impact from related projects, in conjunction with Project-specific noise impacts would not be cumulatively considerable along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue) and impacts would be significant and unavoidable. (**Draft EIR, p. 4.11-33**).

Mitigation Measures

No feasible mitigation measures are available to avoid or substantially lessen the significant impact identified in the EIR.

TRANSPORTATION

Impact 4.15-2: Would the Project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Section 4.15 of the EIR includes a comprehensive analysis of potential transportation related impacts resulting from development and operation of the Project including whether the Project would be

consistent with CEQA Guidelines §15064.3. Project vehicle miles traveled (VMT) exceed the City of Beaumont threshold of significance of three percent (3%) below city-wide average future year (2040) vehicle miles traveled per employee and service population (SP). The Project's VMT per Employee and VMT per service population (SP) would not meet the three percent below citywide future year threshold. This impact is significant on both a project-related and cumulative basis. **(Draft EIR, pp. 4.7-31 – 4.7-41).**

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Beaumont Summit Station Specific Plan project that avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. Impacts associated with the Project's conflict with CEQA Guidelines §15064.3 will constitute a significant and unavoidable impact.**

Facts in Support of Findings:

Project VMT was calculated using the most current version of RivTAM. Adjustments in socio-economic data were made to the appropriate traffic analysis zone within the RivTAM model to reflect the Project's proposed land use. Socio-economic data inputs were derived based on factors developed using Institute of Transportation Engineers trip generation rates. For purposes of this VMT assessment the Project's HBW VMT per Employee and VMT per service population ("SP") has been compared to three percent below citywide average future year (2040) VMT for the City of Beaumont, based on data provided by WRCOG. As shown in **Draft EIR Table 4.15-2**, the Project's home-based work ("HBW") VMT per Employee and VMT per SP would not meet the applicable citywide future year threshold. As such, the Project's transportation impact is potentially significant based on City of Beaumont's recommended thresholds. The Project's transportation impact based on VMT is significant based on City of Beaumont's recommended thresholds. As the efficacy of TDM measures and reduction of VMT impacts below thresholds cannot be assured, the Project's VMT impact is therefore considered significant and unavoidable on a project-related and cumulative basis. **(Draft EIR, p. 4.15-21 to 4.15-22; 4.15-24).**

Mitigation Measures

No feasible mitigation measures are available to avoid or substantially lessen the significant impact identified in the EIR.

5.4 ALTERNATIVES TO THE PROJECT

Section 6.0 of the Draft EIR analyzes the following two (2) alternatives to the Project as proposed, and evaluates these alternatives for their ability to meet the Project's goals and objectives. CEQA requires the EIR to include in its evaluation a No Project Alternative. Additionally, CEQA requires the EIR to describe a reasonable range of alternatives to the Project which would feasibly attain the basic Project objectives but would avoid or substantially lessen any of the identified significant impacts.

Alternatives considered within this analysis include:

- No Project Alternative: No Project/Existing Specific Plan;
- Reduced Building Intensity Alternative

The analysis included in the Draft EIR describes each Alternative, analyzes the impacts of the Alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the Alternative, assesses the Alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the Alternative and the Project. In making the following findings relating to Project alternatives, the City certifies that it has independently reviewed and considered the information included in the Draft EIR.

Significant and Unavoidable Impact of the Project.

Sections 4.1 through 4.18 of the Draft EIR address the environmental impacts of implementation of the Project. The analyses contained in these sections identified the following significant and unavoidable environmental impacts resulting from the Project:

Air Quality

The Project would result in the following significant and unavoidable air quality impacts, despite the implementation of all feasible mitigation measures: (1) conflict with or obstruct implementation of the applicable air quality plan, due to operational ROG and NO_x emissions; (2) result in a cumulatively considerable net increase in a criteria pollutant for which the region is non-attainment, due to operational ROG and NO_x emissions; and (3) result in cumulative air quality impacts, as a result of operational ROG and NO_x emissions.

Greenhouse Gas Emissions

The Project would result in the following significant and unavoidable greenhouse gas (GHG) emissions impacts, despite the implementation of all feasible mitigation measures: (1) generation of 33,940 MTCO_{2e} per year (mitigated) of GHG emissions that could have a significant impact on the environment; (2) conflict with an applicable plan, policy, or regulation of an agency, adopted for the purpose of reducing GHG emissions, as a result of total emissions; and (3) the Project would result in a potentially significant cumulative GHG impact.

Noise (Cumulative)

Noise impacts would be less than significant with the exception of cumulative off-site traffic noise along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue). Cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity. Noise levels along the affected segments of Cherry Valley Boulevard would be Conditionally Acceptable. However, mitigation was determined to be infeasible to reduce mobile traffic noise to Normally Acceptable levels in accordance with the Land Use Compatibility standards.

Transportation

The Project would result in the following significant and unavoidable impact, despite the implementation of all feasible mitigation measures: (1) the Project would exceed the City's Vehicles Miles Traveled (VMT) thresholds of 8.9 VMT per Employee and 30.4 VMT per service population. The former threshold would be exceeded by 6.4 VMT and second by 12.1 VMT. A cumulatively considerable transportation impact would also occur.

Alternative 1. No Project/Development Under Existing Specific Plan Alternative.

Consistent with State CEQA Guidelines § 15126.6, the No Project/Existing Specific Plan assumes that the existing land uses and condition of the Project Site at the time the NOP was published (September 2021) would continue to exist without the Project. The setting of the Project site at the time the NOP was published is described as part of the existing conditions within **Section 3.0, Project Description** and throughout **Section 4.0** of the Draft EIR. The discussion within the respective sections provides a description of the environmental conditions in regard to the individual environmental issues.

The No Project/Existing Specific Plan Alternative assumes the Project would not be implemented and proposed land uses, and other improvements would not be constructed related to proposed Project and under this alternative none of the proposed improvements would occur. However, development allowed under the previously approved Sunny-Cal Specific Plan could occur and is analyzed as part of this Alternative.

The previously approved Sunny-Cal Specific Plan allows for the development of 200 acres with approximately 560 Dwelling Units (DU) on approximately 159 acres, over 30 acres of parks, open space, landscaped buffers, and paseos, and approximately 10 acres of circulation improvements.

Under this Alternative, the Sunny-Cal Specific Plan would remain and would not be replaced with the proposed Beaumont Summit Station Specific Plan. While the Sunny-Cal Specific Plan allows for a variety of land uses, this Alternative assumed development in accordance with the residential densities allowed under the specific plan which, as noted above, allows for up to 560 DUs, park space, and roads.

The Draft EIR compares in detail the potential impacts of the No Project Alternative to the Project. (**Draft EIR, pp. 6-5 – 6-16**).

Findings: Under the No Project Alternative, development of the Project would not occur; instead, this alternative assumes development of the Project site consistent with the existing Specific Plan designation. Development under the existing Specific Plan would reduce significant transportation impacts to less than significant levels. However, development under the No Project Alternative would result in great impacts with regard to the following CEQA categories: Aesthetics, Air Quality, Energy Consumption, Hazards and Hazardous Materials, Water Quality, Population and Housing, Public Services Recreation, and Utilities and Service Systems. Therefore, other than transportation impacts, the No Project Alternative would not avoid or substantially reduce identified significant impacts to Air Quality, Noise, or Greenhouse Gas Emissions. Moreover, the No Project Alternative would not meet most of the basic Project objectives. (**Draft EIR, pp. 6-5 – 6-16, Table 6-2**).

Aesthetics. Impacts to aesthetics would be worse with development of the No Project Alternative. The Sunny-Cal DEIR found that implementation of the Specific Plan and related approvals as proposed would result in significant aesthetic impacts by creating a fundamental change in views from a nearby scenic route (I-10 Freeway) and the rural Cherry Valley area to the east. Furthermore, the project could have a substantial adverse effect on a scenic vista, and could substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Furthermore, the project could substantially degrade the existing visual character or quality of the site and its surroundings and would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(Draft EIR, p. 6-5, Table 6-2).**

Air Quality. Impacts to air quality would be worse with development of the No Project Alternative. The Sunny-Cal DEIR found that even with implementation of all feasible mitigation, the project would create significant short-term air quality regional impacts during construction from ROG and NO_x emissions and would create long-term regional impacts during project occupancy from ROG emissions. The Project also has the potential to create similar significant localized impacts during project construction and operation from PM₁₀. Because the Project has the potential to emit air pollutants in excess of the appropriate standards, there is the potential that air emissions of PM₁₀ and ROG during construction and operation of the Project could impact the health of nearby residents. Therefore, the Project may result in pollutant concentrations to significantly affect sensitive receptors. In addition, the Project was not compliant with the 2003 AQMP. **(Draft EIR, p. 6-6, Table 6-2).**

Biological Resources. Impacts to biological resources would be similar with development of the No Project Alternative. The Sunny-Cal DEIR found that through the Fish and Game § 1600 Streambed Alteration Agreement process, direct impacts to riparian habitat would be reduced to below the level of significance. Mitigation measures included in the Sunny Cal EIR determined that impacts would be less than significant. Through implementation of MM BIO-1 to BIO-3, impacts to avian nesting sites would be reduced to below the level of significance. Through the Section 404 permitting process, direct impacts to waters of the U.S. and wetlands would be reduced to below the level of significance. Implementation of MM BIO-4 would reduce indirect impacts to jurisdictional waters to below the level of significance. **(Draft EIR, pp. 6-7 – 6-8, Table 6-2).**

Cultural Resources and Tribal Cultural Resources. Impacts to cultural resources would be similar with development of the No Project Alternative. The Sunny-Cal DEIR found that impacts to potential cultural resources from construction of the proposed Sunny-Cal Specific Plan would be less than significant after implementation of the recommended mitigation measures. MMs CUL-1 and CUL-2 would address impacts to undiscovered archaeological resources, human remains, and tribal cultural resources. **(Draft EIR, p. 6-8, Table 6-2).**

Energy. Impacts from energy consumption would be worse with development of the No Project Alternative. The Sunny-Cal DEIR did not evaluate energy impacts. However, the DEIR did analyze impacts to air quality impacts, which are largely related to the consumption (and associated combustion) of energy

resources. As previously mentioned, this Alternative would result in both construction and operational air quality impacts despite implementation of all feasible mitigation. **(Draft EIR, p. 6-9, Table 6-2).**

Geology and Soils. Impacts to geology and soils would be similar with development of the No Project Alternative. Potential impacts from development of the No Project Alternative could similarly be mitigated to less than significant levels. **(Draft EIR, p. 6-9, Table 6-2).**

Greenhouse Gas Emissions. Impacts from greenhouse gas emissions resulting from development of the No Project Alternative would be similar to impacts resulting from development of the Project. Although the Sunny-Cal DEIR did not include a greenhouse gas analysis, considering the size of the development envisioned under the specific plan, impacts would have been similarly significant and unavoidable. **(Draft EIR, p. 6-10).**

Hazards and Hazardous Materials. Impacts to hazards and hazardous materials would be similar with development of the No Project Alternative. The Sunny-Cal DEIR found that with implementation of identified mitigation measures, the proposed Specific Plan would not have significant impacts relative to hazardous materials, fire hazards, and airports/airfields. **(Draft EIR, p. 6-10, Table 6-2).**

Hydrology and Water Quality. Impacts to Hydrology and Water Quality would be similar with development of the No Project Alternative. The Sunny-Cal DEIR found that potentially significant hydrology and water quality impacts would be reduced to less than significant levels with implementation of the proposed mitigation measures. **(Draft EIR, p. 6-11, Table 6-2).**

Land Use and Planning. Impacts to land use and planning would be less with development of the No Project Alternative. Unlike the Project, development of the No Project Alternative would not require a general plan amendment or revision to the specific plan. The Sunny-Cal Specific Plan was found to be consistent with surrounding planned land uses and with applicable policies of the General Plans of the County of Riverside, including The Pass Area Plan, and the City of Beaumont. Therefore, it would not create significant impacts related to land use or planning. **(Draft EIR, p. 6-11, Table 6-2).**

Noise. Impacts to Noise would be similar with development of the No Project Alternative. The Sunny-Cal DEIR found that with implementation of the proposed mitigation measures, potential noise impacts on and from the project would be reduced to less than significant levels. At project buildout, projected traffic along adjacent roads/highways could generate significant noise impacts on future project residents. **(Draft EIR, p. 6-12, Table 6-2).**

Population and Housing. The Sunny-Cal DEIR found that the amount of new housing and population generated by the project was consistent with regional growth projections and did not represent a significant impact in this regard. Potential population and housing impacts of the project were not expected to be significant over the short- or long-term, based on local and SCAG demographic projections. While both the No-Project Alternative and the proposed Project were found to result in a less than significant impact, this Alternative would result in both direct population and housing growth.

Therefore, based on the above discussion, under the No-Project Alternative, impacts regarding population and housing would be greater when compared to the proposed Project. **(Draft EIR, p. 6-13, Table 6-2).**

Public Services. The Sunny-Cal DEIR found that with implementation of the recommended mitigation measures and payment of applicable development impact fees, potential impacts to public services as a result of the proposed Specific Plan would be less than significant. However, due to the increased residential uses as compared to the Project, the No Project Alternative would result in greater impacts to public services. **(Draft EIR, p. 6-13, Table 6-2).**

Recreation. Under the No-Project Alternative, impacts regarding recreation would be greater when compared to the proposed Project because the proposed Project would not result in impacts that would require the implementation of mitigation. **(Draft EIR, pp. 6-14).**

Transportation. Development of the No Project Alternative would result in fewer transportation impacts in comparison to the Project. With implementation of the recommended mitigation measures, development under the current specific plan would not have significant impacts related to traffic, circulation, or parking. **(Draft EIR, pp. 6-14 – 6-15, Table 6-2).**

Utilities and Service Systems. With development of the No-Project Alternative, impacts regarding utilities and service systems would be greater when compared to the proposed Project because the proposed Project would not result in impacts that would require the implementation of mitigation. Development of the No Project Alternative would result in greater water use and impacts to sewage and solid waste generation due to more intense residential development. **(Draft EIR, p. 6-15, Table 6-2).**

Wildfire. Development of the No Project Alternative would have a similar impact with regard to wildfire impacts to development of the Project. **(Draft EIR, p. 6-16, Table 6-2).**

Attainment of Project Objectives. The No Project Alternative will not meet most of the basic project objectives. The No Project Alternative will not meet the following objectives:

13. Develop a state-of-the-art logistics/e-commerce center with complimentary commercial uses that take advantage of existing and planned infrastructure, is feasible to construct, is economically competitive with, and in the general vicinity of, similar logistics/e-commerce center uses.
14. Develop and operate a large format logistics center that is in close proximity to the I-10 freeway to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.
15. Facilitate the development of underutilized land currently planned for residential uses with uses that maximize the use of the site as a large format e-commerce center consisting of one or more buildings with total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000 square feet of mixed commercial uses responding to market demand.

16. Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.

Alternative 2. Reduced Building Intensity.

Alternative 2 would entail the development of e-commerce/high cube warehouse facility and commercial uses, but at a smaller square footage (15 percent less) than what was proposed for the Project. Alternative 2 would involve the development of 2,173,846 square feet of e-commerce/high cube warehouse facility space. Additionally, since the Project footprint would be smaller, it is anticipated that the amount of graded area would be smaller as well. Modifications would occur to multiple on-site features such as drainage basins, parking, and landscaping. **Table 6-1, Alternative 2 Design Comparison** summarizes the similarities and differences between the Project design features and Alternative 2’s design features.

Table 6-1: Alternative 2 Design Comparison

Feature	Project	Alternative 2
Net Site Area	181.3 ac	181.3 ac
Warehouse Building Area	Bldg. 1: 985,860 sq. ft.	Bldg. 1: 837,981 sq. ft.
	Bldg. 2: 1,213,235 sq. ft.	Bldg. 2: 1,031,250 sq. ft.
	Bldg. 3: 358,370 sq. ft.	Bldg. 3: 304,615 sq. ft.
	Total: 2,557,465 sq. ft.	Total: 2,173,846 sq. ft.
Coverage	Bldg. 1: 43.2%	Bldg. 1: 36.7%
	Bldg. 2: 41.8%	Bldg. 2: 35.5%
	Bldg. 3: 39.7%	Bldg. 3: 33.8%
	Total: 32.4%	Total: 27.5%
Auto Parking Provided	Bldg. 1: 628 stalls	Bldg. 1: 534 stalls
	Bldg. 2: 610 stalls	Bldg. 2: 519 stalls
	Bldg. 3: 222 stalls	Bldg. 3: 189 stalls
	Total: 1,460 stalls	Total: 1,242 stalls
Trailer Parking Provided	Bldg. 1: 246 stalls	Bldg. 1: 209 stalls
	Bldg. 2: 514 stalls	Bldg. 2: 437 stalls
	Bldg. 3: 149 stalls	Bldg. 3: 127 stalls
	Total: 909 stalls	Total: 773 stalls
Floor Area Ratio	1.0	0.85
Notes: ac = acre sq. ft. = square feet		

Off-site improvements to the adjacent roadways of Cherry Valley Boulevard and Brookside Avenue would remain consistent with the Project.

Findings: Alternative 2 would minimize impacts related to the scale of the Project. Therefore, environmental impact areas such as aesthetics, energy, utilities and service systems, and wildfire may see a nominal improvement regarding potential impact significance. However, these resource areas are anticipated to have a less than significant impact under the Project. The Project was able to achieve a less than significant impact with mitigation incorporated in all environmental impact areas except air quality,

greenhouse gas emissions, and transportation. These resources were anticipated to create significant and unavoidable impacts. Development of the Reduced Building Intensity Alternative would similarly result in significant unavoidable impacts to air quality, greenhouse gas emissions, transportation and noise. Therefore, the Reduced Building Intensity Alternative would not avoid or substantially reduce an identified significant environmental impact resulting from the Project. Additionally, the Reduced Building Intensity Alternative would not meet most of the basic project objectives. Therefore, the Reduced Intensity Building Alternative is rejected. **(Draft EIR, pp. 6-17 – 6-22, Table 6-2).**

Aesthetics. The same general aesthetics impacts would occur with the Reduced Building Intensity Alternative when compared to the proposed Project. Although the building footprint would be reduced with this Alternative, the same general mass and scale of the site would be the same. When compared to the proposed Project, aesthetics impacts associated with the Reduced Building Intensity Alternative 2 would be similar when compared to the proposed Project. **(Draft EIR, pp. 6-17, Table 6-2).**

Air Quality. Development of the Reduced Building Intensity Alternative would propose the same e-commerce/high cube warehouse facility land use as the Project although the building space would be reduced by 383,619 square feet for the Alternative. Presumably, this would reduce potential operational emissions through the reduced building area. However, the majority of operational emissions stemmed from mobile sources such as vehicles and construction equipment. The vehicular traffic generated from the Project is not anticipated to be significantly reduced in Alternative 2. Operations of Alternative 2 is expected to be similar to the Project. Because the usage would be similar, the emissions generated from the Alternative 2 would be similar to the Project and would also likely create a significant and unavoidable impact. **(Draft EIR, pp. 6-18, Table 6-2).**

Biological Resources. Under the Reduced Building Intensity Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce building space and associated amenities. This would result in a smaller area being graded, thus leading to a reduction in impacts to wildlife habitat and water crossings. As with the proposed Project, mitigation measures would be required to reduce biological resource impacts to a level of less than significant. However, lesser impacts would occur with implementation of the Reduced Building Intensity Alternative 2 due to the reduced footprint. **(Draft EIR, pp. 6-18, Table 6-2).**

Cultural Resources and Tribal Cultural Resources. Under the Reduced Building Intensity Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce/high cube warehouse facility building space and associated amenities. This would result in a greater area being designated as open space, leading to a reduction in potential impacts to undiscovered archaeological resources. As with the proposed Project, mitigation measures would be required to reduce cultural resource impacts to a level of less than significant. However, lesser impacts would occur with implementation of the Reduced Building Intensity Alternative 2 due to the reduced footprint. **(Draft EIR, pp. 6-18, Table 6-2).**

Energy. Both the Reduced Building Intensity Alternative and the proposed Project would require energy during both the construction and operations phases of the Project, although the Reduced Building

Intensity Alternative would require approximately 15 percent less energy to build and operate when compared to the proposed Project. When compared to the proposed Project, the Reduced Building Intensity Alternative would result in fewer energy-related impacts than the proposed Project. **(Draft EIR, pp. 6-19, Table 6-2).**

Geology and Soils. Under the Reduced Building Intensity Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce/high cube warehouse facility building space and associated amenities. This would result in a greater area being designated as open space, leading to a reduction in potential impacts to geological and paleontological resources. As with the proposed Project, mitigation measures would be required to reduce geological and paleontological resource impacts to a level of less than significant. However, lesser impacts would occur with implementation of this Alternative due to the reduced footprint. **(Draft EIR, pp. 6-19, Table 6-2).**

Greenhouse Gas Emissions. The Project's significant and unavoidable greenhouse gas impacts were associated with the potential to conflict with GHG emissions regulations through the generation of excess MTCO₂e. For this impact, mitigation was proposed to reduce potential impacts, however, the Project was still found to exceed thresholds with mitigation. Like air quality above, the Project's emissions stem largely from mobile source emissions.

The Reduced Building Intensity Alternative would likely reduce emissions impacts through a reduction in energy use in a smaller space. However, the usage rate of the Project site would remain similar. Even with a reduction in energy use emissions, the mobile source emissions associated with vehicular travel would not be largely reduced. Therefore, this Alternative would likely remain in excess of the City's GHG emissions thresholds. The impact would be expected to remain a significant and unavoidable impact. **(Draft EIR, pp. 6-19, Table 6-2).**

Hazards and Hazardous Materials. Under the Reduced Building Intensity Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce/high cube warehouse facility building space and associated amenities. This would result in a greater area being designated as open space, leading to a reduction in potential discovery of hazardous materials and decreased generation of hazards and hazardous materials. As with the proposed Project, mitigation measures would not be required to reduce hazards and hazardous materials impacts to a level of less than significant. Lesser impacts would occur with implementation of this Alternative due to the reduced footprint. **(Draft EIR, pp. 6-19 – 6-20, Table 6-2).**

Hydrology and Water Quality. Under the Reduced Building Intensity Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce/high cube warehouse facility building space and associated amenities. This would result in a smaller area of disturbance, leading to a reduction in impact to floodplain and hydrological resources, and water quality due to reduced grading, excavation, or construction activities. As with the proposed Project, mitigation measures would not be required to reduce hydrology and water quality impacts to a level of less than significant. Lesser impacts would occur with implementation of this Alternative due to the reduced footprint. **(Draft EIR, pp. 6-20, Table 6-2).**

Land Use and Planning. Both the Reduced Building Intensity Alternative and the proposed Project would require a General Plan Amendment. Therefore, impacts between the Reduced Building Intensity Alternative and the Project would be similar. **(Draft EIR, pp. 6-20, Table 6-2).**

Noise. Both the Reduced Building Intensity Alternative and the proposed Project would generate noise during both the construction and operations phases of the Project, although the Reduced Building Intensity Alternative would generate approximately 15 percent less noise when compared to the proposed Project given the reduction in size. When compared to the proposed Project, the Reduced Building Intensity Alternative would result in fewer noise-related impacts than the proposed Project; however, it is anticipated that both the Reduced Intensity Alternative and the proposed Project would require similar mitigation measures to reduce noise impacts. Although the under Alternative 2 traffic noise would be reduced by 15 percent compared to the proposed Project, it was determined that the Project would have a significant impact from cumulative traffic noise and no feasible mitigation would reduce the impact. As such, cumulative off-site traffic noise impacts are anticipated to remain significant and unavoidable for both the Reduced Building Intensity Alternative and the proposed Project. **(Draft EIR, pp. 6-20, Table 6-2).**

Population and Housing. The Project site would be comprised of e-commerce/high cube warehouse facility and commercial uses and therefore would have an indirect impact on population. Because this Alternative would include smaller sized warehouses than the Project, it is anticipated that the demand for employees would be less. It is anticipated that most employees would come from within the City and surrounding areas, resulting in a demand for new workers potentially needing housing within the City. Therefore, this Alternative would have slightly less impacts to population and housing than the Project. **(Draft EIR, pp. 6-20, Table 6-2).**

Public Services. Both the Reduced Building Intensity Alternative and the proposed Project would require additional public service needs, although the Reduced Building Intensity Alternative would require approximately 15 percent less public service needs when compared to the proposed Project given the reduction in size. When compared to the proposed Project, this Alternative would result in fewer public service impacts related impacts than the proposed Project; however, it is anticipated these reductions would be nominal. **(Draft EIR, pp. 6-20, Table 6-2).**

Recreation. Neither the Reduced Building Intensity Alternative nor the proposed Project would increase the use of existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated nor include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The Project would include approximately 30 acres of designated Open Space, allowing for further recreational development within the City. The Reduced Building Intensity Alternative would result in a 383,619-square foot reduction in e-commerce/high cube warehouse facility space which could lead to a proportional increase in open space under Alternative 2. Therefore, the Reduced Building Intensity Alternative would result in a reduced impact. **(Draft EIR, pp. 6-20 – 6-21, Table 6-2).**

Transportation. Development of the Reduced Building Intensity Alternative would involve the development of a smaller e-commerce/high cube warehouse facility buildings which would utilize a smaller portion of the Project site for e-commerce/high cube warehouse facility uses. With the smaller size, this Alternative would likely have a lesser usage intensity than the Project. The number of dock doors would be reduced and the number of employees less under this Alternative. The Reduced Building Intensity Alternative e-commerce/high cube warehouse facility uses would be approximately 15 percent less than the Project. It is anticipated that a 15 percent reduction of projected employment would occur with this Alternative. VMT impacts associated with the proposed Project were found to be significant and unavoidable. While the Reduced Building Intensity Alternative e-commerce/high cube warehouse facility buildings would be 15 percent smaller, it is anticipated that this Alternative would still exceed City VMT thresholds and realize a significant and unavoidable impact. Therefore, development of this Alternative would result in a similar impact. **(Draft EIR, pp. 6-21, Table 6-2).**

Utilities and Service Systems. Both the Reduced Building Intensity Alternative and the proposed Project would require additional utilities and service systems needs, although the Reduced Building Intensity Alternative would require approximately 15 percent less utility needs when compared to the proposed Project given the reduction in size. When compared to the proposed Project, this Alternative would result in fewer utility and service system impacts related impacts than the proposed Project; however, it is anticipated these reductions would be nominal. **(Draft EIR, pp. 6-15, Table 6-2).**

Wildfire. Under the Reduced Building Intensity Alternative, the development of the Project site would occur similar to the Project, but e-commerce/high cube warehouse facility use would be reduced 15 percent. Development in the Project area includes roadways, residential, and commercial, and well as planned industrial development to the north. The Project site is not within a Very High FHSZ zone nor is it located in a SRA. The Project site is within a LRA zone. Since the Project is within an LRA zone, provision of fire protection services would continue under contract to the RCFD. The warehouse structures would be predominantly concrete which is not typically susceptible to fire. Specifically, the warehouses would be built consistent with the California Building Code requiring new buildings to use ignition-resistant construction methods and materials as well as have a fire suppression system.

Neither this Alternative nor the Project would interfere with any emergency plan or evacuation plan. This Alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the Project nor this Alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, Alternative 2 would be environmentally equivalent to the Project regarding wildfire. **(Draft EIR, pp. 6-16, Table 6-2).**

Environmentally Superior Alternative.

Based on the summary of information presented in **Table 6-2, Comparison of Project Alternatives Environmental Impacts with the Project**, the environmentally superior Alternative is Alternative 2: Reduced Building Intensity. Because Alternative 2 would reduce the e-commerce/high cube warehouse facility development footprint by 15 percent, this Alternative has fewer environmental impacts than the proposed Project or any of the other alternatives.

Section 15126.6(e)(2) of the State CEQA Guidelines states that if the “No Project” alternative is found to be environmentally superior, “the EIR shall also identify an environmentally superior alternative among the other alternatives”. The No Project/Existing Specific Plan Alternative was not found to be environmentally superior. However, while the Reduced Building Intensity Alternative is the environmentally superior alternative, it is not capable of meeting most of the basic objectives of the Project.

6.0 STATEMENT OF OVERRIDING CONSIDERATIONS

6.1 INTRODUCTION

The California Environmental Quality Act (CEQA) and the CEQA Guidelines provide in part the following:

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

The City Council, having reviewed and considered the information contained in the Final EIR for the Project, Responses to Comments and the public record, adopts the following Statement of Overriding Considerations that have been balanced against the unavoidable adverse impacts in reaching a decision on this Project.

6.2 OVERRIDING CONSIDERATIONS

To the extent that the significant effects of the Project are not avoided or substantially lessened to below a level of significance, the City Council, having reviewed and considered the information contained in the Beaumont Summit Station Specific Plan EIR and the public record, and having balanced the benefits of the Project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in view of the following overriding considerations. The City Council finds that any one of these project benefits standing alone would be sufficient to sustain the Statement of Overriding Considerations:

1. All feasible mitigation measures have been imposed to lessen project impacts to less than significant levels; and furthermore, that alternatives to the Project are infeasible because while they have similar or less environmental impacts, they do not provide the benefits of the

Project, or are otherwise socially or economically infeasible when compared to the Project, as described in the Statement of Facts and Findings.

2. The Project is consistent with and will contribute to achieving the goals and objectives established by the General Plan. Implementing the City's General Plan as a policy is a legal and social prerogative of the City.
3. Approval of the Project will create maximum employment-generating opportunities for citizens of Beaumont and surrounding communities. Development and construction of the site will create both temporary on-site jobs as well as indirectly support local and regional jobs. Additionally, construction spending will create a one-time stimulus to the local and regional economics.
4. Approval of the Project will contribute towards maximizing employment opportunities within the City to improve the jobs-housing balance and to reduce systemic unemployment within the City. The Project will attract businesses that can expedite the delivery of essential goods to consumers and businesses in Beaumont and beyond the City boundary.
5. Approval of the Project will create approximately 4010 new jobs.
6. Approval of the Project will enhance the fiscal performance of the City and help stabilize the City's fiscal health.
7. Approval of the Project will result in improved infrastructure to keep pace with development, and will enhance the quality of life for the City's residents by linking land use, transportation and infrastructure development.
8. Approval of the Project will ensure a high level of public safety to protect the personal safety and welfare of people who live, work and visit the City from crime, pollution, disasters and other threats and emergencies.

Although significant impacts will remain, the City will mitigate any significant adverse impacts to air quality, greenhouse gas emissions, cumulative traffic noise and transportation to the maximum extent practicable. In its decision to approve the Project, the City Council has considered the Project benefits to outweigh the environmental impacts.

7.0 CERTIFICATION OF THE FINAL EIR

7.1 FINDINGS

The City Council certifies that the Revised Final EIR was prepared in compliance with CEQA and the CEQA Guidelines and that the City Council has complied with CEQA's procedural and substantive requirements.

The City Council further certifies that it has reviewed and considered the EIR in evaluation the Project and that the EIR reflects the independent judgment and analysis of the City Council. The City Council further finds that no new significant information as defined by CEQA Guidelines Section 15088.5, has been received by the City Council after the circulation of the Draft EIR that would require further recirculation.

Accordingly, the City Council certifies the Final EIR for the Beaumont Summit Station Specific Plan.

As the decision-making body for approval, the City Council has reviewed and considered the information contained in the Findings and supporting documentation. The City Council determines that the Findings contain a complete and accurate reporting of the unavoidable impacts and benefits of the Project as detailed in the Statement of Overriding Considerations.

7.2 SIGNIFICANT UNAVOIDABLE IMPACTS

The Project will have significant adverse impacts even following adoption of all feasible mitigation measures which are required by the City Council. The following significant environmental impacts have been identified in the Final EIR and will require mitigation but cannot be mitigated to a level of insignificance:

Air Quality

The Project would result in the following significant and unavoidable air quality impacts, despite the implementation of all feasible mitigation measures: (1) conflict with or obstruct implementation of the applicable air quality plan, due to operational ROG and NO_x emissions; (2) result in a cumulatively considerable net increase in a criteria pollutant for which the region is non-attainment, due to operational ROG and NO_x emissions; and (3) result in cumulative air quality impacts, as a result of operational ROG and NO_x emissions.

Greenhouse Gas Emissions

The Project would result in the following significant and unavoidable greenhouse gas (GHG) emissions impacts, despite the implementation of all feasible mitigation measures: (1) generation of 33,940 MTCO_{2e} per year (mitigated) of GHG emissions that could have a significant impact on the environment; (2) conflict with an applicable plan, policy, or regulation of an agency, adopted for the purpose of reducing GHG emissions, as a result of total emissions; and (3) the Project would result in a potentially significant cumulative GHG impact.

Noise (Cumulative)

Noise impacts would be less than significant with the exception of cumulative off-site traffic noise along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue). Cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity. Noise levels along the affected segments of Cherry Valley Boulevard would be Conditionally Acceptable. However, mitigation was determined to be infeasible to reduce mobile traffic noise to Normally Acceptable levels in accordance with the Land Use Compatibility standards.

Transportation

The Project would result in the following significant and unavoidable impact, despite the implementation of all feasible mitigation measures: (1) the Project would exceed the City's Vehicles Miles Traveled (VMT) thresholds of 8.9 VMT per Employee and 30.4 VMT per service population. The former threshold would

be exceeded by 6.4 VMT and second by 12.1 VMT. A cumulatively considerable transportation impact would also occur.

Details of these significant unavoidable adverse impacts were discussed in the Final EIR and are summarized, or were otherwise provided in Section 5.3, *Environmental Effects Which Remain Significant and Unavoidable After Mitigation and Findings*, in the Statement of Facts and Findings.

The City Council has eliminated or substantially reduced environmental impacts where feasible as described in the Findings, and the City Council determines that the remaining unavoidable significant adverse impacts are acceptable due to the reasons set forth in the Statement of Overriding Considerations (See Section 6.0).

CONCLUSIONS

1. Except as to those impacts stated above relating to air quality, greenhouse gases and transportation, all other significant environmental impacts from the implementation of the Project have been identified in the EIR and, with implementation of the mitigation measures identified, will be mitigated to a level of insignificance.
2. Alternatives to the Project, which could potentially achieve the basic objectives of the Project, have been considered and rejected in favor of the Project.
3. Environmental, economic, social, and other considerations and benefits derived from the development of the Project override and make infeasible any alternatives to the Project or further mitigation measures beyond those incorporated into the Project.

8.0 ADOPTION OF MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to *Public Resources Code* Section 21081.6, the City Council hereby adopts, as conditions of approval of the Project, the Mitigation Monitoring and Reporting Plan (MMRP) provided as Resolution Exhibit [REDACTED]. In the event of any inconsistencies between the mitigation measures set forth herein and the attached MMRP, the MMRP shall control, except to the extent that a mitigation measure contained herein is inadvertently omitted from the MMRP, in which case such mitigation measure shall be deemed as if it were included in the MMRP.

BEAUMONT

Summit Station Specific Plan

DRAFT | JUNE 2022



Beaumont Summit Station Specific Plan

Draft June 2022

Prepared For:

City of Beaumont

Applicant

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1.0 INTRODUCTION

This section of the Beaumont Summit Station (Summit Station) Specific Plan describes the location of the Project and existing uses, identifies project objectives, and outlines the organization of the Plan.

1.1 Location

The Specific Plan area is generally located northeast of Interstate 10 (I-10), in the extreme northern portion of the City of Beaumont in Riverside County.

The site is more specifically located south of Cherry Valley Boulevard and north of Brookside Avenue.

Figure 1-1, Location Map depicts the location of the proposed Project within the region and the City of Beaumont.

1.2 Specific Plan Area

The Summit Station Specific Plan area is approximately 188 gross acres of undeveloped land, comprised of Planning Areas 1–11 of the previously approved Sunny-Cal Specific Plan. **Figure 1-2, Specific Plan Area** illustrates the Specific Plan area.

Annexation. The original Sunny-Cal Specific Plan identified the entire Specific Plan area to be included within the City's Sphere of Influence (SOI) and annexed into the City. The property, without the portion of prior Planning Area 3 (panhandle), was incorporated into the City's SOI and annexed into the City of Beaumont in 2017. Annexation into the Beaumont-Cherry Valley Water District (BCVWD) occurred at the same time. The panhandle portion of prior Planning Area 3 was not annexed or included in Beaumont's SOI; thus, it

remains in County of Riverside jurisdiction and has been eliminated from this Specific Plan.

1.3 Specific Plan Summary

The Summit Station Specific Plan is a standalone specific plan document intended to replace the Sunny-Cal Specific Plan, which was approved in 2007 but never implemented.

The Sunny-Cal Specific Plan is approximately 200 acres in size. The land uses included three residential planning areas approved for up to 560 low density residential units and a series of open space and park areas. The park areas were designed in support of the planned residential uses. The open space preserved an area of steep slope and a drainage course. As part of the Summit Station Specific Plan, the residential uses will be replaced with a commerce center and a 10.9-acre commercial area.

The Summit Station Specific Plan further reduces the size of the Specific Plan area, eliminating the "panhandle" portion of original Planning Area 3, as that property was never annexed and is outside of the City's SOI. The resulting Specific Plan area is approximately 188 gross acres.

Figure 1-3, Specific Plan (Existing and Proposed) illustrates the original Specific Plan land use with the amended boundary and land uses.

Table 1-1, Existing and Proposed Land Use, summarizes the changes to the approved Specific Plan.



Figure 1-1 Location Map



Figure 1-2 Specific Plan Area

1.0 | INTRODUCTION

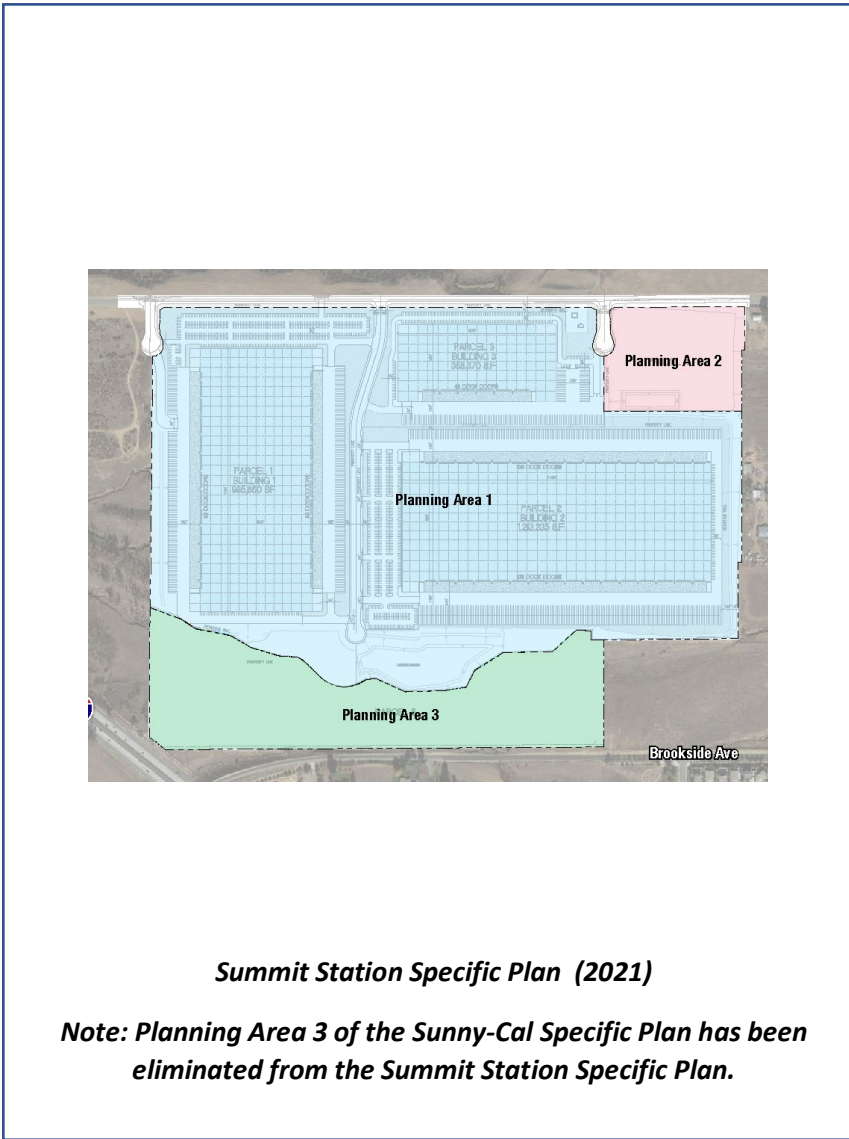
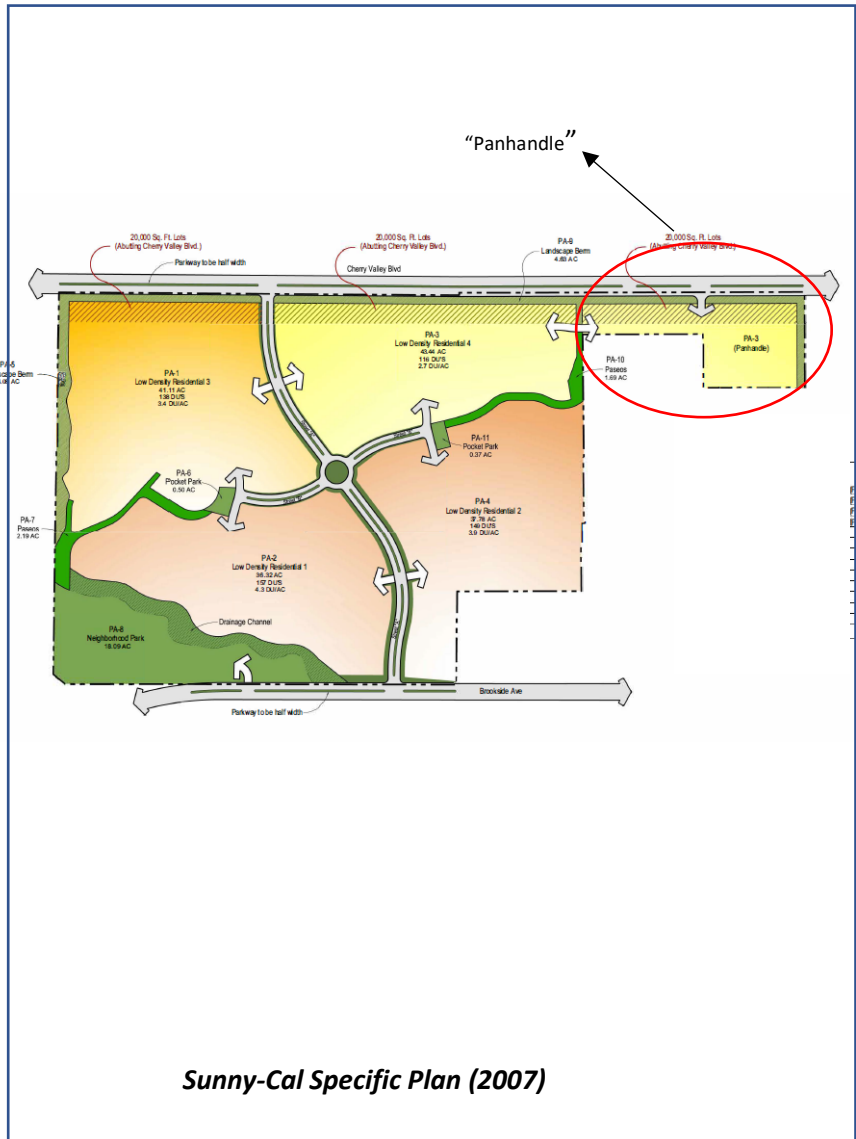
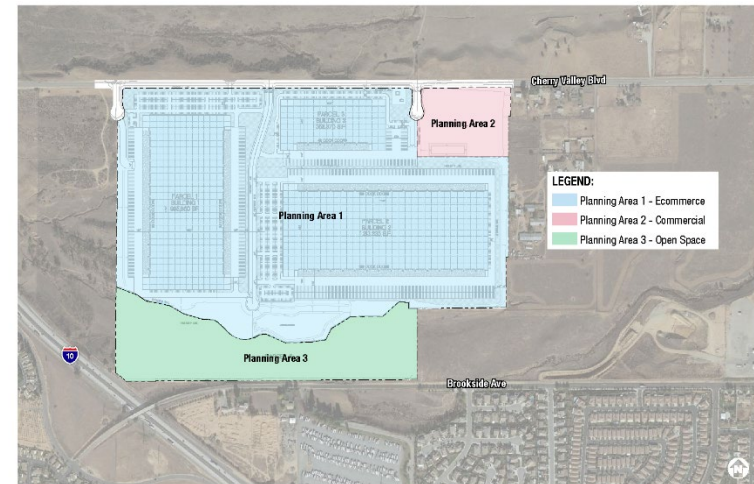


Figure 1-3 Specific Plan (Existing and Proposed)

Land Use	Sunny-Cal Specific Plan (2007)		Summit Station Specific Plan (2021)	
	Low Density Residential	158.65 ac	560 du	--
E-Commerce Center				
E-Commerce	--	--	139.8 ac	2,507,465 sf
Office				50,000 sf
Commercial				
Hotel (220 Keys)	--	--	10.9 ac	100,000 sf
Retail				25,000 sf
Restaurant				25,000 sf
Open Space				
Park/Trail		21.15 ac		0 ac
Buffer/Open Space		8.71 ac		30.6 ac
Road		9.8 ac		6.7 ac
Total (gross)		200 ac		188 ac

Note: Land use acreages are net of roads and rounded



1.4 Background and History

1.4.1 Existing Uses and Site Conditions

The property is comprised of the former Sunny-Cal Egg and Poultry Ranch; remaining uses include cement pads, several structures, and vacant property. Site topography slopes towards the southwest. A jurisdictional waterway with a sharply incised channel crosses the southern portion of the site in a southeast to northwest direction.

1.4.2 Surrounding Uses

Surrounding land uses include the following:

North: Cherry Valley Boulevard with planned industrial uses zoned Industrial (I-P) and Danny Thomas Ranch beyond in the County of Riverside.

South: Brookside Avenue and property zoned for neighborhood commercial and single family residential uses beyond.

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East: Scattered single-family residences zoned Agriculture (A-1-1) and residential (R-A-1) in the County of Riverside

West: Vacant property zoned for Residential (R-A-1) and Commercial (C-P-S) in the County of Riverside.

1.4.3 Regional Setting

The San Gorgonio Pass area is located between the Coachella, San Jacinto, and Moreno Valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench.

The San Gorgonio Pass is a desirable area in which to live, work, and enjoy recreation. E-commerce uses are in high demand, made more so by the recent public health crisis in 2020. Such uses are planned locally, including the Gateway Logistics project north of the site across Cherry Valley Boulevard in the County of Riverside. The project's location near I-10 makes e-commerce a logical land use for the area.

1.4.4 Specific Plan/Property History

The Specific Plan area is comprised of the former Sunny-Cal Egg and Poultry Ranch, which operated from 1964 to 2005. The owners of the poultry ranch desired to transition the property to residential uses under a proposed specific plan: Sunny-Cal Specific Plan.

On September 26, 2006, the City of Beaumont (City) Planning Commission (Commission) held a public hearing on the Sunny-Cal Specific Plan, North Brookside Community Plan, Sphere of Influence Amendment, and Annexation to the City of Beaumont. After the conclusion of the public testimony, the Commission closed the public hearing and continued the Project to November 14, 2006, at which time the Commission requested refinements to the Sunny-Cal

Specific Plan and took action to recommend City Council approval of the Project.

On July 17, 2007, the Beaumont City Council held a public hearing on the Project. At the conclusion of the public testimony, the City Council closed the public hearing and after consideration of the Project requested elimination of the North Brookside Community Plan component of the Project and a revision to the Sphere of Influence Amendment to include only that territory within the boundaries of the Sunny-Cal Specific Plan area. The approved 2007 Sunny-Cal Specific Plan document incorporated the City Council's direction.

The Specific Plan was accompanied by an Environmental Impact Report (EIR) which was certified in August 2007; the Final EIR provided California Environmental Quality Act (CEQA) clearance for the Sunny-Cal Specific Plan, General Plan Amendment, pre-zoning, and annexation. The Final EIR was challenged in 2007 and was upheld by the California Court of Appeals in 2010.

In 2017, the majority of the Sunny-Cal property was annexed into the City and the Beaumont-Cherry Valley Water District. The annexed portions constitute the entire Beaumont Summit Station Specific Plan area.

1.5 Planning Context and Background

1.5.1 Purpose and Intent

Specific plans are a mechanism to ensure that projects develop in an organized and a cohesive manner. Specific plans incorporate a development framework for detailed land use, circulation, infrastructure including drainage, sewer, and water facilities, and urban design and landscape plans. A comprehensive set of design

guidelines and development regulations are included to guide and regulate site planning, landscape, and architectural character within the Specific Plan area ensuring that excellence in design is achieved during project development. The Summit Station Specific Plan establishes the procedures and requirements to approve new development within the Project site.

1.5.2 Authority

A “specific plan” is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency’s General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan.

The Summit Station Specific Plan implements the goals and policies of the City of Beaumont General Plan, as amended; serves as an extension of the General Plan; and, can be used as both a policy and a regulatory document. The purpose of this Specific Plan is to implement the vision laid out in the Project objectives by providing development standards, and design guidelines to direct future development within the Specific Plan area.

The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- *The distribution, location, and intent of the uses, including open space, within the area covered by the plan.*
- *The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.*
- *Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.*
- *A program of implementation measures including programs, public works projects, and financing measures.*
- *The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*

The Summit Station Specific Plan, which replaces the Sunny-Cal Specific Plan, contains all components required by State law, as well as other components, design concepts, guidelines, and standards required by the City. Many issues were examined and considered during the preparation of the Specific Plan, including City General Plan goals (Section 6), compatibility with surrounding development, engineering feasibility, and market acceptance.

The Specific Plan will establish the type, location, intensity, and character of development as well as identify the infrastructure needed to serve such development. The Specific Plan proposes land uses responsive to the physical constraints and environmental

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sensitivities of the site, coordinates land use transitions and buffers, and provides guidelines for grading, circulation, and drainage. Flexibility in specific design is intended to be left for the ultimate project designer(s) and decision-makers at the tentative map, plot plan, and design review stage.

1.6 Objectives

In order to promote a high quality development, as well as the functional integrity, economic viability, environmental sensitivity, and positive aesthetic impact of the Project, specific planning and development objectives for the Specific Plan were identified. The Specific Plan includes the following Objectives:

1. Provide a comprehensive land use plan that designates the distribution, location, and extent of land uses.
2. Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.
3. Develop a state-of-the-art e-commerce center with complementary commercial uses that take advantage of existing and planned infrastructure, is feasible to construct, is economically competitive with, and in the general vicinity of similar e-commerce center uses.
4. Develop and operate a large format e-commerce center that is in close proximity to the I-10 to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.
5. Facilitate the development of underutilized land currently planned for residential uses with uses that maximize the use of the site as a large format e-commerce center consisting of one or more buildings with total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000 square feet of mixed commercial uses responding to market demand.
6. Provide a system of infrastructure that includes public and private transportation, sewer, water, drainage, solid waste disposal, and other essential facilities to serve the needs of the Project.
7. Provide access patterns that minimize traffic conflicts.
8. Develop project identity through the identification of project design elements such as architecture, landscaping, walls, fencing, signage, and entry treatments
9. Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.
10. Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, and expansion of the tax base.
11. Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.
12. Provide and plan that incorporates appropriate buffers with the surrounding development through the use of landscaped setbacks and expanded parkways along Cherry Valley Boulevard and Brookside Avenue.

1.7 Approvals Required

1.7.1 Actions and Entitlements

Initial actions to implement the proposed commerce land uses include the following:

- **California Environmental Quality Act.** This Specific Plan is considered a “project” under the California Environmental Quality Act (CEQA). CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. To document the potential significant impacts an EIR will be prepared for the Summit Station Specific Plan and must be certified by the City prior to adoption of this Specific Plan or any other project entitlements. Subsequent development within the Specific Plan boundaries deemed consistent with Specific Plan standards will not require further environmental review except as specified in the Development Regulations section of this document (Section 3). The City of Beaumont is the lead agency responsible for certification of the Specific Plan EIR.
- **General Plan Amendment.** Approval of a General Plan Amendment from the existing designation of Single-family Residential to Industrial, General Commercial, and Open Space.
- **Adoption of the Summit Station Specific Plan.** Adoption of this Specific Plan is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes.

- **Approval of a Tentative Parcel Map.** The Specific Plan area is comprised of several parcels. The Project will include a Tentative Parcel Map to create five legal development parcels, dedicate rights-of-way if required by the City, and identify required utility easements.
- **Approval of a Plot Plan/Site Plan.** Three separate Plot Plans for the Project, consisting of an e-commerce project with three proposed structures, parking, landscaping, drainage facilities, and new and driveways. A separate Plot Plan/Site Plan will be required for each building area within the Specific Plan.
- **Final Map review and approval (City).** Following entitlement, the Project will be required to receive approval of a Final Map in order to complete the subdivision process. This is a separate process and not required for entitlement.
- **Statutory Development Agreement.** A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., may be processed concurrently with or subsequent to the approval of this Specific Plan.

Ministerial actions that follow the initial approvals include the following:

- Grading Plans/Permits
- Improvement Plans
- Jurisdictional Permits (if required by agencies)

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1.7.2 Additional Discretionary Approvals

Various land use permits (Plot Plans, Conditional Use Permits, Sign Programs, Minor Changes, and Variances) will be submitted to the City for review and approval as they occur.

All applications must comply with the approved Specific Plan. If the Specific Plan is silent on an issue, the City's Development Code shall prevail. However, if the Specific Plan conflicts with the City's Development Code then the Specific Plan shall prevail.

1.8 Relationship to General Plan and Zoning

1.8.1 General Plan

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457) permits adoption and administration of specific plans as an implementation tool for the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan.

The Summit Station Specific Plan has been prepared in conformance with the goals and policies of the City of Beaumont General Plan as amended, in providing e-commerce and commercial uses on an underutilized property, creating new employment opportunities, and providing regulations that support the success of an employment area of the City. The policy analysis in Appendix B describes the manner in which the Summit Station Specific Plan complies with the General Plan policies applicable to the Project.

1.8.2 Zoning

The zoning for the property is "Specific Plan." This designation would not change. The approval of the Summit Station Specific Plan would amend and replace the existing Specific Plan for the property to allow

the development of approximately 2,707,465 square feet of mixed commercial, e-commerce, and office uses, as well as approximately 30.6 net acres of passive open space.

When adopted by ordinance, the Specific Plan Amendment will become the zoning for all uses within the Specific Plan area. Where conflicts occur between the Municipal Code and the Specific Plan, the Specific Plan would prevail. Where standards are not included in the Specific Plan, the underlying code provisions would apply.

1.9 Specific Plan Organization

Section 1 – Introduction

This section explains the purpose of the Specific Plan; local and regional context and setting; background; authority to prepare; relationship to existing plans and policies; and organization of the Specific Plan.

Section 2 – Development Plan

This section explains the conceptual land use plan for the Specific Plan area and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer, grading, and public services plans are also described.

Section 3 – Planning Areas and Development Standards

This section explains the development standards for the land uses established in the Development Plan, including the standards for allowable uses, setbacks, parking, and signage, as well as definition of the three Planning Areas.

Section 4 – Design Guidelines

This section explains design concepts and establishes design guidelines for development in the Specific Plan area and illustrates the landscape elements of the Project.

Section 5 – Administration and Implementation

This section discusses the development review procedures by the City of Beaumont and other relevant permitting agencies, applicable to the Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, substantial conformance findings, and phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

The illustrative examples included in this Specific Plan, including graphic illustrations, renderings, and photos, are illustrative, including with respect to number of buildings, building location and orientation, and alignment of streets or drive aisles.

Unless otherwise specified, all graphic illustrations and photos shall be interpreted as one possible design and shall not be considered definitive.

2.0 | DEVELOPMENT PLAN

2.0 DEVELOPMENT PLAN

This section explains the conceptual land use plan for the Beaumont Summit Station (Summit Station) Specific Plan area and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer, grading, and public services plans are also described.

2.1 Land Use Plan

The purpose of the Summit Station Specific Plan is to direct the development of the property through a land use plan, development regulations and design guidelines. The Specific Plan provides development regulations and design guidelines for the developer(s) and the City of Beaumont (City) by identifying development criteria for the Specific Plan and providing for development plans with descriptive text and exhibits that establish the basis for the overall master development of the Specific Plan area.

The components addressed in this section are further defined for each Planning Area through the development regulations contained in **Section 3.0 - Planning Areas and Development Standards**.

The development plan has been derived from studies prepared by civil engineers, traffic engineers, land planners, landscape architects, and other consultants. Consultation with City staff has guided the content and character of this development plan.

The Specific Plan encompasses approximately 188 gross acres and allows up to 2,707,465 square feet of mixed commercial, e-commerce, and office uses and approximately 30.6 net acres of passive open space (see **Figure 2-1, Conceptual Land Use Plan and Table 2-1, Land Use**).

Figure 2-1, Conceptual Land Use Plan, and Figure 2-2, Conceptual Site Plan, provide the overall vision for the Project and guide the development of the anticipated e-commerce and flexible commercial uses.

Table 2-1 Land Use			
Planning Area	Land Use	Acreage (net)	Square Footage
Planning Area 1	E-Commerce Center	139.9 ac	2,507,465 sf
	E-commerce Office		
Planning Area 2	Commercial	10.9 ac	100,000 sf
	Hotel (220 keys)		
	General Retail Food Uses		
Planning Area 3	Open Space	30.6 ac	0
Circulation	Road	6.7 ac	--
Total (gross)		188 ac	2,707,465 sf

The conceptual Site Plan, shown in **Figure 2-2, Conceptual Site Plan**, is an illustration of the potential configuration of the Specific Plan area, taking the square footage in **Table 2-1** into consideration. The final site plan presented for entitlement approval by the City may differ based on final design; however, the square footages outlined in **Table 2-1** above shall not be exceeded.

In order to ensure the orderly development of the Specific Plan, land use development standards have been created. These specific standards, discussed in **Section 3.0, Planning Areas and Development Standards**, will assist in accommodating the proposed development and provide adequate transitions to neighboring land uses.

2.0 | DEVELOPMENT PLAN

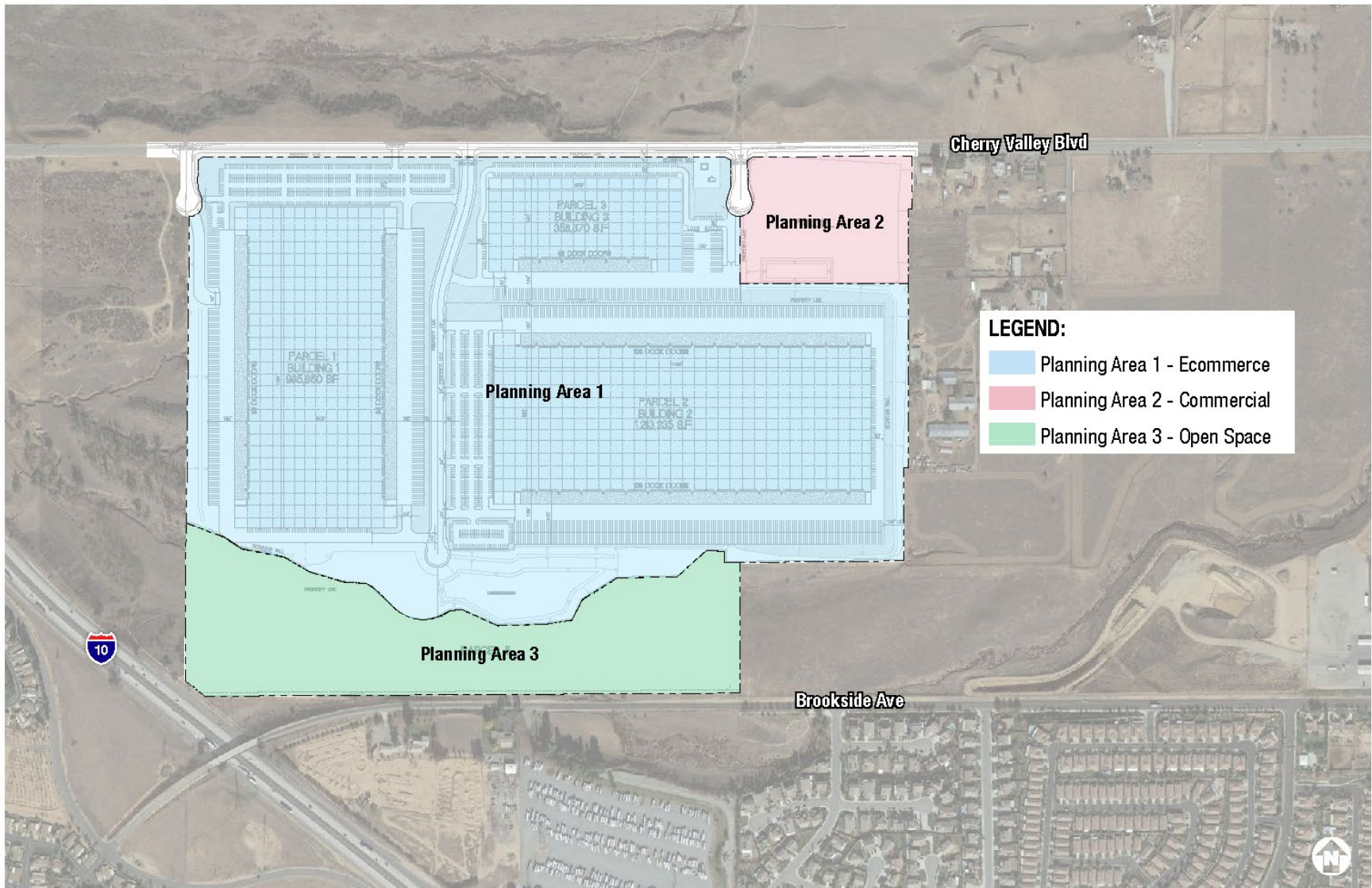
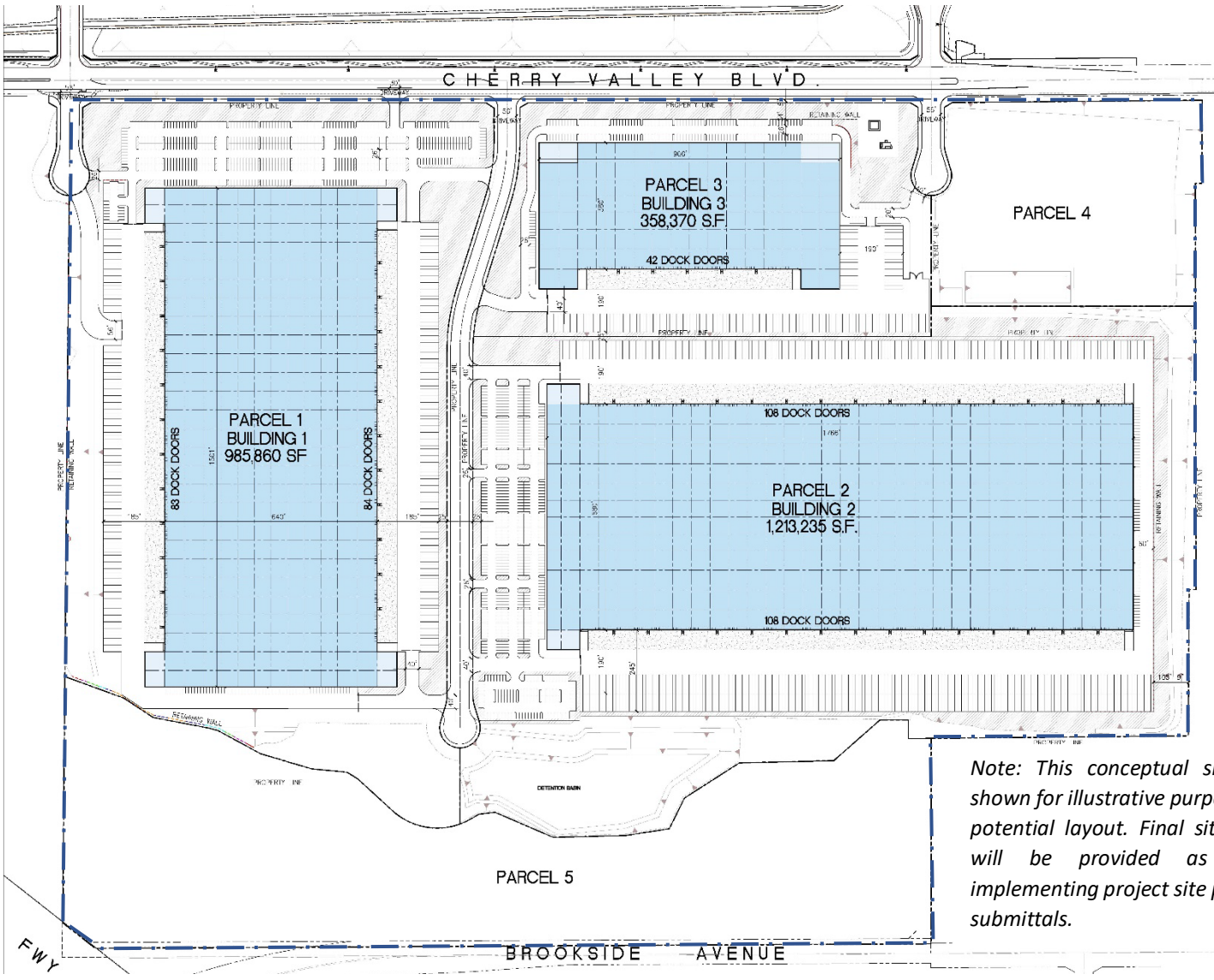


Figure 2-1 Conceptual Land Use Plan

Note: Underlying site plan is shown for reference purposes as one potential layout. Final site planning will be provided as part of implementing project site plan review submittals.



Note: This conceptual site plan is shown for illustrative purposes as one potential layout. Final site planning will be provided as part of implementing project site plan review submittals.

Source: HPA Architecture

Figure 2-2 Conceptual Site Plan

2.0 | DEVELOPMENT PLAN

In addition to the specific standards outlined in **Section 3.0**, project-wide development standards for the Specific Plan have been prepared to complement the standards for each individual Planning Area. These are identified as *General Provisions* in Section 3.

The Specific Plan land use is broken into three Planning Areas, as outlined below.

2.1.1 E-Commerce – Planning Area 1

The majority of the Specific Plan area is comprised of e-commerce uses, which may include light industrial buildings, research and development, warehousing and distribution, fulfillment, and showroom space. The e-commerce planning area comprises approximately 139.8 net acres, approximately 74 percent of the site.

2.1.2 Commercial – Planning Area 2

Commercial uses within the Specific Plan area will be flexible depending on market conditions and may contain a variety of commercial uses, including an assumption of hotel, general retail, and food service uses.

The Commercial Planning area comprises approximately 10.9 net acres, or approximately 6 percent of the site.

Planning Area 2 is planned to accommodate flexible commercial uses. Additional information on permitted uses is provided in the Development Regulations section.

The Commercial land use is located along the Cherry Valley Boulevard frontage and will provide the “face” of the Specific Plan area at Project buildout. Because of its visibility, architectural design will reflect a commercial design character rather than the style of the E-commerce Planning Area 1, as further discussed in Section 4.5.

2.1.3 Open Space – Planning Area 3

Planning Area 3 is approximately 30.6 net acres and contains slopes and a natural drainage feature which cross the Planning Area in a southeast to northwest direction. The Planning Area represents the majority of the Specific Plan area’s frontage adjacent to Brookside Avenue. The drainage has been avoided by the land use plan through its placement in a natural open space area.

2.2 Circulation

Vehicular circulation is comprised of two components: peripheral public roadways and internal public drives. The Circulation Plan provides standards and guidelines that ensure the safe and efficient movement of people and vehicles into and through the Specific Plan area, addressing light trucks and passenger vehicles, heavy trucks, public transit, and non-vehicular circulation (pedestrians and bicycles). All on-site roadways are anticipated to be constructed at once with no separate phasing or triggers required.

2.2.1 Existing Circulation

Regional Circulation

Interstate 10 (I-10) provides regional access to the Specific Plan area via Cherry Valley Boulevard. I-10 is adjacent to Planning Area 3 (the natural Open Space Planning Area) of the Specific Plan. This east-west-oriented freeway provides access between Redlands and San Bernardino to the northwest, and Beaumont and the Coachella Valley to the southeast. There will be no direct access to I-10 from the Specific Plan area. Access ramps exist from Cherry Valley Boulevard to the west of the Specific Plan area and at Oak Valley Parkway to the south. **Figure 2-3, Circulation Plan** establishes the hierarchy and general location of roadways within the Commerce Center.

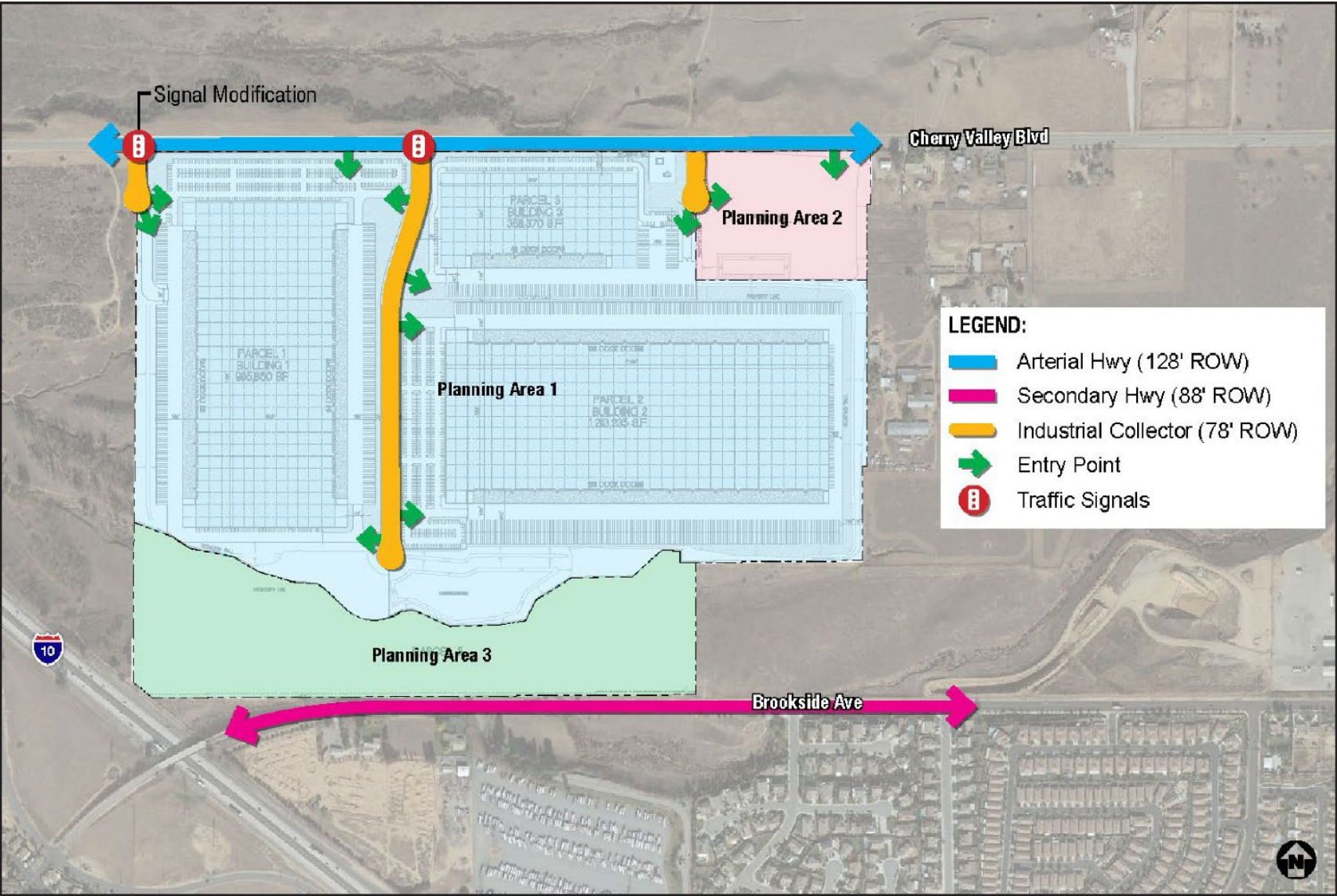


Figure 2-3 Conceptual Circulation Plan

2.0 | DEVELOPMENT PLAN

A traffic study prepared as part of the Specific Plan EIR has identified the need for additional rights-of-way at critical intersections to accommodate turn movements. The developer shall be responsible for those improvements as determined by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or Conditions of Approval established for the Project's tentative map. The City's Development Impact Fees and/or fair share contributions may also finance project-related improvements.

As identified in the Traffic Impact Assessment (TIA) for the project, the following recommended improvements are identified at the intersections shown below.

#1 – I-10 EB Ramps at Cherry Valley Boulevard

- Install a traffic signal
- Add a westbound left-turn lane
- Add an eastbound right-turn lane
- Add a southbound right-turn lane

#2 – I-10 WB Ramps at Cherry Valley Boulevard

- Install a traffic signal
- Add a northbound left-turn lane
- Add an eastbound left-turn lane
- Add a westbound right-turn lane

#3 – Calimesa Boulevard at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

#4 – Hannon Road at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

#5 – Union Street at Cherry Valley Boulevard

- Add a 2nd eastbound through lane

- Add a 2nd westbound through lane
- Install a traffic signal

#6 – Nancy Avenue at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Add a dedicated eastbound right-turn lane

#11 – Beaumont Avenue at Brookside Avenue

- Add EB right-turn overlap phase
- Add WB right-turn lane
- Add WB right-turn overlap phase
- Traffic Signal relocation and modification

#12 – Desert Lawn Drive at Oak Valley Parkway

- Add a 2nd eastbound through lane

#13 – I-10 EB Ramps at Oak Valley Parkway

- Add a 2nd southbound left-turn lane
- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane

#14 – I-10 WB Ramps at Oak Valley Parkway

- Add a northbound left-turn lane
- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane

#15 – Oak View Drive at Oak Valley Parkway

- Add a 2nd eastbound through lane
- Modify southbound right-turn lane to free right-turn lane
- Traffic Signal relocation and modification

Local Circulation

Local access is provided to the property via Cherry Valley Boulevard, along the Specific Plan area's northern boundary. No roadways are present within the Specific Plan area. The Specific Plan area is bordered by two public roadways: Cherry Valley Boulevard and Brookside Avenue.

Cherry Valley Boulevard

Cherry Valley Boulevard is designated in the County General Plan as an Arterial Highway with a right-of-way of 128 feet, 4 travel lanes, and a raised landscaped median. This road runs in an east to west direction from I-10 to Beaumont Avenue.

The San Gorgonio Crossing project to the north of the Specific Plan area in the County of Riverside will make half-width improvements to Cherry Valley Boulevard and construct the median (see **Figure 2-4, Cross Sections**) as part of a planned logistics project.

Brookside Avenue

Brookside Avenue is designated as a Secondary Street in the City's General Plan Roadway Classification section. Secondary streets have a right-of-way of 88 feet with 4 travel lanes, 3-foot curb-adjacent parkways, 6-foot sidewalks, and 3-foot ROW adjacent parkways. Eight-foot Class II (on-street) bike lanes are identified on both sides of the roadway section.

Class II Bike Lane: An on-street bike lane that uses painted stripes, stencils, and signs to delineate the right-of-way assigned to bicyclists and motorists.

Transit

There are no existing public transit stops in the vicinity of the Specific Plan area. Community Services may request a future transit stop in coordination with the local transit agency. The Pass Transit System provided by the City includes Routes 3, 4, 7, and 9 which are within approximately two miles of the Specific Plan area. As the Project develops, the Pass Transit System may assess the potential demand for these facilities in the area and may establish new or extended routes in the area¹. Coordination with the Pass Transit System will be

¹ San Gorgonio Crossing EIR

required as the Project builds out to determine the need for future bus turnouts along Cherry Valley Boulevard.

Site Access and Internal Circulation

Access to the Specific Plan area is proposed in several locations along Cherry Valley Boulevard as shown of **Figure 2-3, Conceptual Circulation Plan**. Three public access roadways are planned, using an Industrial Collector standard.

Private drive aisles with parking are proposed to connect individual buildings within the Specific Plan area. Drive aisles will be located and sized at the time of design review, based on City Code and fire lane requirements.

Internal access and circulation will be based on a shared access easement shown on a final parcel map or an agreement or covenant recorded prior to building permit issuance. An existing right-of-way on the property's western edge will be vacated as part of the subdivision map process.

2.2.2 Proposed Circulation Plan

Cherry Valley Boulevard

Project-related improvements to Cherry Valley Boulevard include the following:

- Construction along the Project frontage to its ultimate half width as an Arterial Highway (128-foot right-of-way). A raised median will be constructed by the San Gorgonio Crossing project to the north (see **Figure 2-4, Cross Sections**).

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Depending on timing of adjacent improvements, the project may be required to construct the median.

- Construction of three public (Industrial Collector) entries, one driveway entrance on the western side of Planning Area 1, one driveway entrance midway through Planning Area 1, and one driveway entrance at Planning Area 2 (Commercial).
- New and modified traffic signals in two locations (see **Figure 2-3, Conceptual Circulation Plan**):
 - West Project Driveway
 - A signal modification to provide a four-legged traffic signal (future traffic signal to be installed by adjacent development).
 - Middle Project Driveway
 - Install new traffic signal
 - Construct a 300-foot dedicated eastbound right-turn pocket into the project driveway.
 - One dedicated left-turn and one dedicated right-turn lane at the northbound approach
 - East Project Driveway
 - Install a stop sign on the northbound approach and permit right-in-right-out access only.

Brookside Avenue

Project-related improvements to Brookside Avenue include the following:

- Construction along the Project frontage to its ultimate half-width as a Secondary Highway (88-foot right-of-way) (see **Figure 2-4, Cross Sections**).
- Construction of a landscaped parkway along the Project frontage.

Note that the Traffic Impact Assessment for the project showed that the project functions as proposed and no project-related access is needed from Brookside Avenue.

Internal Circulation

Three public drives/cul-de-sacs will be constructed to provide access to the E-commerce uses in Planning Area 1 and the commercial uses in Planning Area 2. These will be designed as Industrial Collectors and have a right-of-way of 78 feet, and a paved width of 56 feet (see **Figure 2-4, Cross Sections**).

On-site traffic signage and striping will be implemented in conjunction with construction documents for the property.

Access road alignments and access points are conceptual in nature and will be determined at the tentative parcel map stage. Intersections and access points will be designed in accordance with the County of Riverside Design Standards for Cherry Valley Boulevard, and City of Beaumont standards for all other roadways.

2.2.3 Circulation Criteria

Circulation within the Specific Plan area must comply with the following design criteria.

1. All tentative parcel maps shall comply with the on-site and off-site street improvement recommendations as stated in this Specific Plan and mitigation measures outlined in the Specific Plan EIR.
2. Driveways/access points – Driveways or access points as shown in the Specific Plan area are subject to review and approval of the City Public Works Department as part of site plan review and shall comply with standard access spacing.
3. Parkway landscaping within public road rights-of-way will require approval by the City Planning, Public Works and Community Services Departments assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the City.
4. Cherry Valley Boulevard and Brookside Avenue shall have restricted access to provide better flow of traffic. Driveway locations to the commercial and e-commerce areas shall be approved at the tentative parcel map stage.
5. The sidewalks shall be safe and efficient as depicted in **Figure 2-4, Street Cross Sections**.

2.2.4 Parking

Parking will be provided in accordance with the parking ratios outlined in **Section 3, Planning Areas and Development Standards**.

Accessible and Electric Vehicle (EV) spaces and charging stations shall be provided when and as required by Government Code/CalGreen and may be counted towards required parking. Location of EV spaces shall be reviewed and approved as part of development review.

2.3 Water Plan

Water service for the Specific Plan area will be provided by the Beaumont-Cherry Valley Water District. The Beaumont-Cherry Valley Water District (BCVWD) provides potable and non-potable water service to the City of Beaumont and the unincorporated community of Cherry Valley. 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). BCVWD has 24 wells (1 well is a standby). One of the wells, Well 26, can pump into either the potable water or the non-potable water system. Currently, Well 26 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 which is recharged at BCVWD's recharge facility at the intersection of Brookside Avenue at Beaumont Avenue. BCVWD has 11 pressure zones and 14 reservoirs (tanks) ranging in size from 0.5 million gallons (MG) to 5 MG. (Potable Water Master Plan)

The property was annexed into the BCVWD in 2017, concurrent with the annexation into the City of Beaumont.

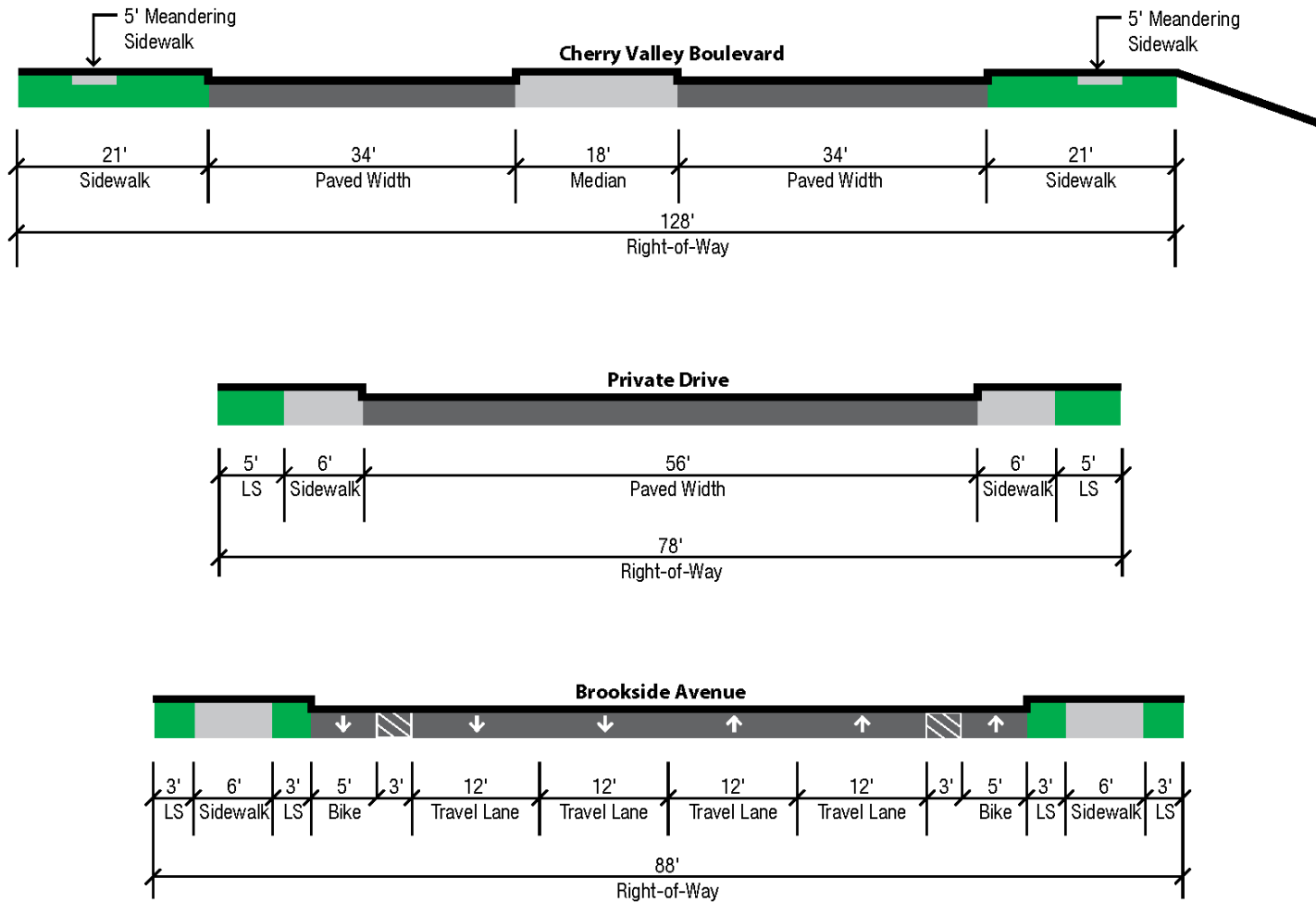


Figure 2-4 Cross Sections

2.3.1 Existing Facilities

An existing 16-inch water line is present in Cherry Valley Boulevard fronting the Specific Plan area. The property also contains three existing wells (see **Figure 2-5, Conceptual Water Plan**). There are no existing non-potable water lines near the project boundary to serve recycled water to the project.

2.3.2 Proposed

The Project's water infrastructure will connect to the existing 16-inch line in Cherry Valley Boulevard. The new public water main will be placed in the central entry road and extend eastward within the drive aisles of Planning Area 1, connecting with 24-inch water line in Brookside Avenue (see **Figure 2-5, Conceptual Water Plan**). Laterals will be extended from this backbone main to individual buildings. Conceptual sizing for on-site infrastructure will be provided with infrastructure plan submittals associated with the project.

As noted in the previous section, BCVWD does not have existing a non-potable water system adjacent to the project boundary to serve the site with recycled water. The new recycled water main is proposed to run parallel to the public water main in the central entry road and follow the same path through the drive aisles of Planning Area 1 as indicated in **Figure 2-5**, however the recycled water line layout will be dependent on the BCVWD's future well location.

2.3.3 Water Supply

The Beaumont Basin is adjudicated. The Specific Plan has secured water rights in the Beaumont Basin, as an "overlying party" to the basin adjudication, with an entitlement of approximately 1,440 Acre Feet per Year (AFY). The Project will be served from its water

entitlement by BCVWD (source: LAFCO annexation staff report, June 2017).

A water supply assessment will be prepared for the Project as part of the Specific Plan EIR.

2.4 Sewer Plan

Sewer service will be provided by the City of Beaumont, with treatment provided by the Beaumont Wastewater Treatment Plant No. 1. Sewer service is evaluated in the preliminary design report for the project.

2.4.1 Existing Facilities

There are no sewer facilities in the immediate vicinity. Existing 15-inch sewer lines are located in a subdivision to the south of Brookside Avenue, flowing under I-10, and ultimately to the Beaumont Wastewater Treatment Plant No. 1 (see **Figure 2-6, Conceptual Sewer Plan**).

2.4.2 Proposed Facilities

Project sewer infrastructure will be a gravity system placed in drive aisles and the central entry road and connecting with a proposed sewer line in Brookside Avenue (see **Figure 2-6, Conceptual Sewer Plan**). The proposed sewer line connects to the existing sewer approximately 490 feet east of the connection point to the site. Sewer facilities are required to meet Eastern Municipal Water District (EMWD) standards. Conceptual sizing for on-site infrastructure will be provided with infrastructure plan submittals associated with the project. AKEL has evaluated the downstream sewer facilities and no downstream facilities require modification.

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2.5 Drainage Plan

The City of Beaumont is located in Zone 5 of the Riverside County Flood Control District's Beaumont Area Master Drainage Plan.

The Specific Plan area slopes in a northeast to southwest direction with site elevations ranging from 2,570 to 2,420 feet above mean sea level (amsl).

A stream course crosses the Specific Plan area. The stream passes from Brookside Avenue across the southwest corner of the property. The site presently sheet flows towards the existing stream course.

2.5.1 Stormwater

The Project's drainage plan will collect stormwater through catch basins placed throughout the Specific Plan area. Stormwater will be discharged into a series of above and below-ground detention basins and bioretention basins to reduce flows and to provide treatment prior to being discharged into the existing stream course in Planning Area 3 (see **Figure 2-7**, *Conceptual Drainage Plan*).

A Preliminary Hydrology study prepared as part of the Specific Plan EIR may identify the need for additional stormwater treatment and capture infrastructure. The developer shall be responsible for those improvements as determined by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or Conditions of Approval established for the Project's tentative map.

Conceptual sizing for on-site infrastructure will be provided with infrastructure plan submittals associated with the project.

2.5.2 Water Quality

Improvement of water quality is a critical issue for all development. Local, State, and Federal laws include requirements for the treatment of stormwater runoff to reduce pollutants entering the environment.



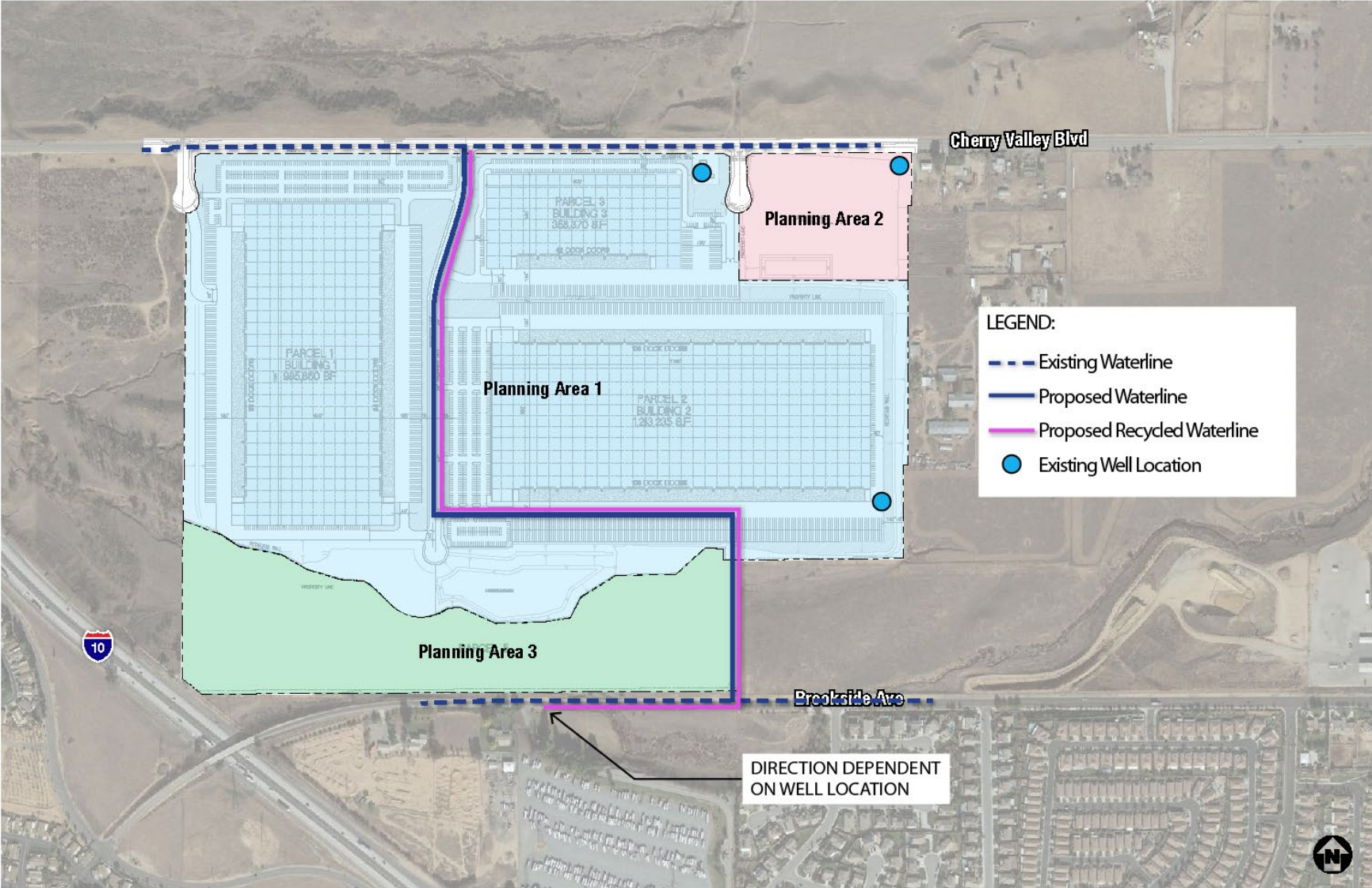
The Specific Plan area lies within a hydromodification zone, as defined by the County of Riverside Flood Control District. The purpose of hydromodification management is to incorporate hydrologic controls within a proposed development such that post-development peak flows do not exceed pre-development conditions.

Each parcel will provide independent treatment of stormwater. All WQMP options will use Riverside County guidance.

Reducing hydromodification can protect and restore the downstream receiving waters.

Stormwater will be collected and treated with either proprietary modular wetlands or bioretention prior to discharge.

2.0 | DEVELOPMENT PLAN



Source: Webb Engineering

Figure 2-5 Conceptual Water Plan

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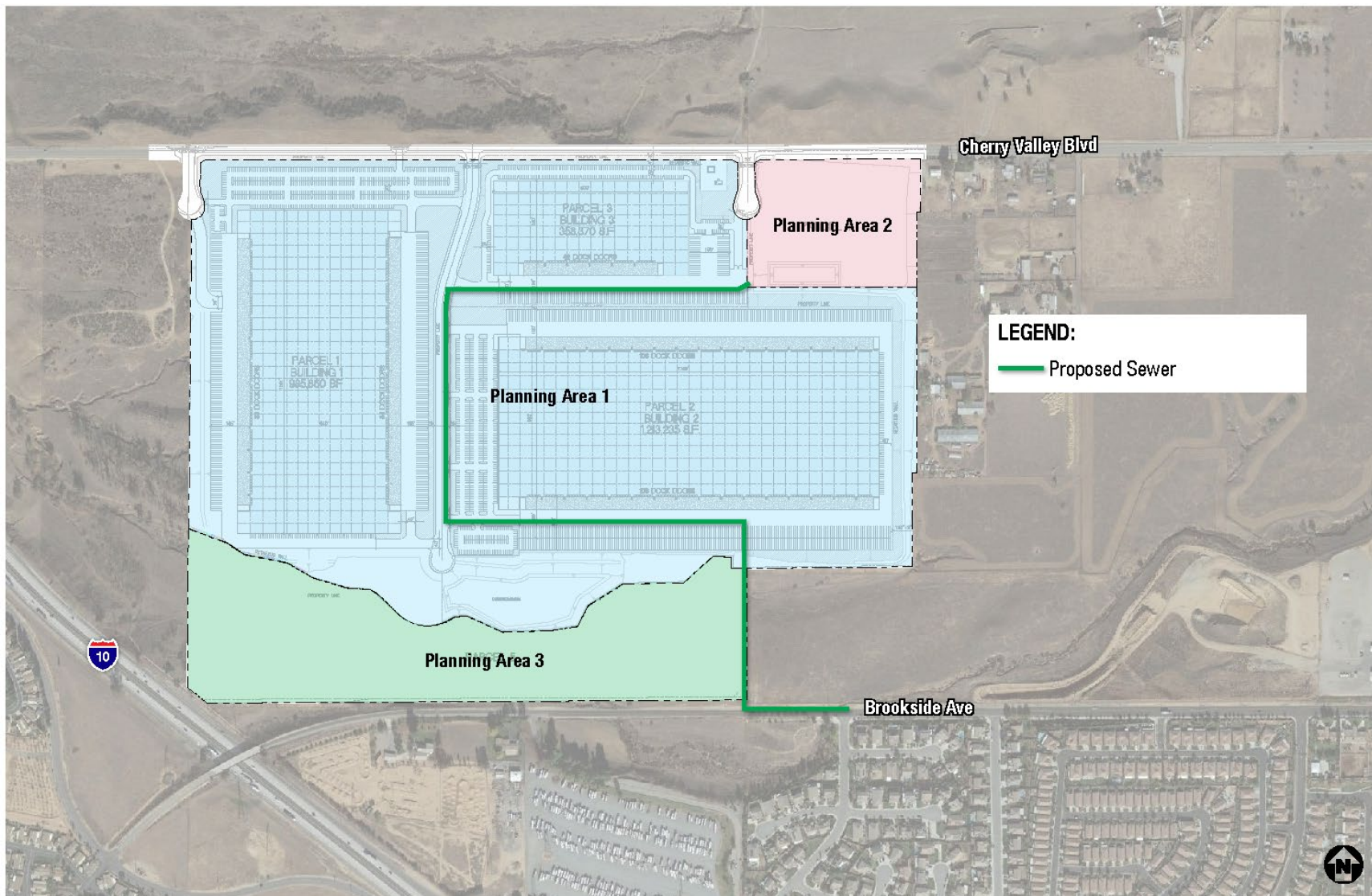
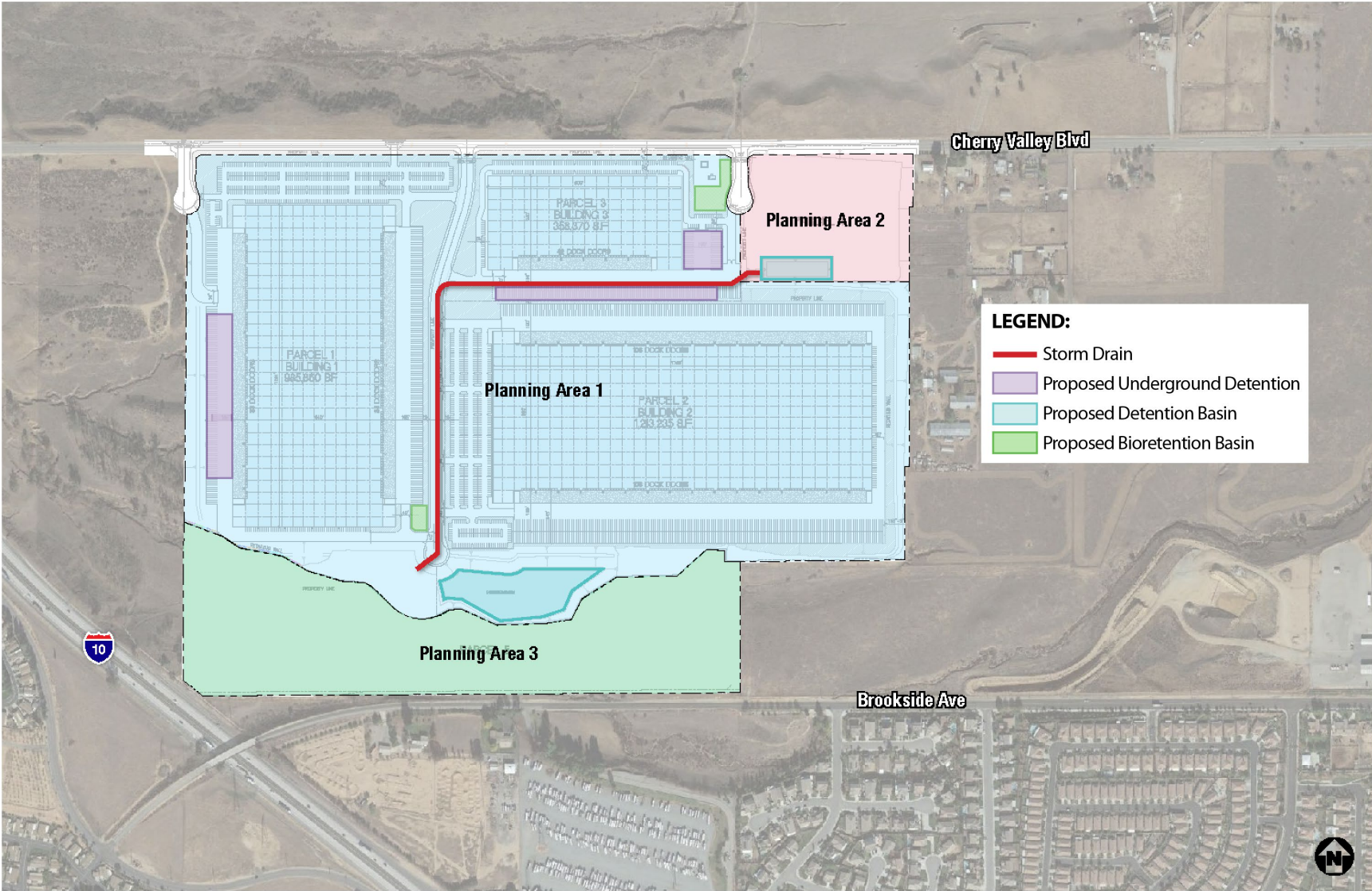


Figure 2-6 Conceptual Sewer Plan

Source: Webb Engineering



LEGEND:

- Storm Drain
- Proposed Underground Detention
- Proposed Detention Basin
- Proposed Bioretention Basin

Source: Webb Engineering

Figure 2-7 Conceptual Drainage Plan

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2.5.3 Drainage Criteria

1. Storm drain outlets will be constructed with reinforced concrete dissipaters, with nuisance flows directed to infiltration basins.
2. All storm drain facilities 36" or larger shall be designed in accordance with Riverside County Flood Control (RCFC) standards to provide protection from a 100-year storm event.
3. On-site drainage facilities for each planning area will be privately maintained. The portion of storm drain serving Building 3 and Planning Area 2 that lies within the public right of way, is anticipated to be publicly maintained. For public storm drain facilities 36" and larger, operation and maintenance will be conducted by Riverside County Flood Control & Water Conservation District. For public storm drain facilities smaller than 36", operation and maintenance will be conducted by the City of Beaumont. This is subject to change and will be established prior to issuance of a grading permit.
4. All Project construction activities including cleaning, grubbing, grading, or excavation, that result in the disturbance of at least one acre total land area or activity which is a part of a larger common plan of development of one acre or greater shall comply with the appropriate National Pollutant Discharge Elimination System (NPDES) construction permit. All development within the

Hydromodification refers to changes in runoff characteristics caused by altered land use and increase of impervious areas.

Too much hydromodification can cause erosion of stream banks and beds. Best Management Practices (BMPs) can include structural BMPs to reduce flows or volumes thus reducing impacts to downstream channels.

Specific Plan boundaries shall be subject to future requirements adopted by the City to implement the NPDES program. Mitigation measures may include, but are not limited to, on-site retention, covered storage of all outside storage facilities, vegetated swales, and monitoring programs.

2.6 Conceptual Grading Plan

Figure 2-8 illustrates the Grading master plan for the Specific Plan area. The intent of the Grading Plan is to balance the site to the extent feasible while avoiding the jurisdictional area of the existing drainage course in Planning Area 3 (see **Figure 2-8, Conceptual Grading Plan**). This avoidance results in a number of retaining walls to provide for building pads to accommodate large e-commerce buildings while reducing grading adjacent to the stream course.

All grading activities shall be in conformance with City standards and shall implement any grading-related mitigation measures outlined in the Specific Plan EIR.

2.6.1 Grading Criteria

1. Prior to any development within any Planning Area in the Specific Plan, an overall Conceptual Grading Plan for each Planning Area in process shall be submitted to the City Planning Department and Public Works for review and approval. The site will be mass graded at once with no phasing needed due to the cut/fill needed to balance site earthwork. Each Grading Plan shall be used as a guideline for subsequent detailed Grading Plans for individual stages of development in that Planning Area and shall include at a minimum:

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- Techniques employed to prevent erosion and sedimentation during and after the grading process;
 - Approximate time frames for grading;
 - Identification of areas which may be graded during higher probability rain months (January through March); and
 - Preliminary pad and roadway elevations.
2. Prior to any on-site grading for each project or group of projects in the Specific Plan area, a detailed Grading Plan shall be prepared and submitted to the City for review and approval. A grading permit shall be obtained from the City.
 3. Prior to initial grading activities within the Specific Plan area, a current detailed soils report and geotechnical study shall be prepared which analyzes on-site soil conditions and slope stability and includes appropriate measures to control soil erosion and dust.
 4. All roads within the Specific Plan area shall have a gradient not to exceed 15 percent.
 5. Where cut and fill slopes are created higher than ten feet, detailed landscaping and irrigation plans shall be submitted to the City prior to approval of any Grading Plan. The plans shall be reviewed for type and density of ground cover, shrubs, and trees. All landscape elements, including BMPs, on private property shall be maintained by the property owner or current tenant.
 6. Graded but undeveloped land in the Specific Plan area shall be maintained weed-free.

7. Soil stabilizers shall be used to control dust as required by the South Coast Air Quality Management District (SCAQMD) Rule 403.
8. Fugitive Dust PM-10 Mitigation Plan shall be submitted to the City for review and approval prior to the issuance of any Grading Plans and building permits.
9. If any historic or prehistoric remains are discovered in the Specific Plan area during grading, a qualified archaeologist shall be consulted to ascertain their significance in compliance with the Specific Plan EIR.

2.7 Public Services and Utilities

2.7.1 Fire Service

The City of Beaumont contracts with the Riverside County Fire Department (RCFD), who in turn contracts with the California Department of Forestry and Fire Protection (CAL FIRE), for city-wide fire protection, emergency medical services, dispatch, and fire prevention and safety education.

The fire station closest to the Specific Plan area is RCFD Station 22, the Cherry Valley Fire Station, located in the County approximately 2.8 miles northeast of the Specific Plan area.

The City, through its contract with the RCFD and CAL FIRE also has the use of 7 shared engines in San Jacinto, 5 shared engines in Desert Hot Springs, and 9 shared engines in Moreno Valley for a total of 21 shared engines.

The Project would be required to comply with RCFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards.



Source: Webb Engineering

Figure 2-8 Conceptual Grading Plan

Additionally, all future development within the Specific Plan area would be subject to compliance with the existing regulations specified in the California Fire Code, California Building Code, International Fire Code, Beaumont Municipal Code (Municipal Code) and specific fire and life safety requirements in effect that the time of building fire plan check.

2.7.2 Police Services

The City of Beaumont operates its own Police Department. The Beaumont Police Department, is located across the street from Beaumont City Hall at 660 Orange Street.

2.7.3 Dry Utilities

Electrical. The City, inclusive of its SOI are within the service area of Southern California Edison (SCE) for the provision of electricity. SCE is one of the nation's largest electric utilities, providing electric service to approximately 5 million customer accounts over a 50,000 square mile service area, including western Riverside County.

Natural Gas. The City, inclusive of its SOI are within the service area of Southern California Gas Company (SoCalGas) for the provision of natural gas at residences and businesses. SoCalGas provides natural gas to approximately 5.9 million meters in more than 500 communities in a 24,000-square-mile service area

2.7.4 Solid Waste

The City is in the service area of the Lamb Canyon Landfill, located just south of the City and operated by the Riverside County Department of Waste Resources (RCDWR). Currently, Waste Management, Inc. provides waste collection and disposal services for business within the City. RCDWR estimated in its most recent Annual

Report Summary to CalRecycle (2017), pursuant to the Countywide Integrated Waste Management Plan (CIWMP), that the County's disposal facilities will provide approximately 20 years of disposal capacity, based on current and future disposal (General Plan EIR).

3.0 | PLANNING AREAS AND DEVELOPMENT REGULATIONS

3.0 PLANNING AREAS AND DEVELOPMENT REGULATIONS

The purpose of this section is to provide land use development regulations that apply to each of the land use designations of the Specific Plan. These include standards regarding permitted uses, building height limits, parking requirements, and setbacks, as well as general provisions applicable to all uses.

These development standards should be used in conjunction with **Chapter 4: Design Guidelines**, which describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area.

3.1 General Provisions

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to use Specific Plans for purposes of implementing the goals and policies of a city’s General Plan. Application of these regulations is specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses and protect the health, safety and welfare of the community. The following General Provisions apply to all development in the Specific Plan area.

3.1.1 Applicability

The Summit Station Specific Plan has been developed as both a regulatory and a land use policy document, which, upon adoption by ordinance will constitute the zoning for the property. Development plans or agreements, tract or parcel maps, site plans or any other action requiring ministerial or discretionary approval for the subject property must be consistent with the Specific Plan. California Government Code, Section 65454 requires that a Specific Plan be consistent with the General Plan. Upon adoption, actions deemed to

be consistent with the Specific Plan shall be judged to be consistent with the City of Beaumont General Plan as amended.

Where conflicts exist between the standards contained in this Specific Plan and those found in the City of Beaumont Zoning Ordinance or Municipal Code, the regulations and standards in this Specific Plan shall take precedence.

Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan shall be subject to the provisions of the City Zoning Code, Municipal Code or General Plan, using the context and objectives of this Specific Plan as a guide.

3.1.2 Severability

If any section, subsection sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

3.1.3 Definitions

The meaning and construction of words, phrases, titles, and terms shall be the same as provided in the Zoning Code unless otherwise specifically provided herein. If a word is not defined in this section or in any provision of the Zoning Code, the Community Development Director shall determine the correct definition.

- **Bioretention Facilities.** Soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a grass buffer strip, sand bed, ponding

3.0 | PLANNING AREAS AND DEVELOPMENT REGULATIONS

area, organic layer or mulch layer, planting soil, and plants, or proprietary systems such as modular wetlands.

- E-Commerce. E-Commerce is the buying and selling of goods and services over an electronic network, primarily the internet. This use includes internet fulfillment centers, in which orders are received from affiliated stores or other locations, processed, and filled. The number of employees, and therefore amount of employee parking, is higher than a high cube distribution center.
- High Cube Warehouse/Distribution Center. High-cube warehouses or distribution centers are primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses but may also accommodate minor assembly as an ancillary use. These facilities are generally very large buildings characterized by a small employment count due to a high level of automation/mechanization and truck activities are frequently outside of the peak traffic hours.
- Logistics Support. Facilities that provide support services including fueling facilities and limited commercial uses oriented to truck operators serving the Specific Plan area. Fueling facilities may include motor fuel sales.
- Mezzanine. As defined herein, a mezzanine is an elevated, occupied floor above the ground floor of a larger warehouse space used for office or other enclosed workspace uses. For purposes of this Specific Plan, mechanical mezzanine platforms (typically relocatable, freestanding steel structures) used for high cube/e-commerce purposes are not counted in the square footage in the land use table nor counted towards the maximum Floor Area Ratio (FAR) or parking counts.

- Warehousing with Distribution. The use of a building or buildings primarily for the interim (short-term) internal storage of goods of any type, which may include sales of goods (e.g., retail sales or wholesaling). This use is generally engaged in receipt and distribution of goods, products, supplies, etc., with incidental storage and is typically identified with a quick turnaround of such goods.

3.1.4 Determination of Unlisted Uses/Interpretation

The development standards and regulations contained in this Specific Plan shall supersede the standards contained in the Beaumont Municipal Code and Zoning Code, except where specifically provided in the Specific Plan. Whenever the provisions contained in the Specific Plan conflict with the Municipal Code or Zoning Code, the provisions of the Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Specific Plan shall be resolved by the City's Community Development Department, its Director/Manager or their designee. Such interpretations shall take into account the stated goals and intent of the Specific Plan.

If requested by the builder or if referred by the Community Development Director, the Planning Commission may review any administrative interpretation, subject to appeal to the City Council.

3.1.5 Use of Design Guidelines

Development shall be designed and built in substantial conformance with the Design Guidelines contained in this document (Refer to **Section 4, Design Guidelines**).

3.1.6 Subsequent Building Modification

Subsequent building modification by tenant or property owners, including additions and/or projections into setback areas permitted by the Specific Plan (subject to approval of standard City permits),

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shall match the architectural style of the primary unit and shall be constructed of the same or complementary materials and colors as the primary unit and/or in context with the overall Design Guidelines. Building modifications are permitted up to the amount specified below:

1. A decrease of not more than twenty percent of the minimum required setback area
2. An increase of not more than ten percent of the maximum permitted building height.
3. Any deviation in the permitted maximum height or location of a fence or wall.
4. An increase of not more than ten percent of the maximum permitted lot coverage.
5. Any deviation in the applicable development standards of not more than twenty percent to allow for improved productivity of solar energy systems.
6. Modifications in excess of those cited in subparagraph 1 through 5 above or modifications not listed above are permitted and shall require a Director Approval.

3.1.7 Projections into Required Setbacks

Encroachments of up to two feet into required setbacks are permitted for architectural projections such as columns, cornices, door or window frames or other decorative features and eaves, so long as emergency access is not compromised. Minor modifications of up to 15 percent to any of the development standards are specifically allowed, subject to the provisions of **Section 5.1.6, *Minor Modifications/Substantial Conformance***.

3.1.8 Height

Building height means the vertical distance from the finished grade of the lot to the highest average point of the building or structure. Rooftop equipment may extend above the allowable height as defined in **Section 3.2.3** below and will be screened from view.

3.1.9 Grading

Development within the Specific Plan area shall use grading techniques as approved by the City.

3.2 Planning Areas and Regulations

Tables 3-2 and 3-4, *Permitted Uses (Planning Areas 1 and 2)*, show the uses that may be developed on each Planning Area in the Specific Plan area. **Chapter 5, *Implementation*** provides detail on the process for determining if uses that are not stated in **Table 3-1** may be permitted.

The following symbols used **Table 3-1, *Permitted, Conditional, and Ancillary Uses*** are defined as follows:

- “P” means the use is permitted by right, subject to applicable development standards contained in this Specific Plan.
- “C” means the use is conditionally permitted, subject to the filing of a Conditional Use Permit application in accordance with the requirements of the City of Beaumont Zoning Code.
- “A” means the land use is permitted by right, provided the use is ancillary/allowed in conjunction with a primary or conditionally permitted use of the property.

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3.3 Planning Areas

Upon completion, the Summit Station Specific Plan will contain high quality commerce center, commercial center, and open space uses of an appropriate intensity for the physical features and limitations of the Project Site. **Table 3-1** presents a summary of the Planning Areas.

3.4 Planning Area 1 -- E-Commerce

3.4.1 Descriptive Summary

Planning Area 1 permits development of approximately 139.8 acres with a mixture of commerce center uses. Uses assumed for this Planning Area include up to 2,507,465 square feet of e-commerce uses and up to 50,000 square feet of office uses in support of the e-commerce uses as well as typical support uses such as break rooms, snack bars, etc. The design and layout of this Planning Area is intended to avoid the drainage course along its southern edge.

3.4.2 Permitted Land Uses

See **Section 3.4.1** for the permitted use table for the e-commerce planning area, which includes uses permitted by right and those permitted with a Conditional Use Permit.

The primary e-commerce use would include typical ancillary uses as outlined in the project's Development Regulations, including office, and employee support areas such as meeting rooms and break rooms.

3.4.3 Development Standards

The development standards outlined in **Section 3.4.2** shall apply to this Planning Area. See also the general provisions in **Section 3.1**.

3.4.4 Planning Standards

Access

Access to Planning Area 1 is from three public cul-de-sacs off Cherry Valley Boulevard, conceptually shown in **Figure 3-1, Planning Area 1**. The easternmost driveway would be shared with Planning Area 2. These access driveway locations are conceptual in nature. Access driveway design shall be reviewed by the Public Works Department as part of Tentative Parcel Map, site plan, and construction drawing review.

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Frontage

This Planning Area fronts onto Cherry Valley Boulevard. A 29-foot parkway is planned for this arterial highway, consisting of a 5-foot meandering sidewalk, and a curb-adjacent parkway as shown on **Figure 2-4, Streetscape Cross Sections**. Entry monumentation would occur at each driveway.

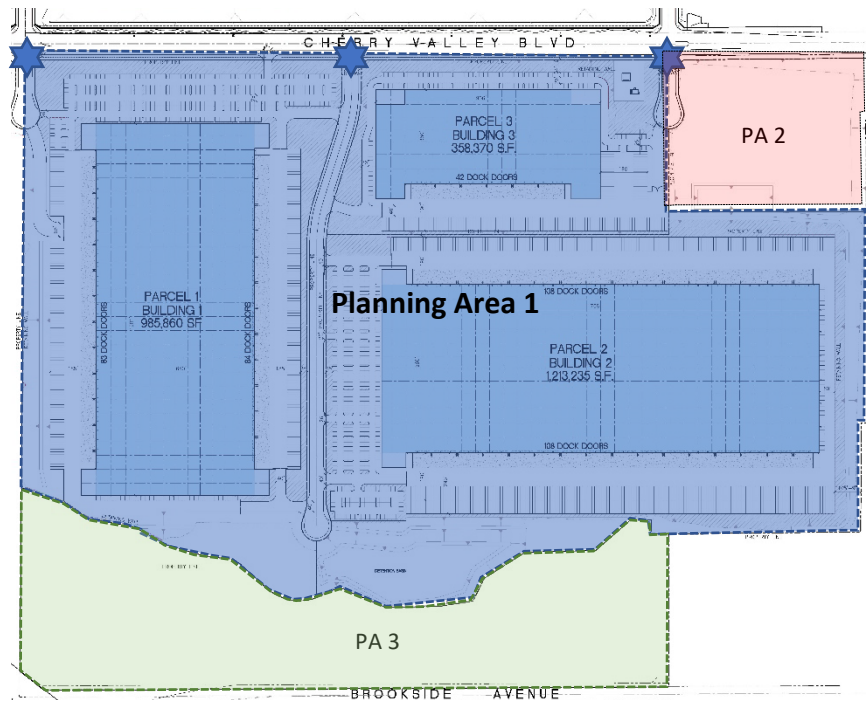


Figure 3-1 Planning Area 1

Planning Area	Land Use	Net Acreage	Square Footage	FAR
Planning Area 1	E-Commerce E-commerce Office	139.8 ac	2,507,465 sf 50,000 sf	0.45
Planning Area 2	Commercial	10.9 ac	150,000 sf	0.35
Planning Area 3	Open Space	30.6 ac	0	--
Circulation	Road	6.7 ac	--	--
Total (gross)		188 ac	2,707,465 sf	

Acreages are rounded.

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3.5 Planning Area 2 – Commercial

3.5.1 Descriptive Summary

Planning Area 2 permits development of approximately 10.9 acres with a mix of commercial uses. Uses assumed for this Planning Area include up to 150,000 square feet of general commercial uses, with an assumption of a mix of general retail, food uses, and hotel development.

As commercial users are identified this Planning Area may be further subdivided to provide individual pads for each eventual use.

3.5.2 Permitted Land Uses

See Section 3.4.3 for the permitted use table for commercial uses, which includes uses permitted by right and those permitted with a Conditional Use Permit.

3.5.3 Development Standards

The development standards outlined in Section 3.4.4 shall apply to this Planning Area. See also the general provisions in Section 3.1.

3.5.4 Planning Standards

Access to Planning Area 2 is from one cul-de-sac off Cherry Valley Boulevard, conceptually shown in Figure 3-2, Planning Area 2. This access point is designed as a cul-de-sac shared with Planning Area 1. This access driveway location is conceptual in nature. Access driveway design shall be reviewed by the Public Works Department as part of Tentative Parcel Map, site plan, and construction drawing review. Additional driveways may be provided as part of plot plan review subject to the approval of the Public Works Department.

Frontage

This Planning Area fronts onto Cherry Valley Boulevard. A 21-foot parkway is planned for this Arterial Highway, consisting of a 5-foot meandering sidewalk and a curb-adjacent parkway as shown on Figure 2-4, Streetscape Cross Sections. Entry monumentation would occur at the driveway entrance.

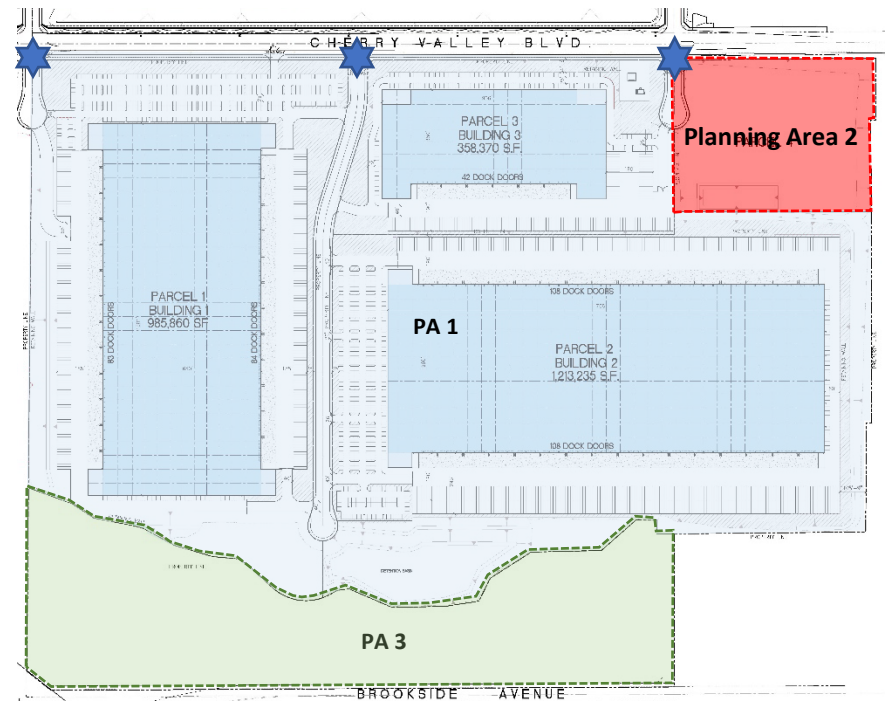


Figure 3-2 Planning Area 2

3.6 Planning Area 3 – Open Space

3.6.1 Descriptive Summary

Planning Area 3 is set aside for natural, unimproved open space. It consists of approximately 30.6 net acres of property and contains slopes and a natural drainage course which traverses the property in a southeast to northwest direction

This open space area will have no access from the development areas of Planning Area 1 to the north, and no planned roadways within it except for potential maintenance access for infrastructure easements.

3.6.2 Land Use

See **Section 3.4.5** for open space uses, which includes a range of passive open space uses.

3.6.3 Development Standards

The development standards outlined in **Section 3.4.6** shall apply to this Planning Area. See also the general provisions in **Section 3.1**.

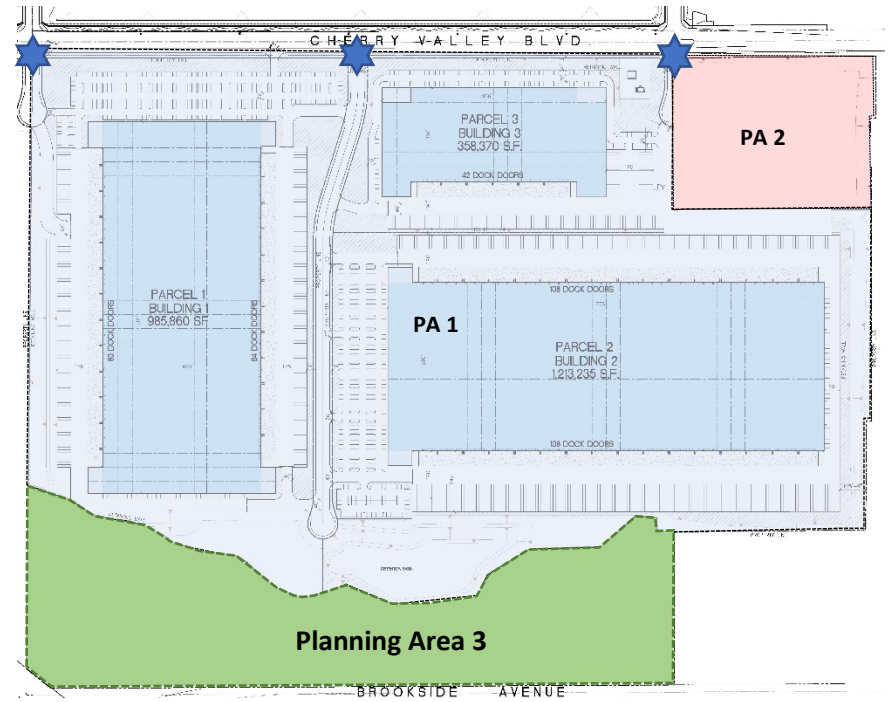


Figure 3-3 Planning Area 3

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3.7 Development Regulations and Standards

3.7.1 E-Commerce Center Land Uses

This section includes the development of e-commerce center uses in Planning Area 1. Permitted uses for the e-commerce center land uses in Planning Area 1 are described on **Table 3-2**.

Table 3-2 Permitted Uses – E-Commerce (PA 1) “P” = Permitted, “C” = Conditional, “A” = Ancillary	
E-Commerce Center Uses	
Warehouse	P
E-Commerce, including fulfillment centers	P
Heavy and Light Logistics, distribution and warehousing, including high-cube warehousing. Activities typically include, but are not limited to, warehousing, storage, freight handling, shipping, trucking services; storage.	P
Industrial retail sales	P
Industrial robotics manufacturing and assembly	P
Joining and assembly manufacturing	P
Light Manufacturing and product assembly. Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operation. Light manufacturing activities do not produce odors, noise, vibration, or particulates which would adversely affect uses within the same structure or site.	P
Research and Development	P
Shipping/parcel delivery hub and sorting center	P
Self-Storage (public)	P
Logistics Support	A
Overnight truck parking	A
Truck service/repairs/storage	A
Vehicle cleaning/detailing	A

Commercial Uses	
Auto Repair (Minor) - Activities include, but are not limited to automotive and light truck repair; retail sales of goods and services for automobiles and light trucks; and the cleaning and washing of automobiles and light trucks. Uses typically include, but are not limited to, repair of brakes, tires, electrical, etc. and car washes.	P
Administration and professional offices	A
Athletic Clubs (cross-fit, martial arts, club sports: volleyball, badminton, and similar)	C
Blueprinting and photocopying	P
Commercial Recreation, includes batting cages, climbing walls, trampoline, bounce house, indoor golf/driving range, and similar uses.	C
Courier Services	A
Eating Establishments - Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses typically include, but are not limited to fast food, cafe, deli, coffee shop, and similar uses.	A
Medical and dental laboratories	A
Motion picture films, processing	P
General Retail	A
Other Uses	
Schools (vocational, trade, higher education)	C
Public Utility uses and structures	A
Property Maintenance facilities (vehicle storage, nursery holding area)	P
Telecommunications facilities/cell site associated with a permitted or conditionally permitted primary use	A
Telecommunications facilities/cell site, independent	C
Other uses not listed but similar in nature and consistent with the intent of the Specific Plan subject to Community Development Director’s interpretation	

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3.7.2 E-Commerce Center Development Standards (PA 1)

The development standards establish the minimum criteria for the development of land use types on individual lots within the Planning Area specified within the Specific Plan. The following development standards and provisions apply to Planning Area 1 of the Specific Plan, primarily intended for large-scale e-commerce buildings.

1. Planning Area layout may vary from the conceptual site plan shown on **Figure 2-2** as part of plot plan review so long as the FAR does not exceed the maximum allowable FAR of 0.5 and the total Planning Area square footage is not exceeded.
3. In the event that a plot plan that alters the conceptual site plan shown in **Figure 2-2** is proposed at the plot plan level of review, final engineering layouts for water, sewer, and on-site drainage would be expected to be modified to accommodate the scenario without a Specific Plan Amendment.
4. Maximum building height shall be 60 feet (see general provisions for definition of building height measurement, Section 3.1.7).
5. Encroachments of up to two feet into required setbacks are permitted for architectural projections such as columns, cornices, door or window frames or other decorative features and eaves, so long as emergency access is not compromised.
6. Minimum setbacks shall be provided as outlined in **Table 3-3, Development Standards: E-commerce (PA 1)**. Standards are minimums unless otherwise stated.

7. Drive aisles shall have a minimum width of 26 feet subject to approval of a fire access plan by the Riverside County Fire Department. Fire lanes shall be a minimum of 28 feet in width.
8. Loading docks shall be screened from view from Cherry Valley Boulevard through the use of landscaping (trees, hedges), walls, or berms.
9. Walls/Fences shall be a maximum of 8 feet in height except for retaining wall which may have a maximum height of 65 feet.
10. All uses shall be conducted within a building unless specified in **Table 3-2, Permitted Uses E-Commerce (PA 1)**.

Table 3-3 Development Standards: E-Commerce (PA 1)	
Item	Dimension/Standard
Floor Area Ratio (maximum)	0.5 ¹
Lot Area	10,000 sf
Building Setback (at Cherry Valley)	70 feet (from ROW)
Building Setback (at Specific Plan area perimeter boundary, excluding along Cherry Valley))	150 feet
Building Setback, internal property lines	50 feet
Landscape Setback, parking lot to Cherry Valley ROW	50 feet
Setback, Building Entry to Parking/driveway	10 feet
Setback, Building to Parking	5 feet
Site Landscaping	10%
Building Height (maximum)	60 feet ²

¹ Floor Area Ratio (FAR) shall be averaged - calculated across the planning area. FAR shall not include mechanical mezzanines.

² Inclusive of rooftop equipment and architectural projections

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3.7.3 Commercial Land Uses – Planning Area 2

Table 3-4, Permitted Uses – Commercial (PA2) below identifies the permitted and conditional uses within the Commercial Planning Area.

Table 3-4 Permitted Uses – Commercial (PA 2) “P” = Permitted, “C” = Conditional, “A” = Ancillary	
Commercial Uses	
Administration and professional offices, including medical and dental and architectural, engineering, design services, and legal services	P
Athletic Clubs (cross-fit, martial arts, club sports: volleyball, badminton, and similar)	C
Bakeries	P
Banking, Credit Unions, Financial Services	P
Blueprinting and photocopying	P
Convenience Markets, excluding alcohol sales	P
Convenience Markets, including alcohol sales	C
Commercial Recreation, includes batting cages, climbing walls, trampoline, bounce house, indoor golf/driving range, and similar commercial recreation uses	C
Courier Services	P
Commercial Day Care Facilities	P
Eating Establishments - Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses typically include, but are not limited to fast food, cafe, deli, coffee shop, and similar uses.	P
Food services with live entertainment	C
Fast Food with Drive-Thru	C
Health Clubs and Gymnasiums	C
Restaurants with Alcoholic Beverage Sales	C
Recharging Stations	P
Service Stations	C
Service Commercial uses including barbers and beauty parlors, dry cleaners, laundries, shore repair, tailors	P

Hotel and Motel uses, including extended stay	P
General Retail permitted in the CC zone of the BMC	P
Other Uses	
Schools (vocational, trade, higher education)	C
Public Utility uses and structures	A
Telecommunications facilities/cell site associated with a permitted or conditionally permitted primary use	A
Telecommunications facilities/cell site, independent	C
Other uses not listed but similar in nature and consistent with the intent of the Specific Plan subject to the Community Development Director’s interpretation	

3.7.4 Commercial Development Standards – Planning Area 2

The following development standards and provisions apply to Planning Area 2 of the Specific Plan, primarily intended for smaller scale general commercial uses.

1. Maximum building height shall be 50 feet for general commercial and food uses and 60 feet for hotels (see general provisions for definition of building height measurement, **Section 3.1.8**).
2. Minimum setbacks shall be provided as outlined in **Table 3-5, Development Standards: Commercial (PA 2)**. Standards are minimums unless otherwise stated.
3. Encroachments of up to two feet into required setbacks are permitted for architectural projections such as columns, cornices, door or window frames or other decorative features and eaves, so long as emergency access is not compromised. Encroachments for canopies may exceed up to a maximum of five feet along Cherry Valley Boulevard.
4. Drive aisles shall have a minimum width of 26 feet subject to approval of a fire access plan by the Riverside County Fire Department as part of plot plan review. Fire lanes shall be a minimum of 28 feet in width.

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- 5. Outdoor uses and ground mounted mechanical equipment shall be screened from view from Cherry Valley Boulevard by landscaping (trees, hedges), low walls, or berms.
- 6. All uses shall be conducted within a building unless specified in **Table 3-4, Permitted Uses— Commercial (PA 2).**

Table 3-5 Development Standards: Commercial (PA 2)	
Item	Dimension/Standard
Floor Area Ratio (maximum)	0.35 ³
Lot Area	10,000 sf
Lot Depth and Width	100 ft
Building Setback (at Cherry Valley)	50 feet (from row)
Parking Setback (Cherry Valley)	40 feet
Building Setback (at Specific Plan area perimeter boundary, excluding along Cherry Valley)	20 feet
Building Setback, internal property lines	10 feet
Setback, Building Entry to Parking/drive aisle	10 feet
Setback, Building to Parking	5 feet
Building Separation	Per fire code
Site Landscaping	10% ⁴
Common Open Space (may include plaza space, seating areas, shade structures)	40 sf per 1,000 sf of floor area
Building Height (maximum)	
Retail/Food Services	50 feet ⁵
Hotel	60 feet ⁵

³ Floor Area Ratio (FAR) shall be averaged - calculated across the Planning Area. FAR shall not include mechanical mezzanines.

3.7.5 Open Space Land Uses – Planning Area 3

The open space in Planning Area 3 may include the following uses:

1. Natural open space
2. Pedestrian trails
3. Stream course and drainage facilities
4. Public Works and/or Infrastructure facilities (including water/sewer/drainage easements)
5. Fuel modification zones
6. Habitat restoration
7. Interpretive areas, including public information kiosks.
8. Wireless communications facilities as provided in the Beaumont Zoning Ordinance

3.7.6 Open Space Development Standards – Planning Area 3

1. No automobile parking spaces will be provided.
2. No vehicular circulation access will be provided other than for maintenance.

3.8 Walls and Fences

- Walls/fences may be a maximum of eight feet in height. Fence materials may consist of tubular steel fences, masonry block, or a combined low block wall/fence.
- Walls or fences will be provided around the perimeter of the property, except for the edge Cherry Valley Boulevard. The

⁴ Parking lots to have 30% shade coverage in 30 years. 15% of parking to be landscaped with a mixture of trees, shrubs, vines, groundcovers, 30% of which must be interior of the parking lot, 70% perimeter.

⁵ Inclusive of rooftop equipment and architectural projections

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frontage at Cherry Valley Boulevard may include a low wall or fence or use planting materials along the street frontage.

- Chain link fencing is prohibited.
- Retaining walls may have a maximum height of 65 feet.
- If entry gates are proposed as part of an implementing project, sufficient stacking distance shall be provided for at least one semi-trailer vehicle to avoid obstruction of traffic on Cherry Valley Boulevard.
- Use of terracing with walls as approved by the Community Development Director.

3.9 Parking

Unless otherwise provided herein, parking shall be provided in accordance with the Beaumont Municipal Code. Parking within the Specific Plan area shall be provided in accordance with the ratios in **Table 3-6, Parking**, based on gross floor area. Parking ratios which are based on the 2021 Parking Management Plan prepared by Walker Consultants are indicated with an asterisk (*). In Planning Area 2 (Commercial), a minimum of one rideshare drop-off/pick-up space shall be provided.

Parking stall dimensions shall be in accordance with the Beaumont Municipal Code summarized as follows:

- Standard automobile stalls: 9' x 19'
- Compact Stalls: 8' x 16' (10% of stalls maximum)

Shared parking may be provided subject to a shared parking study in accordance with Section 17.05.080 of the Beaumont Municipal Code.

Table 3-6 Parking	
Item	Parking Ratio
Office/Ancillary Retail	1 space/200 sf
Medical Office	0.9 space/250 sf*
E-Commerce⁶	
First 40,000 sf	1 space/1,000 sf
40,000 sf	1 space/4,000 sf
Ancillary office	1 space/ 250 sf
Tractor/Trailer	1 space per 4 dock doors
Manufacturing	1 space/500 sf
Ancillary office	1/250 sf
Warehouse	1 space/1,000 sf
General Retail	0.75 spaces/200 sf*
Restaurants, Fast Food⁷	1 space/100 sf
Restaurants, Sit-Down	1 space/100 sf
Hotel/Motel	1.15 spaces/key plus 7.50 spaces per ksf restaurant*
Bicycle Parking	per CalGreen
Carpool Stalls	per CalGreen
EV Charging Stations	Per CALGreen

⁶ Mechanical mezzanines shall not require additional parking.

⁷ Drive-thru lanes to provide a minimum of 8 spaces for stacking. Some high volume drive-thru uses may require a queuing study at plot plan review.

3.10 Signage

All signage within the boundaries of the Specific Plan area shall conform with the provisions of the Beaumont Municipal Code.

A master signage program for monument and wall signage shall be prepared for the Project prior to approval of the first implementing project within the Specific Plan. The master sign program may present deviations from the City's signage standards.

3.11 Lighting

The design of lighting fixtures shall be approved by the City as part of the City's Development Plan Review.



4.0 | DESIGN GUIDELINES

4.0 DESIGN GUIDELINES

This section explains design concepts and establishes design guidelines for development in the Specific Plan area and illustrates the landscape elements of the Project.

4.1 Purpose

The Design Guidelines within this chapter describe building designs, concepts, and features that will promote the high-quality development envisioned for the Specific Plan area. The Design Guidelines in this chapter should be used in conjunction with the development standards described in **Chapter 3: Development Regulations**. The guidelines provide a tool for developers, builders, architects, engineers, and landscape architects and others to use in the design of new development.

Certain key design elements will contribute significantly to the visual order and consistency of the entire Specific Plan area and provide a quality development. The Design Guidelines chapter is developed primarily around two key elements: Architecture and Landscape. These elements define the design concept, physical character, and overall theme of the Summit Station Specific Plan.

- The Architectural Design Guidelines describe the intended architectural themes and styles for buildings permitted within the Specific Plan area and are intended to provide a basis for decisions regarding the built environment. These guidelines promote a high-quality e-commerce project, including direct guidance on architectural design and details, building mass and scale, materials and exterior colors, and articulation.
- The Landscape Guidelines describe general landscaping requirements, including streetscape design, entry

treatments, signage, water quality features, walls and fencing, and lighting. The guidelines provide direction regarding the use of plant materials that are water-wise and complement the desired architectural style.

These Design Guidelines serve to promote cohesive design and enhance the Project identity. These guidelines take a flexible approach to guidance with the intent that architectural design and quality change over time. Conceptual graphics and imagery are included as visual references but do not represent the only approach that may be taken to design within the Specific Plan area. Creative approaches are encouraged.

These Design Guidelines serve the following functions:

- To provide the City of Beaumont with assurance that Summit Station will be developed in accordance with the quality and character described within this Specific Plan.
- To establish design guidelines for architecture, circulation, landscape, parking, lighting, and other distinguishing features.
- To provide guidance to City staff and the Planning Commission in the review of future implementing projects within the Specific Plan area.
- To provide builders, planners, architects, landscape architects and property owners with guidelines and recommendations to aid in maintaining a high level of project cohesiveness while still allowing for a degree of personal expression and creativity.
- To encourage sustainable design solutions that reduce energy consumption, use water efficiently, and minimize waste.

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- To create simple building designs that result in efficient use of space, materials, and resources while maintaining a high level of design integrity.

Within the Design Guidelines:

- “Shall” indicates a mandatory provision.
- “Should” indicates a provision that is encouraged but not required.
- “May” indicates a provision that is permitted but not required.

Illustrations and photographs are provided as general guidance and are not intended to indicate required or preferred design.

These guidelines may be subject to modification over time to respond to unanticipated conditions, such as changes in the real estate market, specific needs of buildings users, technology advancements, and economic fluctuations.

4.2 Site Design

Development within the Specific Plan area should consider the following site design guidelines:

- The site should be organized in a way that reduces conflicts between pedestrian and vehicular paths of travel.
- The site should include wayfinding measures to promote efficient paths of travel for pedestrians and all vehicles, including large truck traffic.
- Indoor or outdoor break areas shall be provided. Landscaping shall be used to define activity/use areas.
- Spaces for outside equipment, trash receptacles, storage, and loading areas shall be designed as an integral part of the

structure or positioned in the least conspicuous part of the site and properly screened.

- The site shall be designed such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility. Vehicles can access the building using paved roads and parking lots. Further, the applicant shall provide signage to ensure that no trucks are queuing outside the facility.

4.2.1 Safety Through Design

Employee and site safety can be enhanced through the application of design considerations that contribute to the reduction in opportunities for crime. The concept of safety through design includes several primary elements, which should be taken into consideration as part of final design of implementing projects.

- See and be Seen. Use natural surveillance (i.e., “eyes on the street”) to maximize the visibility of people, parking, building entrances, and loading docks. Seating areas, circulation corridors, and individual building entries should be designed to be visible from as many areas as possible.
 - Building entries should be visible from a street or drive aisle.
 - Landscaping should be designed to limit hiding places and enhance visibility.
 - Lighting should be strategically placed to illuminate parking areas, docks/loading zones, and building entries.
 - Lighting along entrance paths to buildings should be provided at the same level as street lighting.
 - Back drive aisles and loading docks should be well lit.

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- Internal walkways should be well lit and visible from buildings.
- Lighting should illuminate entrapment areas such as the entrances to loading/unloading areas.
- Parking lots should be well lit for night shift while still complying with the dark sky ordinance.
- Access control, including clear wayfinding to guide visitors and vehicles to appropriate site and building entries and perimeter fencing to avoid trespass.
- Maintenance. Properly maintained properties are less likely to attract unwanted activity. Landscape, signage, and lighting should be kept in good condition to avoid an appearance of neglect. Reporting of burnt out or vandalized lights should be encouraged.

4.2.2 Parking Facilities

Parking design shall emphasize clear hierarchy, clear navigation, and safety. Development in the Specific Plan area should consider the following guidelines relating to the design of parking lots and internal pedestrian and vehicular circulation:

- The circulation system should be clear, direct, and simple, with a primary focus on the building itself and access to loading zones.
- Entries, exits, parking lots, and pedestrian pathways shall allow customers, employees, emergency vehicles, and delivery vehicles to navigate through the site easily and safely.
- Visitor parking should be located with convenient access to public building entries.

- Trees should be planted regularly within parking lots and parking lot medians to provide shade for vehicles and pedestrians.

Delivery and loading operation design shall not conflict with vehicular traffic in the adjacent public street – trucks shall not be allowed to stack in such a way as to extend on to Cherry Valley Boulevard.

- Parking space and aisle dimensions and landscaping shall conform to City development standards.
- Parking lots must be designed with a clear hierarchy:
 - major access drives into the Commerce Center from Cherry Valley Boulevard;
 - major internal circulation drives and/or fire lanes;
 - parking aisles for direct access to parking spaces or loading docks.

4.3 Sustainable Design

Building in a resource-efficient manner has advantages for the environment as well as for users of buildings within Summit Station. An important tenet of sustainable development is the efficient use of available resources, coupled with maintaining a healthy balance between the natural open space areas and developed areas of the site.

Sustainable design elements reduce pollution and conserves natural resources, with the following goals in mind:

- Design that incorporates on-site landforms, including drainage areas.
- Design buildings to accommodate renewable energy systems where feasible.

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- Create building forms and landscapes that protect employees from climate conditions.
- Use water resources responsibly.

4.3.1 Water Efficiency

- Use of drought tolerant and/or native plant materials.
- Use of high efficiency plumbing and fixtures that meet CalGreen requirements.
- Use of irrigation controls and planting hydrozones to reduce water demand.

4.3.2 Energy Efficiency

- Use of overhangs, window glazing/tinting and landscaping to control heat gain.
- Use of high performance glazing.

4.3.3 Materials Efficiency

- Use of recycled content in building materials.
- Use of renewable materials where possible.
- Recycling of construction material packaging.
- Use of materials with low volatile organic compounds of off-gassing.

4.3.4 Natural Resource Conservation

- Avoidance of on-site drainage courses and steep slope areas.

4.3.5 Air Quality

- Projects within the Specific Plan area must review and incorporate the project design features (PDFs) as written in

the Environmental Impact Report (EIR) for the Specific Plan area.

4.4 Architecture

Well thought-out architectural design is one of the most important components of a successful project. It can be challenging to successfully implement traditional architectural elements into larger e-commerce and commercial buildings. The large scale and logistical requirements needed to accommodate the internal use of the building are not always conducive to highlighting detailed architectural features. However, if concentrated into strategic areas of the building's façade such as visible corners, these details can help define a building.

The guidelines within this section are intended to promote successful architectural design, both aesthetically and functionally. Builders within the Specific Plan area should review and consider each of the following guidelines.

4.4.1 Building Orientation, Mass and Form

Building form is a defining feature of architecture. Shape, massing, scale, proportion, and articulation are all components of a building's form. Development within the Specific Plan area should consider the following principles relating to form and massing:

- The overall building form should consist of simple, geometric forms.
- Building design should exhibit balance, rhythm, and symmetry.
- Rectangular forms with repeating elements at entryways and marking building corners are encouraged to promote balance and visual interest.

- Arbitrary, complicated building forms and rooflines should be avoided. Varied rooflines consistent with the proposed architectural style and appropriate for the building form at various points (entries, corners) are encouraged.



The following Design Guidelines relating to building scale and orientation should be incorporated into projects within the Specific Plan area.

- Buildings should be organized to provide convenient access to entrances and efficient internal circulation for vehicles and pedestrians.
- A parapet or other method of screening should be considered to keep rooftop mechanical equipment screened from public streets.
- Visitor parking should be located with convenient access to publicly accessible building entries.
- Buildings should be oriented so that loading areas are screened from view from streets and public areas.

4.4.2 Façade Articulation and Entries

Building entries are important components of a building façade and should be defined visually through the use of enhanced architectural



Example: Prominent corners of buildings are important to denote as primary pedestrian entrances through the application of architectural features.

design features. Development within the Specific Plan area should consider the following guidelines for building entrances:

- Building forms and elevations shall be articulated in a manner that will enhance the primary building entry points and create interesting rooflines, building shapes, and patterns of shade and shadow.

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- Long horizontal stretches of building façade should be broken up through a push or pull of the façade, vertical banding, a change in materials, or use of other design elements that break up the façade into smaller components. Articulation of the façade must be consistent with the setbacks described in the Development Regulations section.
- Vertical and horizontal variation should be appropriately implemented in order to add richness and variety to the overall mass of the building.
- Primary building entries shall be easily identified through the use of architectural elements, signage, landscaping, lighting, canopies, roof form, hardscape, architectural projections, columns, vertical elements, or other design features that help emphasize a building's entry.
- Building entries should be clearly accessible from the adjacent vehicular parking areas.
- Provide for small seating spaces designed in concert with adjacent building entries.

4.4.3 Materials and Colors

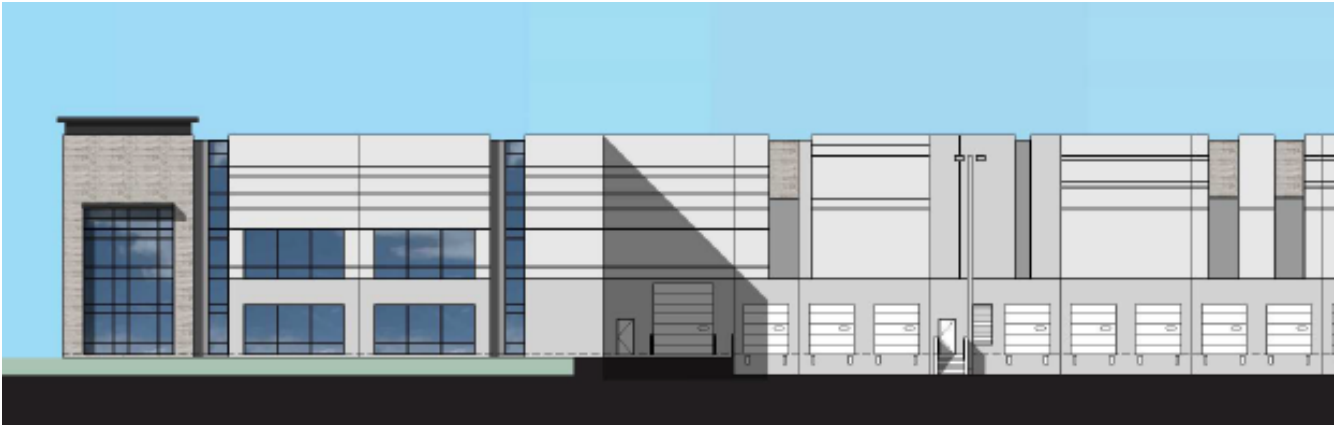
Building materials, colors, and finishes should be high quality and complement the architectural theme and styles within the Specific Plan area. Development within the Specific Plan area should consider the following guidelines for building materials and colors:

- Development within the Specific Plan area should consist of high quality materials and finishes.
- Trim or decorative accent elements should complement the architectural style and be consistent in color and material throughout a building façade.

- Materials applied to any elevations shall turn the corner of the building and continue until they reach a logical termination point in relation to architectural features or massing.



Example corner entry design



Source: HPA Architecture

Figure 4-1 E-Commerce Elevations

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4.4.4 Undesirable Elements

Architectural elements which are undesirable and should be avoided include the following:

- Large, blank, unarticulated wall surfaces in public view;
- Loading bays or doors facing Cherry Valley Boulevard;
- Chain link fence or barbed wire fencing except during construction;
- Exposed roof drains and/or downspouts, except where integrated with the building architecture through complementary colors and materials; and
- Unscreened rooftop equipment.

4.5 Commercial Guidelines (Planning Area 2)

4.5.1 Building and Site Design

- The architectural style shall consist of contemporary interpretations of traditional architectural styles. Unique or landmark architecture is permitted, especially associated with a trademarked use.
- Primary building entries shall provide a prominent sense of entry for easy identification. The use of architectural projections, columns, entry lobbies or other design elements are strongly encouraged.
- Commercial building façades facing Cherry Valley Boulevard should show a higher level of articulation and fenestration than the e-commerce uses within the Specific Plan area. This may include changes in building materials, color, and/or decorative accents/scoring.

- For buildings with two or more entrances, the primary entrance should be clearly delineated through architectural detailing, scale, lighting, or signage.
- Articulation of building planes shall be provided for commercial uses which exceed two stories. This would apply to hotel or other unique commercial uses which may exhibit elements of residential-style architecture.
- First floor primary elevations must include pedestrian-scaled elements such as storefront design, overhangs, awnings, arcades, etc.
- Roofs should be given design consideration and treatment consistent with the primary building and the rest of the building exteriors. Roof form and rooflines should be continuous in design throughout a commercial development.
- Seating areas or plaza spaces within commercial developments are strongly encouraged.



Elements of light stone, dark mullions on retails



Urban residential feel hotels



Urban casual contemporary hotels



Black I beam canopy on retails



Source: HPA Architecture

Figure 4-2 Commercial Imagery

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4.5.2 Hotel Uses. Small-scale hotels and motels are classified as a commercial use, but often include residential-scaled elements in building design. In addition to the general architectural criteria, the following guidelines are specific to this type of use:

- Delivery and loading areas shall be located at the rear of the building lot and be screened from view from publicly accessible spaces.
- Hotels and motels shall provide landscaped setbacks from interior property lines as defined in the Development Regulations section of this Specific Plan.
- Recreational facilities such as swimming pools should be designed to offer privacy to facility users and to minimize noise impacts on adjacent uses. Mechanical equipment of all types, including swimming pool equipment, should be located to minimize impacts on adjacent uses and screened appropriately.
- Landscaped areas should separate ground floor units from pedestrian walkways, project amenities, and drive aisles/parking areas.
- For structures over two stories, access to guest rooms should be provided from interior hallways. Avoid room entrances directly adjacent to parking lots or exterior walkways.
- Exterior building materials should include natural stone (marble, granite, brick, slate, etc.), stucco, and/or cultured (i.e., manufactured) stone. The choice of materials should be complementary to the design of the structure.
- Walkways, stairways, and balcony railing and other similar details should be architecturally consistent with the building design.



Main building and driveway should be primary presence on major streets



Architectural treatment of building should be equally applied on all facades of hotel

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4.5.3 Drive-Thru Businesses. Drive-through businesses may include restaurants, coffee shops, banking institutions with drive-up teller/ ATM access, and other similar facilities. Drive-through businesses have additional design considerations related to on-site circulation, vehicular access, outdoor seating, signage, landscape, and other parameters. In addition to the general criteria provided within the Design Guidelines, the following criteria apply drive-thru uses:

- Drive-through lanes for food and beverage establishments shall accommodate a minimum of eight vehicle stacking at the menu board and pickup windows without impacting other on-site circulation. If a high volume use is proposed a queuing analysis may be required, at the Community Development Director's discretion.
- Safe pedestrian walkways shall be provided from the parking areas and from street frontages. Pedestrian pathways to the use should avoid conflicts with vehicular drive through lanes through siting or clearly delineated paving.
- Drive-through aisles should be separated from adjacent streets and parking areas with a landscaped buffer.
- Outdoor eating areas are encouraged. Outdoor eating areas should provide details such as low walls, trellis elements, furniture, umbrellas/awnings, refuse area placement, etc.
- Exterior doors, equipment rooms, and service/employee entries should be designed with complementary architectural treatment.



Drive-through lanes shall accommodate appropriate vehicle stacking based on the specific use

4.6 Landscape

4.6.1 Landscape Concept

Landscape and plant materials provide aesthetic quality by complementing and enhances the established design themes as well as functionally providing shade and screening. This is especially important for projects with larger buildings where plant materials serves the critical role of softening building facades and creating a sense of comfort at the pedestrian level. These landscape guidelines work in tandem with the architectural design guidelines presented previously in this chapter of the Specific Plan to enhance the contemporary design theme and establish a high-quality, professional aesthetic quality for the Specific Plan area.

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Landscaping helps to establish the identity of the Summit Station Specific Plan area. All landscaping for the Project shall:

- Enhance internal cohesion and continuity;
- Promote an attractive corporate environment; and
- Promote water conservation.

The guidelines within this section present parameters for general landscape design, water conservation, streetscapes, and on-site landscaping.

The conceptual landscape master plan shown in **Figure 4-3**, provides the approximate locations for the variety of plant materials described within this chapter. As noted, the conceptual landscape master plan is for illustrative purposes and may change due to revisions in final design and to meet the needs of future implementing projects. This section of the Specific Plan is intended to provide flexibility in future implementation while promoting a consistent look and feel throughout the Specific Plan area. Use of a plant material not listed within the preliminary plant palette (**Figures 4-4, Plant Materials - Trees and Shrubs** and **4-5, Plant Materials-Groundcovers**) is permitted provided it is consistent with the core elements of landscape plan and reinforces the overall design concept.

4.6.2 Entries/Monumentation

Monumentation is anticipated at each Project entry. Conceptual signage is shown on **Figure 4-6: Conceptual Monumentation**.

Separate from entry monuments, directional signs shall be installed at each Phase 1 exit driveway which provides directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow. Truck routes shall be clearly marked consistent with the Municipal Code.

4.6.3 Streetscape

Three types of streetscape are anticipated in the Specific Plan area:

Public/Perimeter: Streetscape along *Cherry Valley Boulevard* and *Brookside Avenue* (see **Figure 4-7, Streetscape – Cherry Valley Boulevard** and **Figure 4-8, Streetscape – Brookside Avenue**).

Public/Interior: Streetscape along the public entry drives as shown on the Circulation Plan and Landscape Master Plan (see **Figure 4-9, Streetscape – Public Entry Street**).

4.6.4 Parking Lots

Parking lots for automobile parking will include landscaping, including canopy trees for shade and landscape medians separating internal roadways from parking areas (see **Figure 4-7** for an illustration of typical automobile parking lot landscape). Parking lots must have 30 percent shade coverage in 30 years. 15 percent of parking must be landscaped with a mixture of trees, shrubs, vines, groundcovers, 30 percent of which must be interior of the parking lot and 70 percent on the perimeter.

4.6.5 Fuel Modification

Adjacent to natural open space, a fuel modification zone must be provided. **Figure 4-10, Fuel Modification**, depicts the fuel modification landscape strategy within the Specific Plan area.

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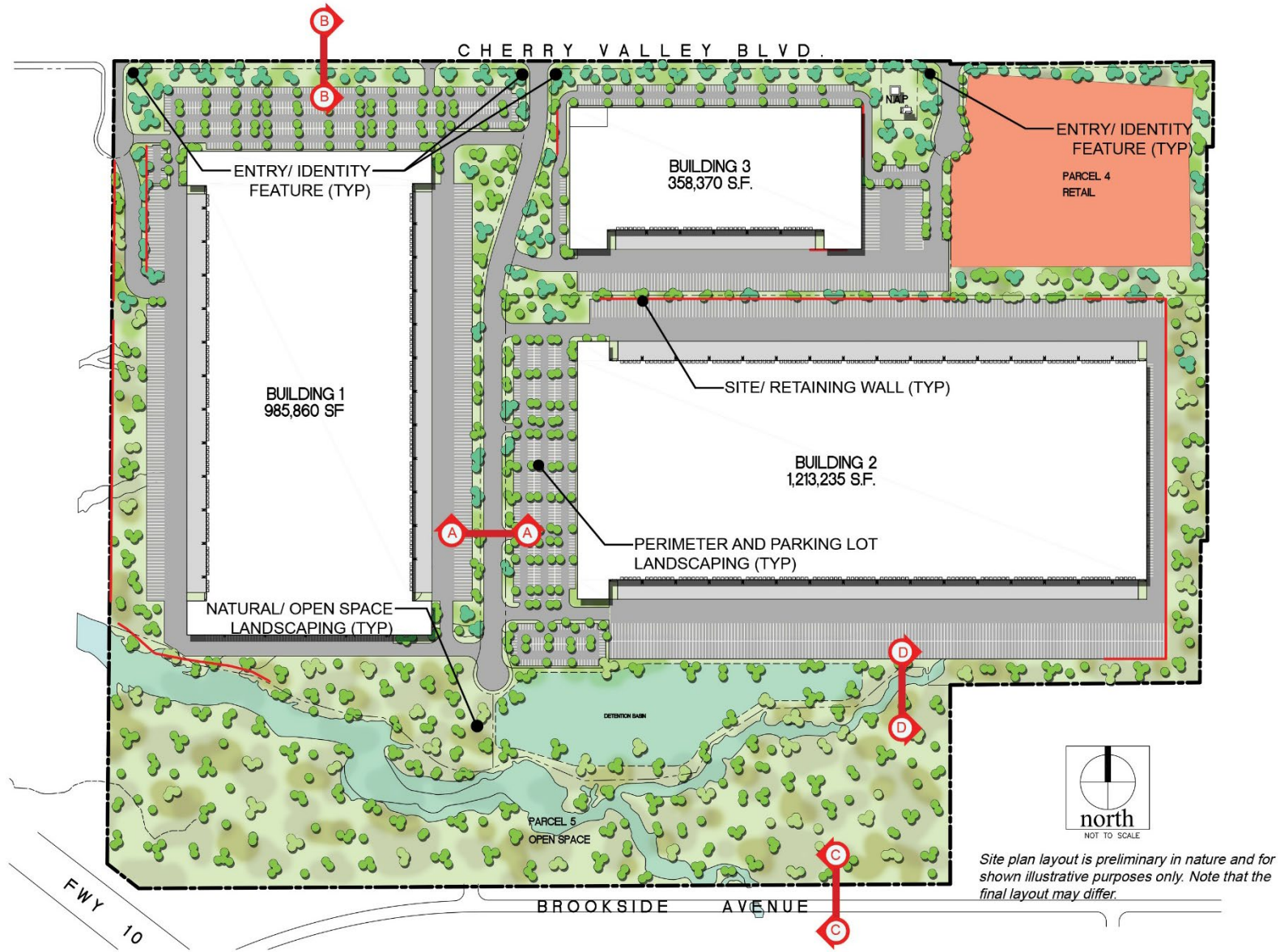


Figure 4-3 Conceptual Landscape Plan

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Trees



Alnus rhombifolia - White Alder
Betula pendula 'Alba' - European White Birch
Ceratonia siliqua - Carob Tree
Cercis occidentalis - Western Redbud
Chitalpha tashkentensis - Chitalpa
Cinnamomum camphora – Camphor Tree
Fraxinus Americana - White Ash
Geijera parviflora - Australian Willow
Ginkgo biloba - Maiden Hair Tree
Gleditsia triacanthos - Honey Locust
Grevillea robusta - Silk Oak
Koelreuteria bipinnata - Chinese Plume Tree
Lagerstroemia indica Spp. - Crape Myrtle
Liquidambar styraciflua 'Burgundy' - Sweet Gum
Lophostemon confertus - Brisbane Box
Magnolia soulangea - Saucer Magnolia
Malus spp. - Crabapple
Olea Europaea 'Majestic Beauty' - Olive Tree
Parkinsonia x 'Desert Museum' - Desert Museum Palo Verde
Phoenix dactylifera - Date Palm
Pinus eldarica - Mondel Pine
Pinus nigra - Austrian Black Pine
Pistacia chinensis - Chinese Pistache
Platanus acerifolia 'Bloodgood' - London Plane Tree
Podocarpus gracilior - African Fern Pine
Populus nigra 'Italica' - Lombardy Poplar
Prunus cerasifera 'Krauter Vesuvius' - Flowering Plum
Prunus cerasifera spp. - Flowering Plum
Quercus spp. - Oak
Rhus lancea - African Sumac
Salix babylonica - Weeping Willow
Tipuana tipu - Tipu Tree
Ulmus parvifolia 'True Green' - Chinese Evergreen Elm
Washington filifera - Desert Fan Palm

Shrubs and Accents



Abelia grandiflora 'Edward Goucher' – Glossy Abelia
Agapanthus africanus 'Ladanifer' – Ladanifer Lily of the Nile
Agave attenuata - Agave
Arctostaphylos densiflora 'Howard McMinn' - Manzanita
Aristida purpurea - Purple Three-awn

Shrubs and Accents (continued)



Asparagus densiflorus - Asparagus Fern
Berberis thunbergii - Japanese Barberry
Bouteloua gracilis 'Blonde Ambition' - Blue Gama
Calliandra californica - Baja Fairy Duster
Callisemon viminalis 'Little John' – Weeping Bottle Brush
Carex divulsa - Berkeley Sedge
Carpenteria californica - Bush Anemone
Ceanothus Spp. - California Lilac
Cistus purpureas - Purple Rockrose
Cotoneaster glaucophyllus - Gray Leaf Cotoneaster
Cotoneaster horizontalis - Rock Cotoneaster
Dietes bicolor - Fortnight Lily
Dodonaea viscosa - Hopseed Bush
Echiun, fastuosum - Pride of Madeira
Festuca glauca 'Siskiyou Blue' - Blue Fescue
Forsythia 'Arnold Dwarf' - Arnold Dwarf Forsythia
Fremontodendron californicum 'California Glory' - Flannel
Grevillea 'Noellii' - Noel's Grevillea
Helictotrichon sempervirens - Blue Oat Grass
Hemerocallis spp. - Day Lily
Heteromeles arbutifolia - Toyon
Ilem rocallis spp. - Da Lil
Juncus effesus 'Quarts Creek' - Common Rush
Lavandula angustifolia - English Lavender
Leuophyllum spp. - Sage
Ligustrum japonicum 'Texanum' - Texas Privet
Mahonia repens - Creeping Mahonia
Muhlenbergia rigens - Deer Grass
Myrtus communis 'Compacta' - Dwarf Myrtle
Pittosporum tenuifolium 'Silver Sheen' - Silver Sheen
Raphiolepis indica 'Pinkie' – Indian Hawthorn
Rhus integrifolia - Lemonade Berry
Romneya coulteri - Matilija Poppy
Rosmarinus officinalis 'Prostratus' - Trailing Rosemary
Salvia clevelandii - Cleveland Sage
Sarcococca hookerana humilis - Sweet Sarcococca
Tagetes lemmonii - Mountain Marigold
Tulbaghia violacea – Society Garlic

Figure 4-4 Plant Materials – Trees and Shrubs

Groundcovers



Acacia redolens 'Desert Carpet' - Desert Carpet Acacia
Achillea millifolium - Achillea
Arctostaphylos hookeri - Monterey Carpet Manzanita
Artemisa caucasia - Wormwood



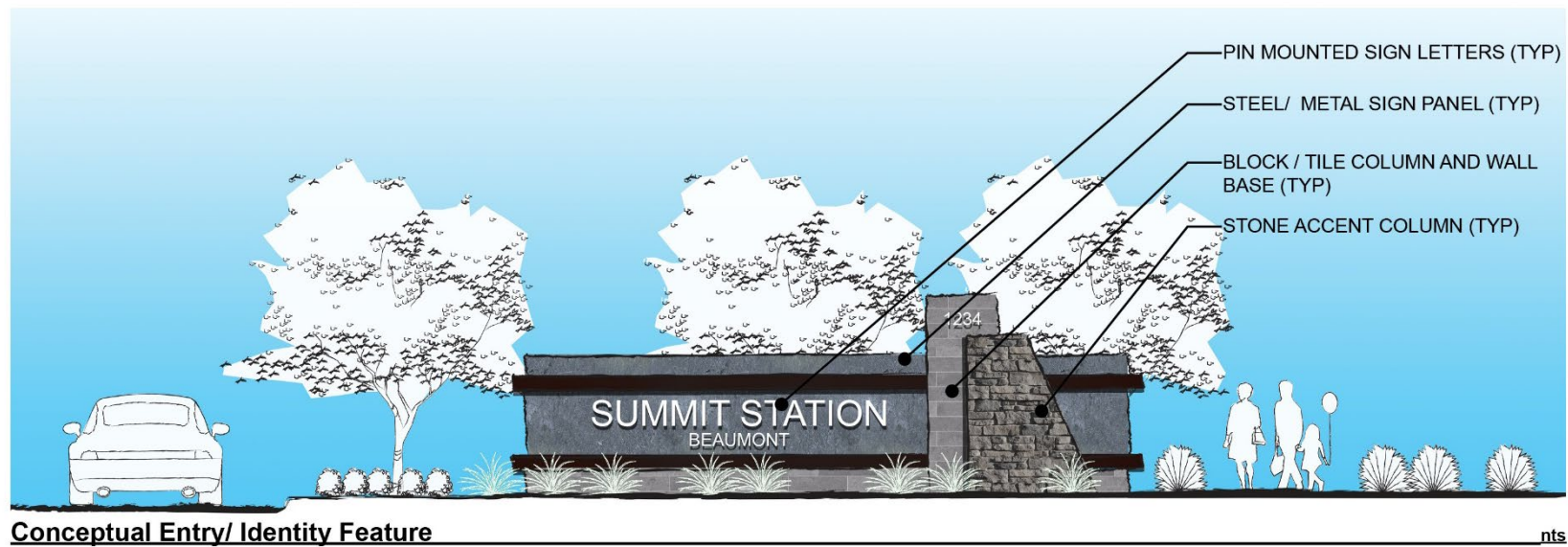
Baccharis pilularis 'Pigeon Point' - Dwarf Coyote Bush
Baileya multiradiata - Desert Marigold
Convolvulus mauritanicus - Ground Morning Glory
Cotoneaster spp. - Cotoneaster
Helianthemum spp. - Helianthemum
Juniperus horizontalis 'Wiltonii' - Blue Rug Juniper
Lantana spp. - Lantana
Lomandra longifolia 'Breeze' - Dwarf Mat Rush
Myoporum parvifolium - Myoporum



Oenothera berlandieri - Mexican Evening Primrose
Rosmarinus o. 'Prostratus' - Prostrate Rosemary
Salvia greggii - Autumn Sage
Santolina chamaecyparissus - Lavender Cotton
Santolina virens - Green Lavender Cotton
Sedum rubrotinctum - Pork and Beans
Trachelospermum jasminoides - Star Jasmine
Vinca minor - Dwarf Periwinkle

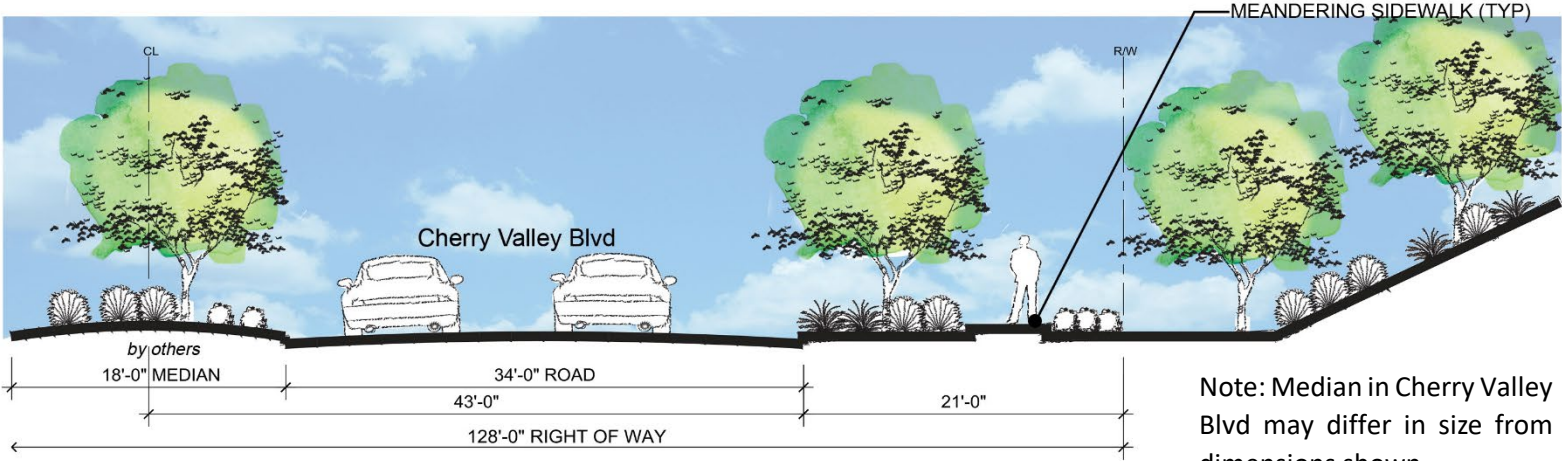


Figure 4-5 Plant Materials – Groundcovers



The conceptual entry monumentation is preliminary in nature and for shown illustrative purposes only. Note that the final design may differ.

Figure 4-6 Conceptual Entry Monumentation



Note: Median in Cherry Valley Blvd may differ in size from dimensions shown.

Section B-B

nts

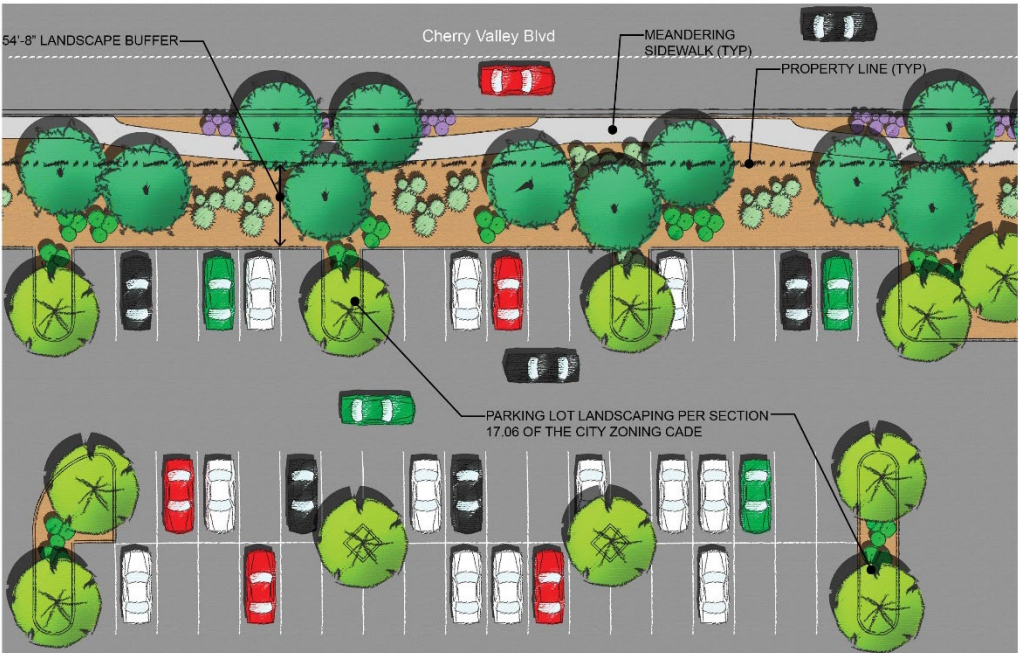
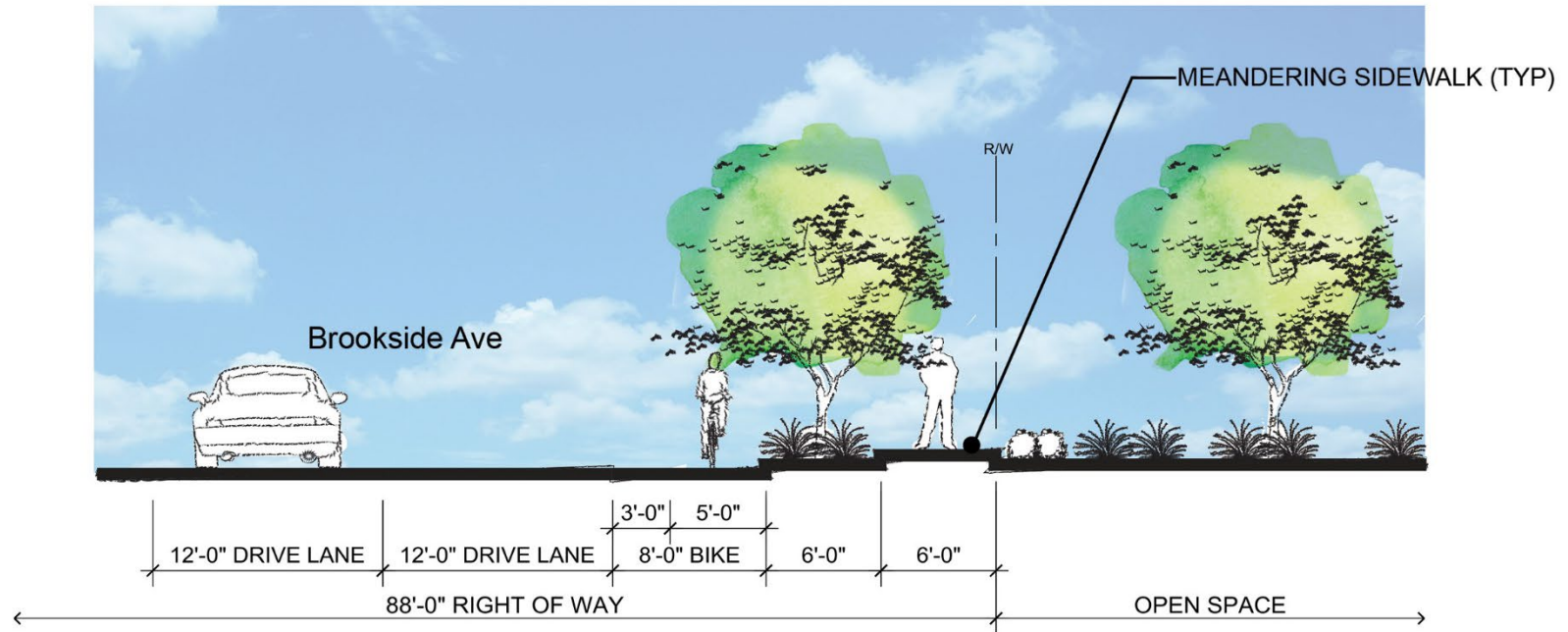
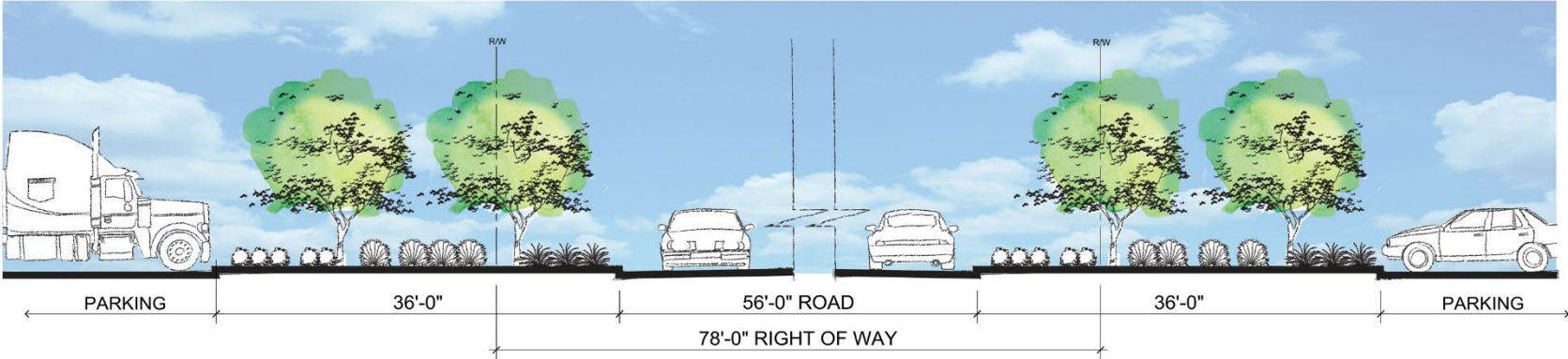


Figure 4-7 Streetscape – Cherry Valley Boulevard



Section C-C

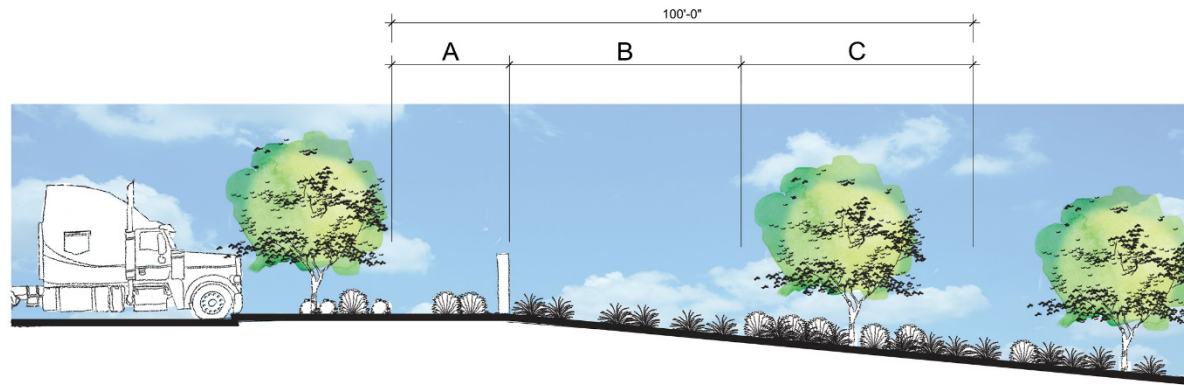
Figure 4-8 Streetscape – Brookside Avenue



Section A-A

nts

Figure 4-9 Streetscape -Public Entry Drive



Section D-D

nts

Zone A (Irrigated Setback Zone)

Zone A shall be a permanently irrigated area installed by each individual private lot owner that is between a 20' setback from 'rear of house' to the edge of the pad. Zone A shall contain no buildings or other combustible construction that provides a means for transmitting fire to the structures. Structures such as hardscape, fences, walls and non-habitable gazebos that are located within this zone shall be constructed of non-combustible materials.

Plants within Zone A shall be primarily low growing and less than 4' in height with the exception of trees. Plants shall be low-fuel and fire resistive. Trees within Zone A shall be located away from structures to a minimum distance of 10 feet as measured from the structure to the drip line of the tree at maturity. Zone A shall be maintained by the individual parcel owner on a regular basis by pruning and thinning plants controlling weeds and maintaining irrigation systems.

Zone B (Irrigated Setback Zone)

Zone B shall be a permanently irrigated area installed by the developer after rough grading is completed. Zone B shall contain no buildings or other combustible construction that provides a means for transmitting fire to the structures. structures such as hardscape, fences, walls and non-habitable gazebos that are located within this zone shall be constructed of non-combustible materials.

Plants within Zone B shall be primarily low growing and less than 4' in height with the exception of trees. Plants shall be low-fuel and fire resistive. Trees within Zone B shall be located away from structures to a minimum distance of 10 feet as measured from the structures to the drip line of the tree at maturity. Zone B shall be maintained by the individual parcel owner on a regular basis by pruning and thinning plants controlling weeds and maintaining irrigation systems.

Zone C (Non-Irrigated Setback Zone)

All dead and excessively twiggy growth shall be removed. After pruning large trees and shrubs low growing plants shall be separated by a distance three times their height from large plants. Trees and large shrubs shall be pruned to provide clearance of three times the height of the understory plant material (or 6', whichever is higher).

Debris and trimmings produced by thinning shall be removed from the site, or if left, shall be converted to mulch, and dispersed non- irrigated to a depth of 6" No native plants shall be cut below 6'. Individual non-irrigated groupings of plants over 18' in height may be retained provided they do not exceed 400 square feet in area and their combined coverage does not exceed 30% of the total Zone B area.

Note: Maintenance for all private property areas, including irrigated setback zones, are the responsibility of the owner and/or tenant of each individual parcel.

Figure 4-10 Fuel Modification

4.0 | DESIGN GUIDELINES

4.6.6 Service Areas and Utility Placement and Screening

Service areas and above-ground equipment such as air conditioners, trash enclosures, and electrical vaults are understood to be a requirement of development. Their screening treatment is important to the overall quality of the Summit Station.

A. Mechanical Equipment

- All equipment shall be internal to buildings to the greatest extent possible. When unfeasible, all such equipment shall be screened and not prominently visible from public rights-of-way. Electrical rooms should be planned in an inconspicuous location with smooth access doors painted to match the building field color. Underground service must be provided.
- Roof-mounted mechanical equipment (excluding solar panels, solar films, and small-scale wind turbines) shall be screened from views from streets, walkways, common areas, and open space areas with parapets and other architectural features that are compatible with the architectural style and character of the building.
- Equipment should be located to maximize energy efficiency, such as locating cooling equipment in shaded areas that are protected from the hot sun, thus reducing energy needs.
- Storage and equipment areas shall be screened from publicly accessible spaces. Landscaping and/or architectural enclosures can be used to screen these areas.
- Ground-mounted mechanical equipment shall be located behind walls/fences, inside utility cabinets, and/or behind landscaping to screen this equipment from streets,

walkways, and common areas. Items to be screened include, but are not limited to, power transformers, electrical equipment, backflow preventers, antennas, HVAC (heating, ventilation, and air conditioning) equipment, and other similar mechanical equipment and utilities.

- Energy and water-efficient appliances, fixtures, lighting, and windows shall meet or exceed state energy performance standards. Energy Star qualified (or equivalent) models of mechanical equipment are strongly encouraged.

B. Loading/Unloading Areas

- Service areas, such as loading docks, utility areas, and back of house entrances should be visually screened with landscaping or vertical hardscape elements or incorporated within the shell of the building.
- Service and loading areas should be located to the rear of the buildings or in the interior of a multiple building complex.
- Loading and unloading zones should provide adequate space for maneuvering into and out of a loading position. These areas should be designed to integrate with the entire development and signed appropriately to minimize use by other vehicles.

C. Trash Enclosures

- Trash enclosures must be screened by a solid wall or fence a minimum of six feet in height with a solid latching gate with landscaped buffers, located so that doors do not interfere with landscaping and pedestrian and vehicular circulation. Color shall complement adjacent buildings and landscaping.

4.0 | DESIGN GUIDELINES

- Trash enclosures can have openings but must be covered from above.



4.6.7 Landscape Standards

1. Parking lots shall have 30 percent shade coverage in 30 years.
2. 15 percent of parking shall be landscaped with a mixture of trees, shrubs, vines, groundcovers, 30 percent of which must be interior of the parking lot and 70 percent perimeter.

4.6.8 Plant Materials

The plant palette for the Summit Station Specific Plan area is comprised of a variety of street trees, accent trees, shrubs, grasses, succulents, and groundcovers. Plants included within the preliminary plant list were selected for their unique aesthetic qualities as well as their drought-tolerant characteristics.

Figure 4-5 Preliminary Plant Palette, provides a preliminary list of approved plant material for use within the Specific Plan area. This list is not intended to be exhaustive and additional plant material that is similar in size, form, color, and water need requirements may be substituted provided that they complement the overall design theme of Summit Station.

4.7 Walls and Fences

All walls should adhere to the following guidelines.

- Walls at loading areas shall be at least six feet in height, or as approved by the City to screen loading activities from off-site views from the adjacent public right-of-way.



- Landscaping shall be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti.
- Chain link fencing is prohibited as a permanent fencing type.

4.0 | DESIGN GUIDELINES

- Wall materials shall be masonry with graffiti coating, tubular steel painted black, or combination wall/fences.
- Long stretches of wall (in excess of 100 feet) shall be broken by pilasters or columns of a similar material that complements the wall, spaced up to 50 feet on center.



4.8 Lighting and Security

Lighting will use high-efficiency technologies, dark-sky cutoffs, strategic orientation to avoid spillover into adjacent properties, and open space areas, and appropriate shielding or recesses to minimize glare and reflections. Street and parking lot lighting will meet City standards.

- Exterior lighting should be unobtrusive and not cause glare or spillover into neighboring properties, especially when within 100 feet of I-10. Lighting fixtures must be fully shielded to direct illumination downward to minimize light pollution impacts.
- Adequate lighting should be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces should be kept to the minimum necessary for safety and security purposes while minimizing glare.
- The scale, materials, colors, and design detail of on-site light posts and fixtures should reflect the desired character of the

Specific Plan area and the architectural style of the surrounding buildings.

- Light posts should be appropriately scaled to pedestrians near sidewalks and other areas of pedestrian circulation.
- Extremely tall light posts and fixtures should be avoided. Light posts standards will meet the current requirement within the City's applicable code section.
- Bollard lighting is encouraged to illuminate walkways without providing spillover.
- Lighting fixtures should be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures should enhance the overall design and character of the building and site.
- Energy efficient, low voltage lighting is strongly encouraged. Decorative lighting should be low intensity. LED lighting is also allowed.
- If security lighting is required, fixtures should be hooded, recessed, and/or located in such a manner to only illuminate the intended area.
- Addresses should be visible from streets and illuminated at night.

Security Cameras

- The location, style, and mounting of security cameras must be integrated with the building architecture. Any roof-mounted security camera must be below the top of the building parapet and screened from view from the ground. The color of the camera housing must match the color of the poles or the building wall.

4.0 | DESIGN GUIDELINES

- Cameras may be mounted on poles in parking lot, suspended from soffits, or mounted on building walls with the top of the camera below the top of the parapet. Cameras mounted on the parapet are permitted but not encouraged.
- The following are not permitted:
 - Exposed wires;



5.0 | ADMINISTRATION AND IMPLEMENTATION

5.0 ADMINISTRATION AND IMPLEMENTATION

This section of the Specific Plan describes the development review procedures of the City and other relevant permitting agencies applicable to the Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, and phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

5.1 Administration

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to adopt Specific Plans for purposes of implementing the goals and policies of a City’s General Plan. As with general plans, the Planning Commission must hold a public hearing to consider and provide a recommendation on the Specific Plan to the City Council, which is the ultimate approval body.

5.1.1 Responsibility

The City of Beaumont’s Planning Department, its Director/Manager or their designee shall be responsible for administering the provisions of the Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable state and federal laws, the City of Beaumont’s General Plan, including all amendments or updates thereto, and the City of Beaumont’s Municipal Code.

5.1.2 Applicability

All development in the Summit Station Specific Plan area shall comply with the requirements and standards set forth in this Specific Plan document and the accompanying EIR, conditions of approval, and Mitigation Monitoring and Reporting Program (MMRP). Where conflicts exist between the standards contained in this Specific Plan

and those found in the City of Beaumont Zoning Ordinance or Municipal Code, the regulations and standards in the Specific Plan shall take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan shall be subject to the provisions of the Zoning Code, Municipal Code or General Plan, using the context and objectives of the Specific Plan as a guide.

The name “Beaumont Summit Station Specific Plan” or “Summit Station Specific Plan” refers to this Specific Plan document and its supporting information. The final marketing name of the Project may differ and will be determined by the Project’s Master Developer or an implementing builder.

5.1.3 Enforcement and Interpretation

The City shall enforce the provisions of the Specific Plan in the same manner that it enforces the provisions of the General Plan and Zoning Code.

Whenever in this Specific Plan any act is prohibited or is made or declared to be unlawful, or the doing of any acts required, or the failure to do any act is determined to be unlawful, the City of Beaumont retains its authority under the Municipal Code to enforce such violation or offense.

5.1.4 Severability

If any section, subsection sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this plan.

5.0 | ADMINISTRATION AND IMPLEMENTATION

5.1.5 Initial Entitlements

Initial entitlements required for development of the Specific Plan area include the following actions to be taken by the City:

- Environmental Impact Report (EIR) – The Summit Station Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (CEQA). As part of the approval process for the Specific Plan, an EIR must be considered and certified by the City Council prior to approval of any of the project-related entitlements.
- General Plan Amendment – The Project site is presently designated as “Single Family Residential” by the General Plan. A General Plan Amendment would change the property’s land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and open space uses.
- Specific Plan – The Project site is presently zoned Specific Plan, specifically the Sunny-Cal Specific Plan. The Summit Station Specific Plan is a standalone specific plan document that will replace the existing Sunny-Cal Specific Plan. The Summit Station Specific Plan establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan project area. The Specific Plan will implement the City’s General Plan as amended. The Specific Plan will be considered by the Planning Commission and City Council and will be adopted by Ordinance and will become the zoning for the Project.
- Subdivision Map – The Subdivision Map is a basic tool for implementation of a Specific Plan. The Project’s Tentative Parcel Map (TPM) will create the individual legal lots for Project development, formalize the parcel boundaries, and provide for public rights-of-way for Project access. The Project will include a TPM to create five legal lots and will be considered by the City concurrently with the review of this Specific Plan. The TPM will be considered by the Planning Commission and City Council and will be adopted by Resolution.
- Site Development Plan/Site Plan – A site development plan for the project, consisting of an e-commerce project with three proposed structures, parking, landscaping, drainage facilities, and new driveways. Site Plans are subject to review and approval of the Planning Commission.
- Statutory Development Agreement – A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., may be processed concurrently with the approval of this Specific Plan. The development agreement will include, among other items, the term of entitlements and any provisions for off-site improvements if applicable.

5.1.6 Minor Modifications/Substantial Conformance

Final development plans for each parcel of the Project may be adjusted or modified based on final design and engineering and the precise development plans of the planning area builder. “Substantial Conformance” is a mechanism to allow the approval of minor modifications for development under the Specific Plan.

5.0 | ADMINISTRATION AND IMPLEMENTATION

Written documentation requesting a proposed minor modification to support an implementing map, site plan, or use permit must be submitted for the review and approval of the Planning Department, its Director or their designee.

Minor Modifications under Substantial Conformance Determination

The Community Development Director or his/her designee shall have the authority to approve minor adjustments or modifications, as defined herein, which substantially conform to the approved Specific Plan through an administrative Substantial Conformance review process, so long as those minor modification and adjustments are consistent with the intent of the Specific Plan.

Minor modifications may be warranted to accommodate changes resulting from final design and engineering that cause adjustments in roadway alignments, location of utilities or other infrastructure, development of innovative product design, distribution of permitted uses within the Specific Plan area, development of builder-level design guidelines, density transfers or other similar modifications deemed to be minor. Minor modifications or technical adjustments may include, but are not limited to the following:

- Inclusion of land uses not specified in Section 3, *Development Regulations* but similar in intent and character subject to interpretation by the Community Development Director as specified in Section 5.1.3 above.
- Modifications necessary to comply with final Conditions of Approval or mitigation measures when adopted under subsequent actions.
- Addition of information to the Specific Plan (including maps or text) for purposes of clarification that does not change the intent of any plan or regulation, as well as correction of any clerical or grammatical errors.
- Adjustments to the alignment, location, and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City's Building and Safety Department or Public Works Department so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities and do not result in new significant environmental impacts.
- Change in roadway alignment, width, or improvements through the final engineering improvement plan process so long as minimum rights-of-way meet the standards outlined in the Specific Plan.
- Minor adjustments of any planning area boundary (less than 10%).
- Minor adjustments to any of the development standards or regulations per the requirements in Section 3.1.6 such as modification of wall heights for noise attenuation purposes, modification of allowable encroachments into setbacks, etc. that are specifically allowed under the Development Regulations of this Specific Plan.
- Minor changes to the architectural or landscape design guidelines, which guidelines are intended to be conceptual in nature and flexible in implementation.
- Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and

5.0 | ADMINISTRATION AND IMPLEMENTATION

reduces operations and maintenance costs or improves the level of sustainability.

Table 5-1 Review Authority	
Review Authority	Permit or Approval Type
Director	Administrative Plot Plan Review ¹
	Minor Modifications per Section 5.1.6
Public Works	Lot Line Adjustment and Parcel Merger
Planning Commission	Conditional Use Permit ²
	Plot Plan
	Variances ³
	Appeals of Staff Decisions
City Council ⁴	Sign Programs
	Specific Plan adoption and amendments
	General Plan Amendment
	Tentative Tract Map/Tentative Parcel Map
	Code Amendments
	Appeals
<ol style="list-style-type: none"> 1. For applications consistent with the Specific Plan/s land uses and in substantial conformance development standards, applications for new development are to be approve administratively. 2. For Uses identified with a "C" in Section 3 of this Specific Plan. 3. For requests that exceed the provisions of Section 3 of this Specific Plan. 4. City Council actions are preceded by a Planning Commission recommendation. 	

The minor modifications described and listed above are not comprehensive. Any modification that is deemed by the Community Development Director to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted.

The documentation of substantial conformance may include text and/or maps which describe the nature of all proposed modifications or adjustments to the Specific Plan. This application of substantial conformance with the adopted Specific Plan shall undergo any necessary technical review by City agencies as the Community Development Director or his/her designee deems necessary.

A Substantial Conformance Determination shall not include significant modifications in the basic design of the Specific Plan area including any increase in the allowable developable areas within the project area.

Action

No public hearing shall be required for a finding of Substantial Conformance. The Community Development Director or designee shall be the review and approval authority for a finding of Substantial Conformance. The Director's findings shall be provided by written notice to the Applicant approving, conditionally approving, or denying the determination of Substantial Conformance. The Director's decision shall be final, subject to the appeal procedures established by the Beaumont Municipal Code Section 17.02.030.

Findings

The following findings shall be required for a Substantial Conformance Determination:

- The modifications are consistent with the goals and intent of the Specific Plan;
- The physical characteristics of the site have been adequately assessed, and proposed building sites are of adequate size and shape to accommodate proposed uses and all other features of development;

5.0 | ADMINISTRATION AND IMPLEMENTATION

- There is supporting infrastructure, existing or available, consistent with the requirements of the Specific Plan, to accommodate the development without significantly lowering service levels; and
- The development resulting from the Substantial Conformance Determination will not have a substantial adverse effect on surrounding property or the permitted use thereof and will be compatible with the existing and planned land uses, as well as the character of the surrounding area.

5.1.7 Specific Plan Amendments

Substantial modifications to the Specific Plan would require an amendment. A minor modification or adjustment to the Summit Station Specific Plan listed in the section above would not require a Specific Plan Amendment.

An amendment to the Specific Plan is required if the following occur:

- Changes to the overall Specific Plan boundaries to include ownerships or properties not included in the Specific Plan at the time of approval (changes to Planning Area boundaries within the Specific Plan boundaries are deemed minor as noted above and would not require an amendment);
- Any increase in the overall development thresholds within the Specific Plan; or
- Any addition of new land uses not contemplated by the Specific Plan's Development Regulations.

5.1.8 Appeals

An appeal of any determination, decision, or requirement of City staff or Planning Commission shall be made in conformance to the appeal

procedures established by the Beaumont Municipal Code Section 17.02.030.

5.2 Implementation

This Implementation Program is established to meet the goals of the Project. This program contains a number of legal, procedural, and administrative elements. The purpose of this section is to familiarize subsequent landowners, developers, public agencies, and decision-makers, as well as interested citizens, with the goals and intentions of the Summit Station Specific Plan. The Implementation Program summarizes the requirements listed in this section for the all development within the Specific Plan. The purpose of this section is to provide an outline of the steps necessary to implement the Summit Station Specific Plan and applicable conditions, mitigation measures, and regulations in coordination with the City of Beaumont and other governing public agencies. This section is intended to address each of these elements for the benefit of the future developers and builders, the City of Beaumont, and other approving agencies, and interested residents. The approval of this Specific Plan, certification of the Specific Plan EIR, and adoption of the MMRP will assure that timely mitigation and Project impacts take place at the appropriate milestones and in accordance with Project implementation.

5.2.1 Adoption

The Summit Station Specific Plan has been prepared, submitted, and approved in a manner consistent with California Government Code Section 65451(a). The Specific Plan shall be adopted by ordinance and shall serve as the zoning for the Specific Plan area. The approved Specific Plan project site will continue to be designated on the City's Zoning Map Specific Plan. The land use and development standards

5.0 | ADMINISTRATION AND IMPLEMENTATION

identified in this Specific Plan document supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.

5.2.2 Phasing

Construction of the Project, including recordation of final subdivision map(s), and design review may be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety.

The Project will be phased to:

- Provide for the orderly build-out of the Commerce Center based upon market demand;
- Provide adequate infrastructure to serve the Project;
- Phases may occur concurrently so long as the associated infrastructure is provided.

5.2.3 Financing

All backbone improvements (i.e., roadways, utilities, open space) shall be constructed with private financing.

Builders may enter into an internal, private cost-sharing agreement specifying terms of financing for construction of improvements, establishment of rights-of-way and any easements for improvements, and establishment of the basis and terms for cost sharing and reimbursement among owners.

Portions of the Specific Plan area may be sold to other builders to develop specific aspects or portions of the Specific Plan area (e.g., the individual lots, hotel, commercial uses). Sold portions would require a partial assignment and assumption of the development agreement

for new owners. All infrastructure, services, facilities, and amenities shall be the responsibility of the developer for that particular portion as determined through the Tentative Map for plot plan process. It is anticipated that these would be constructed with private financing.

5.2.4 Maintenance and Ownership

Maintenance of private parking area aisles, parking area circulation, and common landscape areas will be the responsibility of a commercial association to be formed within the Specific Plan area. The maintenance association(s) shall be responsible for private driveways, parking, open space areas, signage, landscaping, irrigation, common areas, on-site sewers, storm drains, Best Management Practices (BMPs), and other responsibilities as necessary. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by property owners or a maintenance district.

Table 5-3, *Financing, Ownership, and Maintenance* outlines the anticipated program.

5.0 | ADMINISTRATION AND IMPLEMENTATION

**Table 5-3
Financing, Ownership, and Maintenance**

Improvement	Financing	Ownership	Maintenance
Water System	Developer	Water District	Water District
Sewer System	Developer	Private/Public	Private/City
Drainage System -Backbone -BMPs	Developer Developer	Private/Public Private	Private/City Private
Street Improvements Cherry Valley Blvd Brookside Ave, entry drives	Developer	City	City
Private Internal circulation	Developer	Private	Private
Landscaping -Public Right-of-Way -Common -Private plantings	Developer Developer Developer	City Private Private	City Private Private
Open Space (PA 3)	Developer (permits)	Private ¹	Private

5.2.5 Agency Permitting

Assuming concurrence with the proposed jurisdictional delineation findings, the existing stream courses in Planning Area 1 and Planning Area 3 would not be waters of the U.S. under U.S. Army Corps of Engineers (Corps) jurisdiction and thus no permitting from the Corps would be required for project impacts. However, the existing stream courses in Planning Area 1 and Planning Area 3 would be waters of the State under Regional Water Quality Control Board (RWQCB) jurisdiction and streambed and associated riparian habitat under

California Department of Fish and Wildlife (CDFW) jurisdiction. Any impacts to RWQCB- and CDFW-jurisdictional stream courses (assuming agency concurrence) within Planning Area 1 and Planning Area 3 from grading for Planning Area 1 will require Waste Discharge Requirements (WDR) per RWQCB and a Streambed Alteration Agreement per CDFW, depending upon the amount of area impacted. Such permits are required prior to grading or other activities that would impact a jurisdictional stream course. Ultimate ownership and maintenance of Planning Area 3 will be determined during environmental review and/or permit processing and may be private or dedicated to an established conservation group.

5.3 Relationship to CEQA

The California Environmental Quality Act (CEQA) classifies a specific plan as a “project” which is subject to environmental review. An Environmental Impact Report (EIR) is required prior to adoption of this Specific Plan to analyze potentially significant environmental impacts of the Project, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provisions of CEQA. This EIR will analyze the entire Specific Plan and address potential impacts associated with the development of the Specific Plan area. The EIR includes recommended mitigation measures and analyzes implementing actions for the development. The EIR will fulfill the requirements for environmental documentation for most subsequent discretionary and ministerial applications for development within the Specific Plan area.

The MMRP shall ensure that the Specific Plan complies with all applicable environmental mitigation and permit requirements. The final MMRP shall be adopted with EIR certification.

¹ Ownership of the passive open space may be private or a conservation agency.

APPENDIX A | LEGAL DESCRIPTION

APPENDIX A Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEAUMONT, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: APN 407-190-016

THE WESTERLY 208.71 FEET OF THE NORTHERLY 1,073.55 FEET OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.

ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146636.

PARCEL 2: APN 407-190-017

PARCEL 2A:

THAT PORTION OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF SECTION 29, SAID POINT BEING ALSO A POINT IN THE CENTER OF WOODLAND AVENUE;

THENCE NORTH 89° 33' 30" EAST ON THE CENTER LINE OF WOODLAND AVENUE, 786.12 FEET, MORE OR LESS, TO A POINT DISTANT SOUTH 89° 33' 30" WEST, 791 FEET, FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNON AND JEREMIAH C. HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS;

THENCE SOUTH 0° 28' 50" WEST AND PARALLEL WITH THE WESTERLY LINE OF SAID PARCEL CONVEYED TO HANNON, 1975 FEET TO A POINT ON THE NORTHERLY LINE OF THAT CERTAIN PARCEL CONVEYED TO MELVIN F. KLAGUOS AND PAULINE M. KLAGUOS, HUSBAND AND WIFE BY DEED RECORDED AUGUST 4, 1959 AS INSTRUMENT NO. 67500;

THENCE WESTERLY ON THE NORTHERLY LINE OF SAID PARCEL CONVEYED TO KLAGUOS TO A POINT IN THE WEST LINE OF SAID SECTION 29;

APPENDIX A | LEGAL DESCRIPTION

THENCE NORTH 0° 07' 40" EAST ON THE WEST LINE OF SAID SECTION 29, TO THE POINT OF BEGINNING; EXCEPTING THEREFROM THE WESTERLY 208.71 FEET OF THE NORTHERLY 1,073.55 FEET;

ALSO EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.

ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146646.

PARCEL 2B:

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTHERLY LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTH 89° 33' 30" WEST, 791 FEET FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNAN BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS; SAID POINT ALSO BEING DISTANT NORTH 89° 33' 30" EAST 786.12 FEET FROM THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION;

THENCE SOUTH 0° 28' 50" WEST, PARALLEL WITH THE WEST LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON 313.5 FEET TO THE TRUE POINT OF BEGINNING;

THENCE EASTERLY ON SAID SOUTHERLY LINE OF THE PARCEL CONVEYED TO GEORGEUS GEORGE AND ELIZABETH B. GEORGE, BY DEED FILED FOR RECORD AUGUST 21, 1952 AS INSTRUMENT NO. 35786, IN BOOK 1394 PAGE 352 OFFICIAL RECORDS, 11 FEET;

THENCE SOUTHERLY 1, 221.5 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT CERTAIN PARCEL CONVEYED TO FRANK J. FABIAN AND MARY R. FABIAN BY DEED RECORDED NOVEMBER 4, 1939 IN BOOK 434, PAGE 587 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS, 20.5 FEET OF THE SOUTHWEST CORNER OF SAID PARCEL SO CONVEYED TO FRANK J. FABIAN AND WIFE;

THENCE WEST ON SAID SOUTH LINE 20.5 FEET;

THENCE NORTH 1,221.5 FEET TO THE POINT OF BEGINNING.

PARCEL 2C:

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

APPENDIX A | LEGAL DESCRIPTION

BEGINNING AT A POINT ON THE NORTH LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTH 89° 33' 30" WEST, 791 FEET FROM THE NORTHWEST CORNER OF THAT CERTAIN

PARCEL CONVEYED TO J. VINCENT HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS; SAID POINT ALSO BEING DISTANT NORTH 89° 33' 30" EAST 786.12 FEET FROM THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER;

THENCE SOUTH 0° 28' 50" WEST, PARALLEL WITH THE WEST LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON 313.4 FEET;

THENCE NORTH 89° 33' 30" EAST, 30 FEET;

THENCE NORTH 0° 28' 50" EAST, 313.4 FEET, TO THE NORTH LINE OF SAID SOUTHWEST QUARTER;

THENCE SOUTH 89° 33' 30" WEST, 30 FEET TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM THE NORTH 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.

ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146646.

PARCEL 3: APNS: 407-230-022, 407-230-023, 407-230-024, 407-230-025, 407-230-026, 407-230-027 AND 407-230-028

PARCELS 1 TO 7, INCLUSIVE, AND LOTS A TO K, INCLUSIVE OF PARCEL MAP NO. 12218, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN PARCEL MAP BOOK 85, PAGE 66 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APPENDIX B | GENERAL PLAN CONFORMANCE

APPENDIX B

Beaumont Summit Station Specific Plan – General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use + Community Design		
Non-Residential Uses		
Goal 3.4	<i>A City that maintains and expands its commercial, industrial, and other employment-generating land uses.</i>	The Specific Plan encompasses approximately 188 gross acres and allows for up to 2,707,465 square feet of mixed commercial, warehouse/e-commerce, and office uses. The Specific Plan includes approximately 30.2 acres of passive open space. The project would facilitate development of underutilized land. The underutilized land is currently planned for residential uses. This project would maximize the underutilized land by using the site as a large format e-commerce center. This e-commerce center would consist of one or more buildings with a total e-commerce building space in excess of 2,557,465 square feet in size, responding to market demand.
Policy 3.4.6	<i>Continue to promote the maintenance and preservation of industrial activities and businesses that contribute to the City's economic and employment base.</i>	The project would facilitate the development of underutilized land with uses that would maximize the use of the site through mixed usage. The project would bring industrial, commercial, and open space uses. The Specific Plan would encompass approximately gross 188 acres and allows for up to 2,707,465 square feet of mixed commercial, warehouse/e-commerce, and office uses. The project also would include 30.2 acres designated for natural open space. This project would contribute to the local economy through new capital investment, creation of new employment opportunities, and expansion of the tax base.
Policy 3.4.7	<i>Encourage the continued expansion of the City's industrial districts to accommodate economic development and growth.</i>	The project would expand the City's industrial districts by maximizing the site's use as an e-commerce center consisting of one or more buildings with total e-commerce building space in excess of 2,557,465 square feet in size, responding to market demand. The project would accommodate economic development and growth through the expansion of new employment opportunities and the continued expansion of the City's industrial districts.

APPENDIX B | GENERAL PLAN CONFORMANCE

General Plan Goal/Policy		Consistency
Policy 3.4.8	<i>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.</i>	The proposed land use plan would avoid sensitive resources and place compatible land uses and facilities in an appropriate location. The project would also provide access patterns that minimize traffic conflicts. The development and operation of a large format logistics center in close proximity to the I-10 would limit truck traffic disruption to sensitive receptors within the surrounding regions.
Community Design + Public Realm		
Goal 3.10	<i>A City designed to improve the quality of the built and natural environments to reduce disparate health and environment impacts.</i>	<p>The project would incorporate appropriate buffers with the surrounding development through the use of landscaped setbacks, 30.2 acres of dedicated open space, and expanded parkways along portions of Cherry Boulevard and Brookside Avenue. The project’s internal circulation would enable access between different land uses in the planning areas. Planning Area 1 would consist of e-commerce and office uses and Planning Area 2 would consist of commercial uses.</p> <p>Private drives measuring 56 feet would be designed as Industrial Collectors and have a right-of-way of 78 feet. Cherry Valley Boulevard and Brookside Avenue would be restricted access to provide better traffic flow. This internal circulation would allow for more efficient traffic flow. The restricted access and close proximity to the 1-10 would allow for truck routes to avoid sensitive land uses and to reduce disparate health and environment impacts.</p>
Policy 3.10.4	<i>Designate truck routes to avoid sensitive land uses, where feasible.</i>	The project would develop internal circulation that enables access between the different land uses in the planning areas. Planning Area 1 would consist of e-commerce uses and Planning Area 2 would consist of commercial uses. Private drives measuring 56 feet would be designed as Industrial Collectors and have a right-of-way of 78 feet. Cherry Valley Boulevard and Brookside Avenue would be restricted access to provide better traffic flow. This internal circulation would allow for more efficient traffic flow. The restricted access and close proximity to the 1-10 would allow for truck routes to avoid sensitive land uses and to reduce disparate health and environment impacts.

APPENDIX B | GENERAL PLAN CONFORMANCE

General Plan Goal/Policy		Consistency
<p><i>Policy 3.10.7</i></p>	<p><i>Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.</i></p>	<p>Project sewer infrastructure is proposed as a gravity system placed in the central public industrial collector and the central private drive and would connect with a proposed sewer line in Brookside Avenue. The drainage plan will collect stormwater through catch basins placed throughout the Specific Plan area. Stormwater will be discharged into a series of above and below-ground detention basins to reduce flows and to provide treatment prior to being discharged into the existing stream course in Planning Area 3. This project mitigation supports practices, such as the mitigation of industrial pollution and prevention of urban runoff. Mitigation measures may include, but are not limited to, on-site retention, covered storage of all outside storage facilities, vegetated swales, and monitoring programs.</p> <p>The proposed project infrastructure would include a gravity system that would connect to a proposed sewer line in Brookside Avenue. Catch basins would collect stormwater as noted in the proposed drainage plan. The stormwater would discharge into a series of above and below-ground detention basins to reduce runoff and to provide treatment to the stormwater prior to discharge into the existing course in Planning Area 3. To promote low impact development, project mitigation efforts may include, but are not limited to, on-site retention, covered storage of all storage facilities, vegetated swale, and monitoring programs.</p>
Open Space		

APPENDIX B | GENERAL PLAN CONFORMANCE

General Plan Goal/Policy		Consistency
Goal 3.11	<i>A City that maintains and enhances open space used for resource preservation and or recreation.</i>	The project includes 30.2 acres of open space in Planning Area 3, which would serve as a buffer between nearby lots and the industrial and commercial uses in Planning Area 1 and Planning Area 2. Planning Area 3 is designated as unimproved open space and would contain slopes and a natural drainage course traversing the property in a southeast to northwest direction. Land uses within Planning Area 3 may include natural open space, pedestrian trails, stream course and drainage facilities, public works/infrastructure facilities, fuel modification zones, habitat restoration, interpretive areas (including public information kiosks), and wireless communications facilities as provided in the Beaumont Ordinance.
Policy 3.11.7	<i>Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.</i>	The project includes 30.2 acres of open space in Planning Area 3 (along the southern property boundary adjacent to Brookside Avenue), which would serve as a buffer between nearby residential uses across Brookside Avenue and the industrial and commercial uses in Planning Area 1 and Planning Area 2. Planning Area 3 is designated as unimproved open space and would contain slopes and a natural drainage course traversing the property in a southeast to northwest direction. Land uses within Planning Area 3 may include natural open space, pedestrian trails, stream course and drainage facilities, public works/infrastructure facilities, fuel modification zones, habitat restoration, interpretive areas (including public information kiosks), and wireless communications facilities as provided in the Beaumont Ordinance.
Mobility		
Manage Traffic		
Goods Movement		
Goal 4.7	<i>An efficient goods movement system that ensures timely deliveries without</i>	Internal circulation consists of three public industrial collector roadways that would provide access to the E-commerce uses in Planning Area 1 and the commercial uses in Planning Area 2. Public roadways measuring 56 feet would be

APPENDIX B | GENERAL PLAN CONFORMANCE

General Plan Goal/Policy		Consistency
	<i>compromising quality of life, safety, or smooth traffic flow for Beaumont residents.</i>	designed as Industrial Collectors and have a right-of-way of 78 feet. Cherry Valley Boulevard and Brookside Avenue would be restricted access to provide better traffic flow. The project’s internal circulation allows for efficient traffic flow. Driveway locations to commercial and e-commerce areas shall be approved at the tentative parcel map stage.
Economic Development + Fiscal		
Economic Development + Business Growth		
Goal 5.1	<i>A dynamic local economy that attracts diverse business and investment.</i>	The proposed project would provide a mixture of local and regionally serving E-commerce, office, and commercial uses across the Specific Plan area. The project adds jobs and commercial shopping opportunities to an area that is currently underdeveloped.
<i>Policy 5.1.1</i>	<i>Support economic growth that provides quality employment opportunities to balance Beaumont’s jobs with its housing supply.</i>	The proposed project would introduce industrial e-commerce and commercial land uses to the City and provide additional employment opportunities that would balance the City’s housing supply.
Goal 5.5	<i>A community with vibrant shopping areas.</i>	Planning Area 2 of the project proposes development of approximately 10.9 acres of commercial uses. Proposed uses include a mixture of general commercial, hotel, and food uses directly adjacent to Cherry Valley Boulevard within half a mile of existing residential uses.
Health + Environmental Justice		
Environmental Safety		
Goal 6.7	<i>A City that safely and systemically addresses toxics, legacy pollutants, and hazardous materials.</i>	A water supply assessment will be prepared as a part of the Specific Plan EIR. Sewer service will be provided by the City of Beaumont, with treatment provided by the Beaumont Wastewater Treatment Plant No. 1.
<i>Policy 6.7.6</i>	<i>Designate truck routes to avoid sensitive land uses, where feasible.</i>	The proposed project will route vehicular traffic related to the E-commerce uses through newly established public “Industrial Collector” roads. Cherry Valley

APPENDIX B | GENERAL PLAN CONFORMANCE

General Plan Goal/Policy		Consistency
		Boulevard and Brookside Avenue shall have restricted access to provide better flow of traffic.
Community Facilities + Infrastructure		
Stormwater		
Goal 7.4	<i>Incorporate sustainable and improved stormwater management practices.</i>	The project Environmental Impact Report (EIR) will analyze the entire Specific Plan and address potential impacts associated with the development of the Specific Plan area. The EIR includes recommended mitigation measures and analyzes implementing actions for the development. The MMRP shall ensure that the Specific Plan complies with all applicable environmental mitigation and permit requirements.
Goal 7.5	<i>Manage and effectively treat storm water to minimize risk to downstream resources.</i>	The Project’s drainage plan will collect stormwater through catch basins placed throughout the Specific Plan area. Stormwater will be discharged into a series of above and below-ground detention basins to reduce flows and to provide treatment prior to being discharged into the existing stream course in Planning Area 3.
Policy 7.5.3	<i>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.</i>	The Project’s drainage plan will collect stormwater through catch basins placed throughout the Specific Plan area. Stormwater will be discharged into a series of above and below-ground detention basins to reduce flows and to provide treatment prior to being discharged into the existing stream course in Planning Area 3

OWNER/APPLICANT
 EXETER CHERRY VALLEY LAND, LLC
 4602 EAST UNIVERSITY DRIVE, SUITE 105
 PHOENIX, AZ 85034
 TEL: 708-341-4821
 ATTN: ANDREW GREYBAR
 EMAIL: AGREYBAR@EXETERPL.COM

ENGINEER
 ALBERT A. WEBB ASSOCIATES
 3788 MCGRAY STREET
 RIVERSIDE, CA 92508
 TEL: (951) 320-6001
 FAX: (951) 788-1256
 ATTN: BYANKA VELASCO
 EMAIL: BYANKA.VELASCO@WEBBASSOCIATES.COM

ASSESSOR'S PARCEL NO.
 407-230-022-22), 407-190-016, 407-190-017

LAND USE
 EXISTING LAND USE: LOW DENSITY RESIDENTIAL
 PROPOSED LAND USE: E-COMMERCE, COMMERCIAL, OPEN SPACE
 EXISTING ZONING: SPECIFIC PLAN
 PROPOSED ZONING: SPECIFIC PLAN

UTILITIES

WATER	BEAUMONT CHERRY VALLEY WATER DISTRICT	451-845-4501
SEWER	CITY OF BEAUMONT	451-764-8520
GAS	SOUTHERN CALIFORNIA GAS COMPANY	1-800-423-1391
ELECTRIC	SOUTHERN CALIFORNIA EDISON	1-800-655-8844
TELEPHONE	ATT	1-800-241-3624
TELEVISION	SPECTRUM/CHARTER	1-844-780-6054

BASIS OF BEARINGS
 THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, CGCS83, ZONE 5, BASED LOCALLY ON CONTROL STATIONS "MLFP", "P584" AND "GRFP", NAD 83 (NRS2011) AS SHOWN HEREON. ALL BEARINGS SHOWN ON THIS MAP ARE GRID, QUOTED BEARINGS AND DISTANCES FROM REFERENCE MAPS OR DEEDS ARE AS SHOWN PER THAT RECORD REFERENCE. ALL DISTANCES SHOWN ARE GROUND DISTANCES UNLESS SPECIFIED OTHERWISE. GRID DISTANCES, MAY BE OBTAINED BY MULTIPLYING THE GROUND DISTANCE BY A COMBINATION FACTOR OF 0.9999024748. CALCULATIONS ARE MADE AT POINT #1 WITH COORDINATES OF N2284970.819, E16326052.571, USING AN ELEVATION OF 2492.644 FEET. THE CONVERGENCE ANGLE AT POINT #1 IS -00°29'02.30".

LEGAL DESCRIPTION
 THE LAND REFERRED TO HEREIN BELONGS TO THE CITY OF BEAUMONT (AREA), IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: APN 407-190-016
 THE WESTERLY 208.71 FEET OF THE NORTHERLY 1073.55 FEET OF THE SOUTH HALF OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.
 EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
 ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146636.

PARCEL 2: APN 407-190-017
 THAT PORTION OF THE SOUTH HALF OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
 BEGINNING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF SECTION 24, SAID POINT BEING ALSO A POINT IN THE CENTER OF WOODLAND AVENUE;
 THENCE NORTH 84° 33' 30" EAST ON THE CENTER LINE OF WOODLAND AVENUE, 786.12 FEET, MORE OR LESS, TO A POINT DISTANT SOUTH 84° 33' 30" WEST, 741 FEET, FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNON AND JEREMIAH C. HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS;
 THENCE SOUTH 0° 28' 50" WEST AND PARALLEL WITH THE WESTERLY LINE OF SAID PARCEL CONVEYED TO HANNON, 1975 FEET TO A POINT ON THE NORTHERLY LINE OF THAT CERTAIN PARCEL CONVEYED TO MELVIN F. KLAGOS AND PAULINE M. KLAGOS, HUSBAND AND WIFE BY DEED RECORDED AUGUST 4, 1994 AS INSTRUMENT NO. 67500;
 THENCE WESTERLY ON THE NORTHERLY LINE OF SAID PARCEL CONVEYED TO KLAGOS TO A POINT IN THE WEST LINE OF SAID SECTION 24; THENCE NORTH 0° 01' 40" EAST ON THE WEST LINE OF SAID SECTION 24, TO THE POINT OF BEGINNING;
 EXCEPTING THEREFROM THE WESTERLY 208.71 FEET OF THE NORTHERLY 1073.55 FEET;
 ALSO EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
 ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146646.

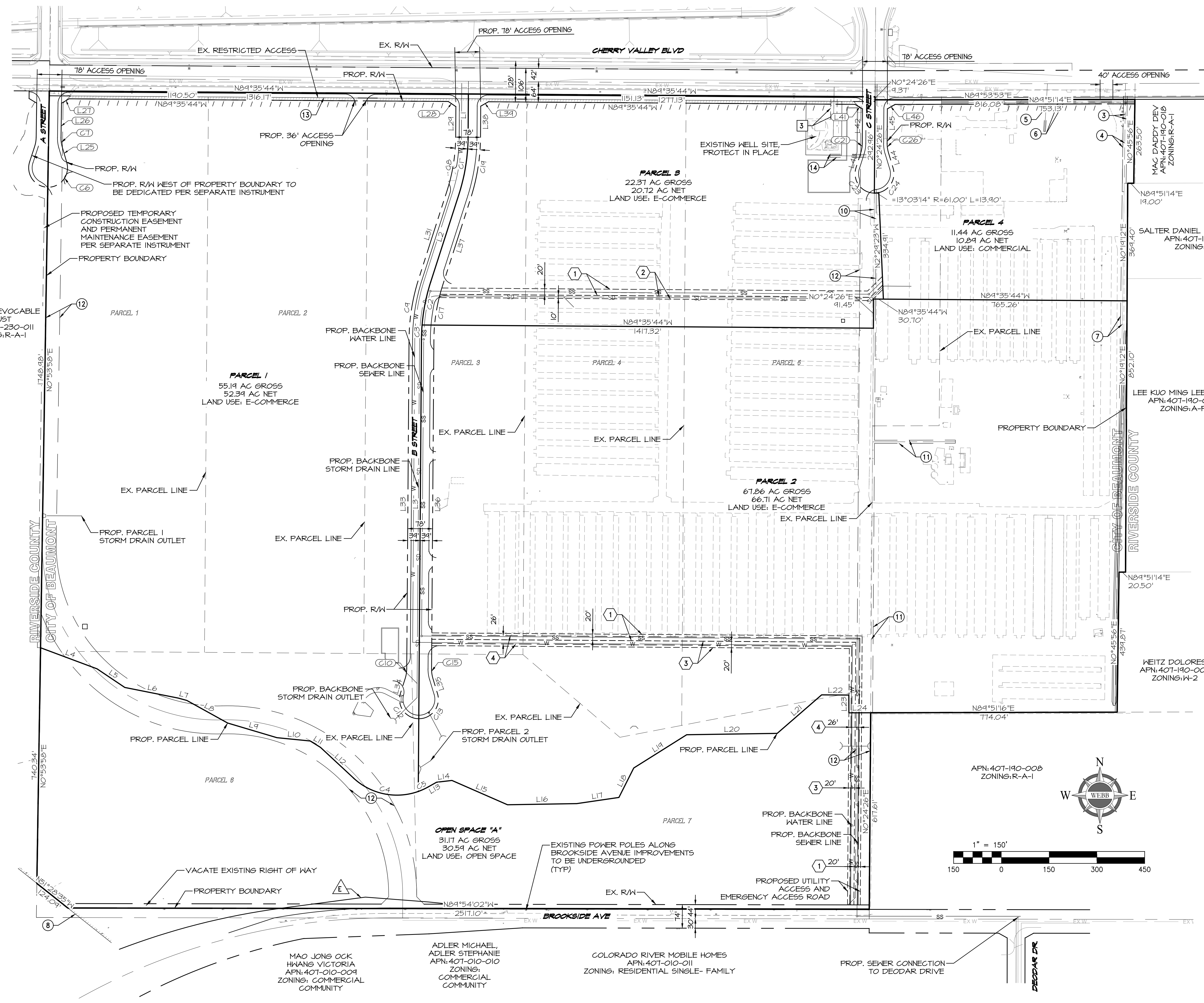
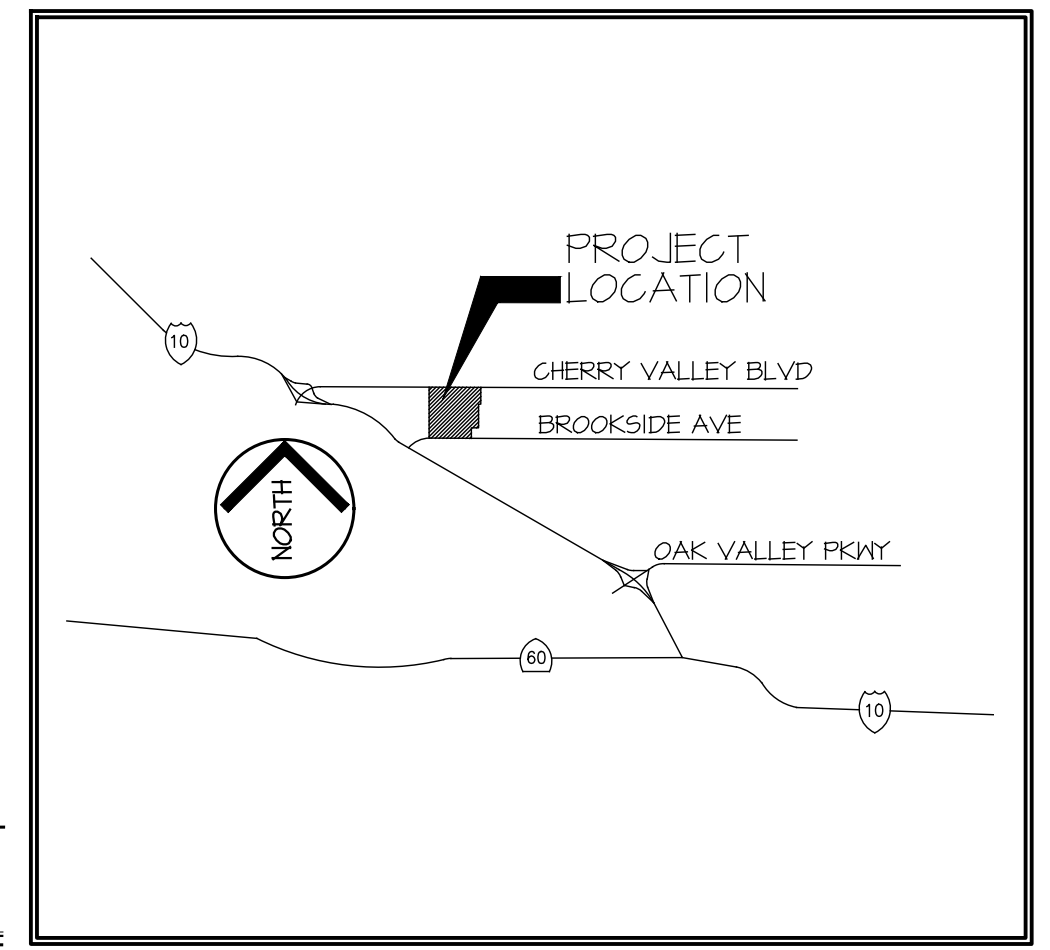
PARCEL 2B:
 THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
 COMMENCING AT A POINT ON THE NORTHERLY LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTH 84° 33' 30" WEST, 741 FEET FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS; SAID POINT ALSO BEING DISTANT NORTH 84° 33' 30" EAST 786.12 FEET FROM THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION;
 THENCE SOUTH 0° 28' 50" WEST, PARALLEL WITH THE WEST LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON 313.5 FEET TO THE TRUE POINT OF BEGINNING;
 THENCE EASTERLY ON SAID SOUTHERLY LINE OF THE PARCEL CONVEYED TO GEORGEOS GEORGE AND ELIZABETH B. GEORGE, BY DEED FILED FOR RECORD AUGUST 21, 1952 AS INSTRUMENT NO. 35786, IN BOOK 1344 PAGE 352 OFFICIAL RECORDS, 11 FEET;
 THENCE SOUTHERLY 1221.5 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT CERTAIN PARCEL CONVEYED TO FRANK J. FABIAN AND MARY R. FABIAN BY DEED RECORDED NOVEMBER 4, 1931 IN BOOK 434, PAGE 587 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS, 20.5 FEET OF THE SOUTHWEST CORNER OF SAID PARCEL SO CONVEYED TO FRANK J. FABIAN AND WIFE; SAID POINT BEING DISTANT 618.50 FEET WESTERLY, MEASURED ALONG SAID SOUTHERLY LINE BEING PARALLEL WITH SAID NORTHERLY LINE OF THE SOUTHWEST QUARTER, FROM SAID WESTERLY LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON;
 THENCE WEST ON SAID SOUTH LINE 20.5 FEET;
 THENCE NORTH 1221.5 FEET TO THE POINT OF BEGINNING.

PARCEL 2C:
 THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE NORTH LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTH 84° 33' 30" WEST, 741 FEET FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL CONVEYED TO J. VINCENT HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS; SAID POINT ALSO BEING DISTANT NORTH 84° 33' 30" EAST 786.12 FEET FROM THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER;
 THENCE SOUTH 0° 28' 50" WEST, PARALLEL WITH THE WEST LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON 313.4 FEET;
 THENCE NORTH 84° 33' 30" EAST, 30 FEET;
 THENCE NORTH 0° 28' 50" EAST, 313.4 FEET, TO THE NORTH LINE OF SAID SOUTHWEST QUARTER;
 THENCE SOUTH 84° 33' 30" WEST, 30 FEET TO THE POINT OF BEGINNING;
 EXCEPTING THEREFROM THE NORTH 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
 ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146646.

PARCEL 3: APNs: 407-230-022, 407-230-023, 407-230-024, 407-230-025, 407-230-026, 407-230-027 AND 407-230-028

PARCELS 1 TO 7, INCLUSIVE, AND LOTS A TO K, INCLUSIVE OF PARCEL MAP NO. 12218, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN PARCEL MAP BOOK 85, PAGE 66 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE PARCEL MAP NO. 38223
 LOCATED IN SECTION 24 & 30, T. 2 S., R. 1 W.



- EASEMENT NOTES**
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDING DATE: AUGUST 24, 1951 RECORDING NO: BOOK 1248, PAGE 324 OF OFFICIAL RECORDS TO BE QUITCLAIMED
 - EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: PUBLIC UTILITIES RECORDING DATE: AUGUST 24, 1951 RECORDING NO: BOOK 1248, PAGE 333 OF OFFICIAL RECORDS TO BE QUITCLAIMED
 - EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: UTILITIES AND INCIDENTAL PURPOSES RECORDING DATE: DECEMBER 6, 1951 RECORDING NO: 86633, IN BOOK 2189, PAGE 434 OF OFFICIAL RECORDS AFFECTS: PARCEL TWO
 - EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO: C. HAROLD KOLB ETAL APN:407-190-024 ZONING:A-P PURPOSE: UTILITIES AND INCIDENTAL PURPOSES RECORDING DATE: NOVEMBER 1, 1960 RECORDING NO: 95952 OF OFFICIAL RECORDS AFFECTS: PARCEL TWO
 - EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: PIPELINES AND INCIDENTAL PURPOSES RECORDING DATE: OCTOBER 3, 1961 RECORDING NO: 43744 OF OFFICIAL RECORDS TO BE QUITCLAIMED
 - THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREeway ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THE DOCUMENT, RECORDING DATE: NOVEMBER 13, 1962 RECORDING NO: 104311 IN BOOK 3251, PAGE 314 OF OFFICIAL RECORDS
 - EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: UTILITIES AND INCIDENTAL PURPOSES RECORDING DATE: JULY 10, 1974 RECORDING NO: 86449 OF OFFICIAL RECORDS TO BE QUITCLAIMED
 - EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: UTILITIES AND INCIDENTAL PURPOSES RECORDING DATE: AUGUST 4, 1975 RECORDING NO: 43511 OF OFFICIAL RECORDS TO BE QUITCLAIMED
 - EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY PURPOSE: PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDING DATE: MARCH 26, 1991 RECORDING NO: 91-08044 OF OFFICIAL RECORDS AFFECTS: PARCEL THREE TO BE QUITCLAIMED
 - AN EASEMENT OR OTHER RIGHT OF WAY FOR BROOKSIDE AVENUE AS EVIDENCE BY CALTRANS R/M MAP 987065 (RIV. CO. 204-276), PARCEL NO. 14494-B BY BOOK 3251, PAGE 314 OF OFFICIAL RECORDS, RECORDED 11/13/1962.
 - PROPOSED EASEMENT AS SHOWN ON TENTATIVE MAP NO. 36583 PREPARED BY MDS CONSULTING.
 - PROPOSED SEWER EASEMENT
 - PROPOSED STORM DRAIN EASEMENT
 - PROPOSED WATER EASEMENT
 - PROPOSED EMERGENCY ACCESS EASEMENT

NOTES:

- SITE WILL BE COMPLETELY DEMOLISHED WITH THE EXCEPTION OF THE EXISTING BCVND WELL SITE.
- NATIONAL FLOOD INSURANCE PROGRAM PANEL 07855, MAP NO. 06065C07855, ZONE X
- PROJECT IS CURRENTLY UNDERGOING PERMITTING TO WATER HILL SERVE APPLICATION.
- SEE INDIVIDUAL PLOT PLANS FOR PARCELS 1-3 FOR DETAILS GRADINGS, SITE PLAN, AND WATER QUALITY INFORMATION.
- OFFSITE IMPROVEMENTS NEEDED FOR THIS PROJECT:
 - CHERRY VALLEY BOULEVARD WEST PROJECT DRIVEWAY
 - SIGNAL MODIFICATION TO PROVIDE A FOUR-LEGGED TRAFFIC SIGNAL (TO BE PROVIDED BY NORTHERLY ADJACENT DEVELOPMENT).
 - MIDDLE PROJECT DRIVEWAY
 - INSTALL NEW TRAFFIC SIGNAL
 - CONSTRUCT A 300' DEDICATED EASTBOUND RIGHT-TURN POCKET INTO THE PROJECT DRIVEWAY.
 - ONE DEDICATED LEFT-TURN AND ONE DEDICATED RIGHT-TURN LANE AT THE NORTHEAST APPROACH.
 - EAST PROJECT DRIVEWAY
 - INSTALL A STOP SIGN ON THE NORTHEAST APPROACH AND PERMIT RIGHT-IN-RIGHT-OUT ACCESS ONLY.
- FOR OFFSITE IMPROVEMENTS, INCLUDING ULTIMATE IMPROVEMENTS AT THE I-10/CHERRY VALLEY BOULEVARD INTERCHANGE, THE RECOMMENDED IMPROVEMENTS MAY INCLUDE A COMBINATION OF FEE PAYMENTS TO ESTABLISHED PROGRAMS, CONSTRUCTION OF SPECIFIC IMPROVEMENTS, PAYMENT OF A FAIR-SHARE CONTRIBUTION TOWARD FUTURE IMPROVEMENTS, OR A COMBINATION OF THESE APPROACHES.

LINE TABLE			LINE TABLE			LINE TABLE			LINE TABLE			CURVE TABLE			
LINE #	DIRECTION	LENGTH	LINE #	DIRECTION	LENGTH	LINE #	DIRECTION	LENGTH	LINE #	DIRECTION	LENGTH	CURVE #	DELTA	RADIUS	LENGTH
L1	N00° 24' 16"E	135.86	L13	N60° 37' 36"E	30.19	L25	S16° 18' 33"E	50.00	L39	S60° 08' 53"W	27.78	C1	17°26'21"	600.00	182.62
L2	N17° 50' 37"E	284.48	L14	N83° 18' 44"E	48.65	L26	S00° 53' 58"W	108.47	L41	N59° 20' 14"W	27.79	C2	13°08'23"	600.00	137.60
L3	N00° 24' 16"E	1420.32	L15	N66° 20' 45"W	190.48	L27	N60° 31' 04"E	27.68	L42	S00° 24' 26"W	107.94	C3	4°17'54"	600.00	45.03
L4	N84° 30' 12"W	184.41	L16	N84° 02' 30"E	217.69	L28	S55° 50' 42"E	28.86	L43	N17° 36' 57"E	50.00	C4	62°28'05"	200.00	218.05
L5	N56° 07' 20"W	104.96	L17	N81° 34' 06"E	133.61	L29	N00° 24' 16"E	45.83	L44	S16° 48' 06"E	50.00	C5	9°47'30"	200.00	34.18
L6	N18° 46' 15"W	170.97	L18	N26° 48' 54"E	103.54	L30	N17° 50' 37"E	284.48	L45	S00° 24' 26"W	108.54				
L7	N74° 34' 40"W	28.00	L19	N57° 50' 03"E	146.31	L31	N00° 24' 16"E	1035.48	L46	N60° 00' 39"E	27.67				
L8	N61° 03' 25"W	146.63	L20	N84° 07' 36"E	284.35	L32	N17° 36' 47"E	50.00							
L9	N73° 25' 17"W	161.36	L21	N44° 03' 50"E	184.51	L33	S16° 48' 15"E	50.00							
L10	N84° 22' 01"W	105.04	L22	N84° 35' 46"W	85.51	L34	S00° 24' 16"W	1035.48							
L11	N57° 54' 14"W	38.34	L23	N00° 08' 44"W	55.80	L35	S17° 50' 37"W	284.48							
L12	N47° 06' 49"W	141.61	L24	N84° 51' 16"E	68.46	L36	S00° 24' 16"W	97.86							

ACREAGE
 189.03 ACRES GROSS
 181.30 ACRES NET

PARCEL #	GROSS AREA (AC)	NET AREA (AC)
PARCEL 1	55.11	52.34
PARCEL 2	67.86	66.71
PARCEL 3	22.37	20.72
PARCEL 4	11.44	10.84
O.S. A	31.17	30.54
TOTAL ACREAGE	188.03	181.3

REVISIONS

NO.	DATE	BY	DESCRIPTION
1	4/17/22	EP	DESIGNED
2	4/17/22	BLV	CHECKED
3	4/17/22	FB	PLN CK REF.

SCALE: 1" = 150'
DATE: 4/17/22
DESIGNED: EP
CHECKED: BLV
PLN CK REF.: FB

ALBERT A. WEBB ASSOCIATES
 ENGINEERING CONSULTANTS
 3788 MCGRAY STREET
 RIVERSIDE, CA 92508
 PH. (951) 686-1070
 FAX (951) 788-1256

BEAUMONT SUMMIT STATION
 TENTATIVE PARCEL MAP NO. 38223

REVISIONS

SCALE	DATE	BY	DESCRIPTION
1" = 150'	4/17/22	EP	DESIGNED
	4/17/22	BLV	CHECKED
	4/17/22	FB	PLN CK REF.

PROJECT LOCATION
 CHERRY VALLEY BLVD
 BROOKSIDE AVE
 OAK VALLEY PKWY

VICINITY MAP
 NOT TO SCALE
 T. 2S, R. 1W, SEC. 24 & 30

EASEMENT NOTES

BACKBONE IMPROVEMENTS

- SITE WILL BE MASS GRADED.
- CONSTRUCT A STREET, B STREET, C STREET, AND EMERGENCY ACCESS ROAD.
- CONSTRUCT BACKBONE UTILITIES, WATER, SEWER, AND STORM DRAIN.
- EACH PARCEL WILL CONSTRUCT FACILITIES FOR INCREASED RUNOFF AS PART OF THEIR DEVELOPMENT DUE TO INTRODUCTION OF IMPERVIOUS AREAS.

SHEET INDEX
 SHEET 1: TENTATIVE PARCEL MAP
 SHEET 2: CONCEPTUAL GRADINGS

BEAUMONT SUMMIT STATION
 TENTATIVE PARCEL MAP NO. 38223

SCALE: 1" = 150'
DATE: 4/17/22
DESIGNED: EP
CHECKED: BLV
PLN CK REF.: FB

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CUT & FILL:

MAX CUT: 5'6"
MAX FILL: 6'7"

RAW CUT: 2,259,450 CY
RAW FILL: 1,664,660 CY

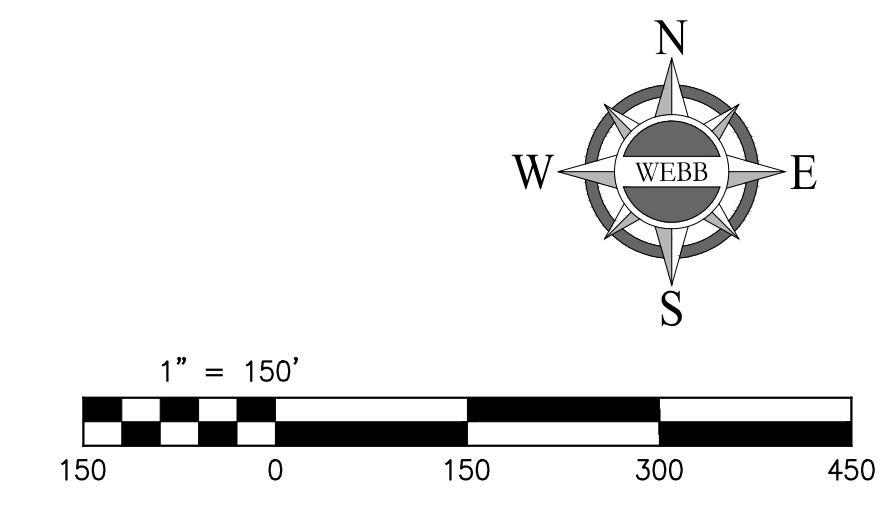
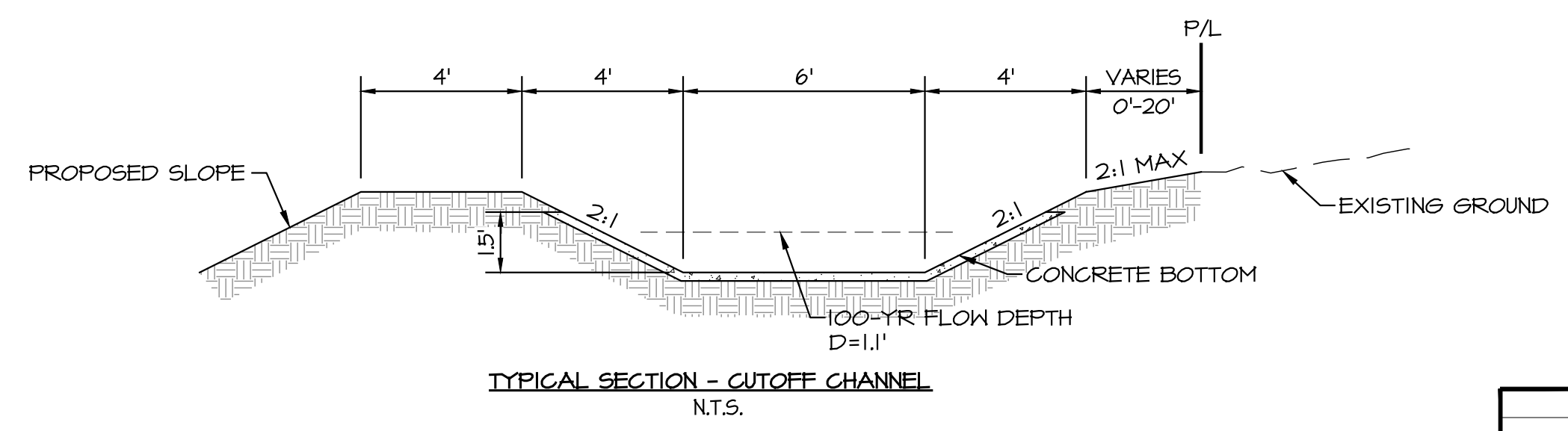
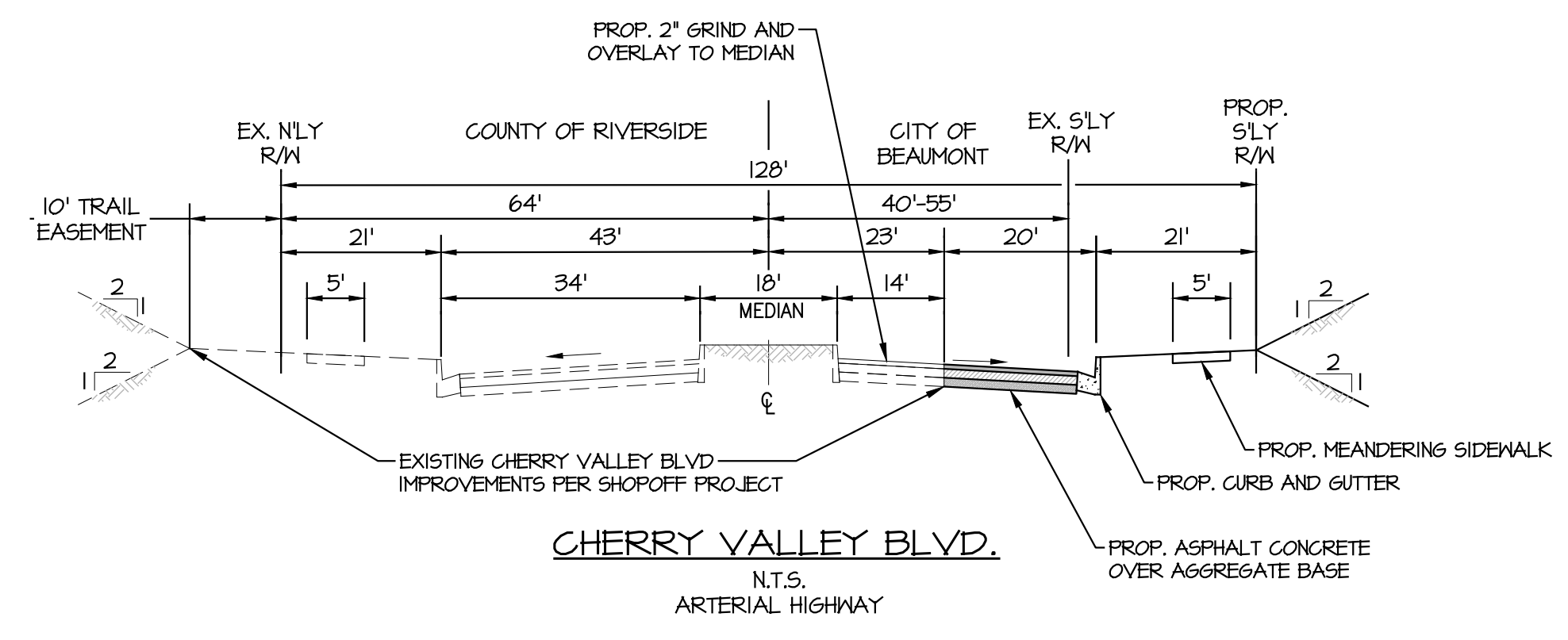
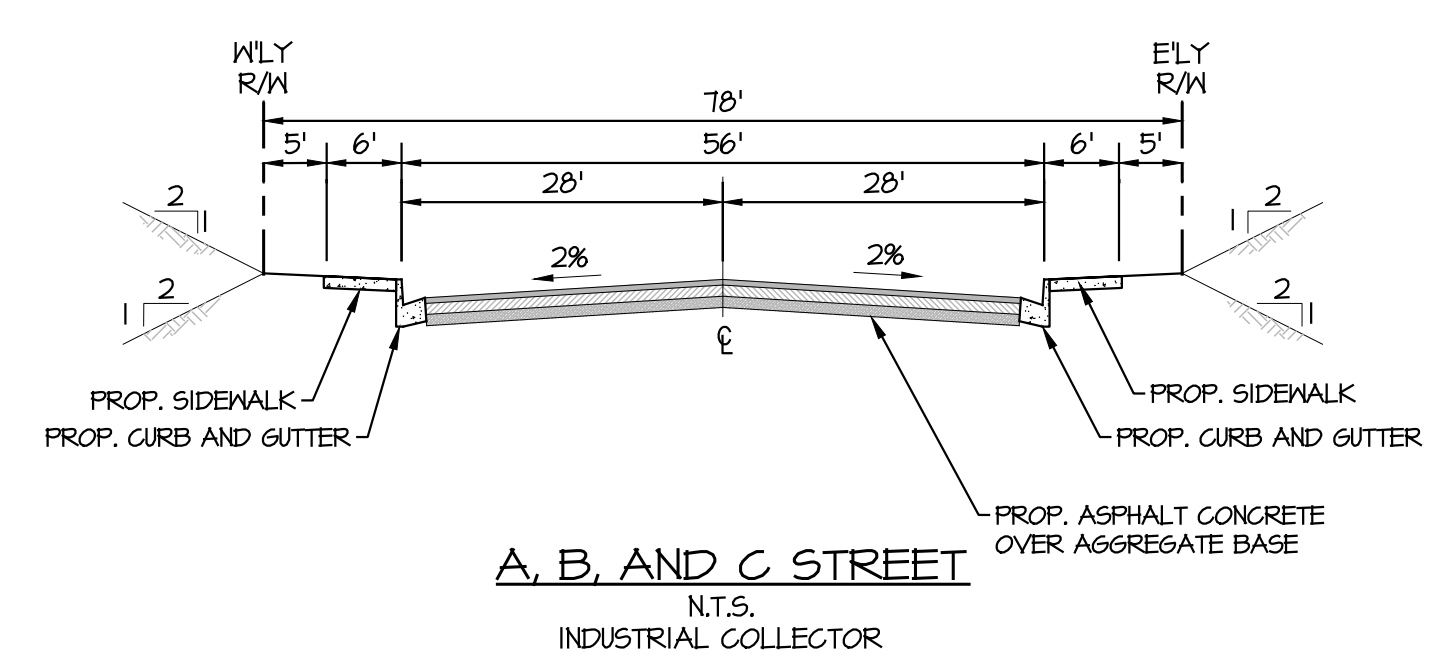
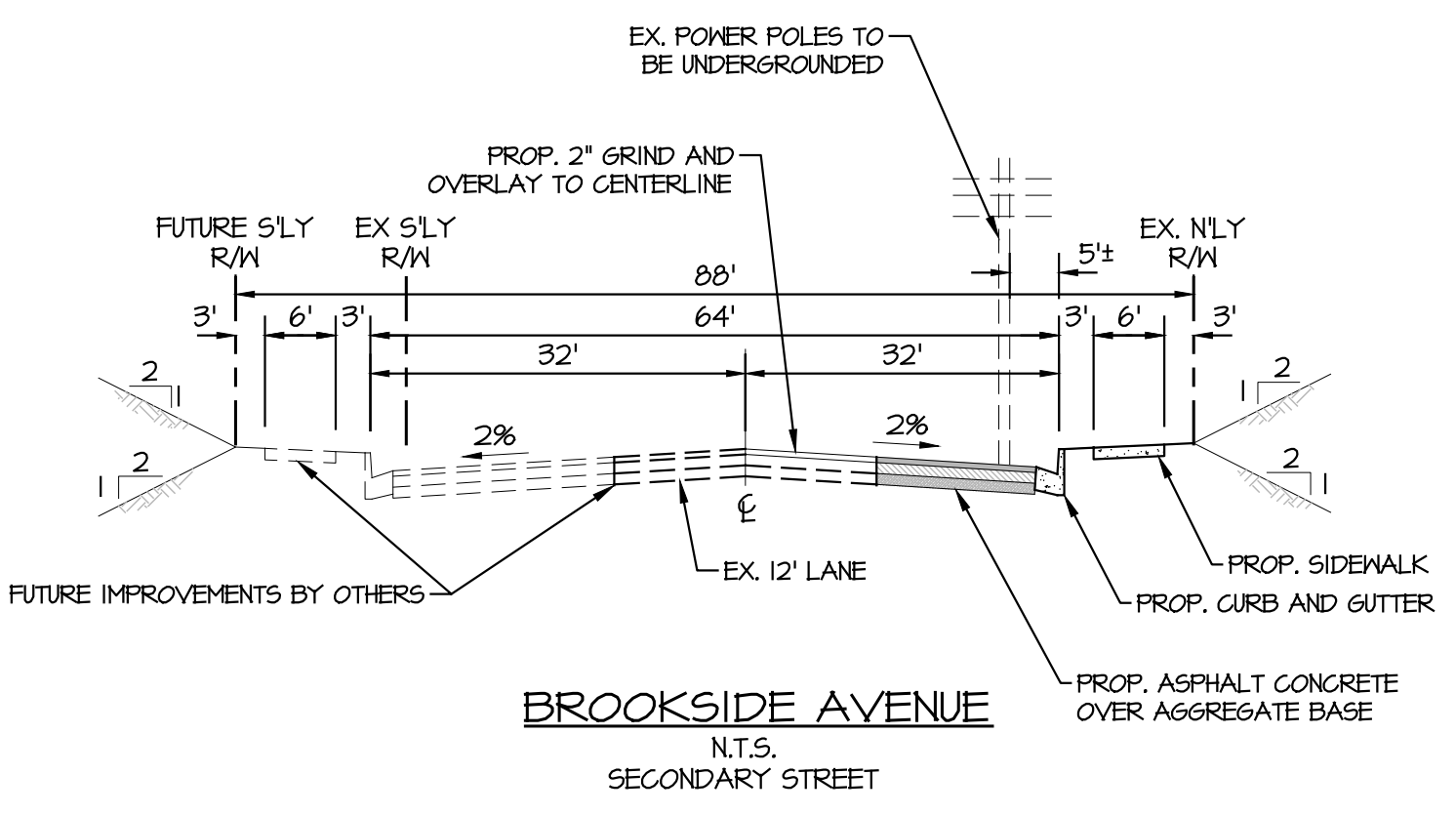
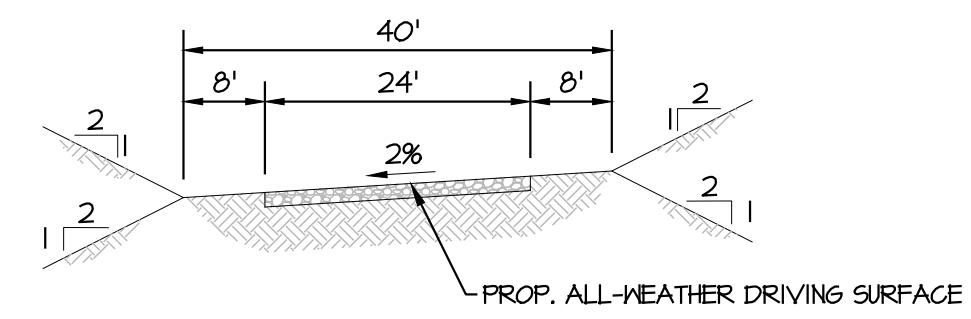
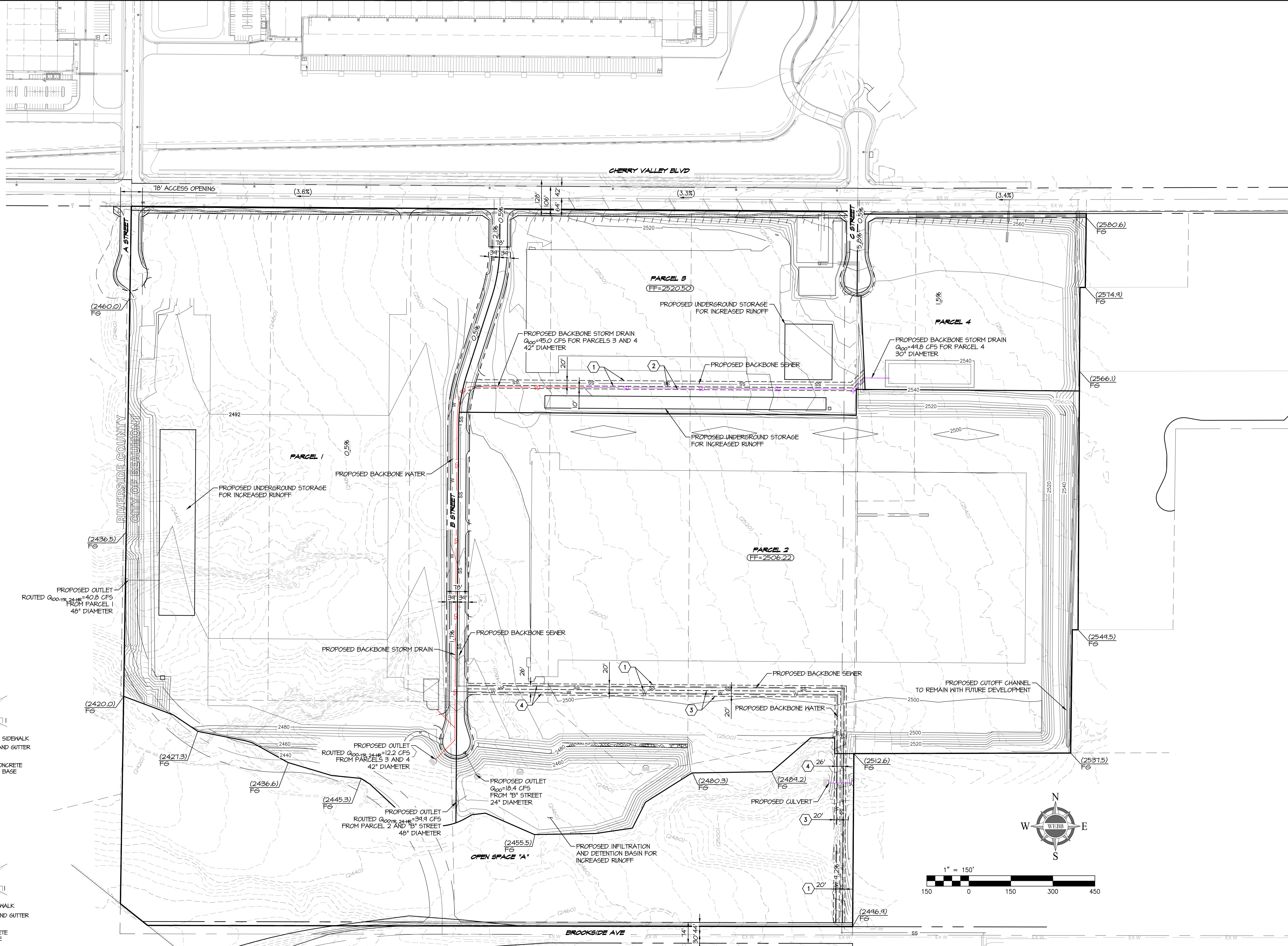
**SITE IS EXPECTED TO BALANCE AFTER ADJUSTMENTS FOR SHRINKAGE AND SUBSIDENCE.

LEGEND

- SD PROPOSED PRIVATE BACKBONE STORM DRAIN
- SD PROPOSED RCF4K&D BACKBONE STORM DRAIN
- SD PROPOSED CITY OF BEAUMONT BACKBONE STORM DRAIN

NOTE

- A, B, AND C STREETS TO BE CONSTRUCTED PER TFM 38223
- STORM DRAIN GREATER THAN 36" DIAMETER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY RCF4K&D
- STORM DRAIN 36" DIAMETER OR SMALLER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY THE CITY OF BEAUMONT
- ALL ONSITE STORM DRAIN TO BE OWNED AND OPERATED BY POA



REVISIONS	SCALE: 1" = 150'	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA 92508 PH. (951) 686-1070 FAX (951) 788-1256	BEAUMONT SUMMIT STATION CONCEPTUAL GRADING	PLO 21-0044 SHEET 2 OF 2 SHEETS DWG. NO.
	DATE: 4/1/22			

PRELIMINARY
R:\2021\21-0044\DRAWINGS\ENTIREMENT\TPK\21-0044-C-TPWDING 4/7/2022 1:57:02 AM

PM2021-0009 (TPM38223)
 Draft Conditions of Approval
 Page 1



**CITY OF BEAUMONT
 PLANNING DEPARTMENT
 DRAFT CONDITIONS OF APPROVAL**

PLANNING COMMISSION DATE: June 28, 2022

CITY COUNCIL DATE: To be determined

PROJECT NAME: Beaumont Summit Station

PROJECT NO.: PM2021-0009 (TPM38223)

DESCRIPTION: To subdivide 188.03 acres into five (5) parcels ranging in size from 11.44 to 67.86 acres.

APPLICANT: Exeter Cherry Valley Land, LLC

LOCATION: South side of Cherry Valley Boulevard, north side of Brookside Avenue, east of 10 Freeway and west of Fabian Lane.

APN: 407-230-022 thru -028, 407-190-016 and 407-190-017

PROJECT

Note: Any conditions revised at a hearing will be noted by ~~strikeout~~ (for deletions) and/or underline (for additions), and any newly added conditions will be added at the end of all conditions regardless of the Department originating the condition.

STANDARD CONDITIONS

1. The following conditions of approval are for TENTATIVE PARCEL MAP NO. 38223 (PM2021-0009).
2. The subdivider shall defend, indemnify, and hold harmless the City of Beaumont, its agents, officers, and employees from any claim, action, or proceeding against the City of Beaumont, its agents, officers, or employees to attack, set aside, void, or annul an approval of the City of Beaumont, its advisory agencies, appeal boards, or legislative body concerning **TENTATIVE TRACT MAP NO. 38223** and related documents, which action is brought within the time period provided for in California Government Code, Section 66499.37. The City of Beaumont will promptly notify the subdivider of any such claim, action, or proceeding against the City of Beaumont and will cooperate fully in the defense. If the City fails to promptly notify the subdivider of any such claim, action, or proceeding or fails to cooperate fully in the defense, the subdivider shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Beaumont.
3. The subdivision shall comply with the State of California Subdivision Map Act and to all the pertinent requirements of The Beaumont Municipal Code, unless modified by the conditions listed below.

4. This conditionally approved tentative map will expire two (2) years after the original approval date, unless extended as provided by the Beaumont Municipal Code, the State Subdivision Map Act or by a development agreement. Action on a minor change and/or revised map request will not extend the time limits of the tentative map. Approval of the final map by the City Council is required.
5. The final map shall be prepared by a licensed land surveyor or registered civil engineer subject to all the requirements of the State of California Subdivision Map Act and The Beaumont Municipal Code.
6. If deemed necessary by the Community Development Director, within ten (10) days of approval by the City Council ten (10) copies of an Amended Per Final Conditions map shall be submitted to and approved by the Community Development Director prior to release of the final conditions of approval.
7. Any subsequent review/approvals required by the conditions of approval, including but not limited to grading, landscaping, plot plan and/or building plan review, shall be reviewed on an hourly basis based on, or such fee as may be in effect at the time of submittal, listed in Ordinance No. 506.
8. The subdivider shall be fully responsible for maintenance and upkeep of any and all slopes, landscaped areas, open space areas, future development areas and irrigation systems until such time as maintenance responsibilities are assumed by other as approved by the Planning Department.
9. An Environmental Impact Report EIR was prepared for the Summit Station Specific Plan, and a series of mitigation measures were adopted by the City Council to mitigate the potential impacts of the project. All of the mitigation measures set forth in the subject environmental document are herewith established as conditions of approval for Tentative Parcel No. 38223.
10. Execution of the project will necessitate the conducting of mitigation monitoring by the City to ensure that all the mitigation measures set forth in the Environmental Impact Report and Addendum are systematically implemented. The subdivider shall fund the mitigation monitoring requirements by paying an amount equal to the City's actual contracting cost for such services, plus a 20 percent administrative charge.
11. The approval of this map shall not result in any vesting provisions relative to City of Beaumont fees and exactions.

RECORDATION CONDITIONS

Prior to the RECORDATION of any final map, all the following conditions shall be satisfied:

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 Draft Conditions of Approval
 Page 3

12. The subdivider shall submit written clearances to the Public Works Department that all pertinent requirements from the following agencies have been met:

City Fire Department
 City Police Department
 City Planning Department
 Beaumont Cherry Valley Water District
 Beaumont Unified School District

13. All public street road easements shall be offered for dedication to the public and shall continue in force until the governing body accepts or abandons such offers. All dedications shall be free from all encumbrances as approved by the Public Works Department. Street names shall be subject to the approval of the Building Official. The final street sections, configurations and improvements shall be subject to the approval of the Public Works Department.

14. All delinquent property taxes, special taxes and/or any other assessments shall be paid to the Riverside County Tax Collectors Office.

FIRE DEPARTMENT CONDITIONS

With respect to the conditions of approval for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

PRIOR TO PERMIT ISSUANCE:

1. Public Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the offsite water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow of 4,000 gpm at 20 psi for a 4-hour duration. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2019 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.
2. Fire Department Access: Prior to building permit issuance, provide a site plan showing the fire lanes. Access roads shall be provided to within 150 feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24 feet. The construction of the access roads shall be all weather and capable of sustaining 75,000 lbs. over two axels for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction Ref. CFC 503.1.1, 3310.1 and 503.2.1
3. Construction Permits Fire Department Review: Submittal of construction plans to

the Office of the Fire Marshal for development, construction, installation, and operational use permitting will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code, and related codes, which are in effect at the time of building plan submittal.

4. Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

PUBLIC WORKS

GENERAL

5. The following is a non-inclusive list of items that may be required by the Public Works Department:

A. Plans:

- a. Street Improvement Plan
- b. Landscape Plan offsite
- c. Rough Grading Plan
- d. Erosion Control Plan
- e. Retaining wall Plan (for line and grade only)
- f. Sewer Improvement Plan
- g. Storm Drain Improvement Plan
- h. Traffic Control Plan

B. Reports & Studies:

- a. Geotechnical Report
- b. Offsite Improvement Engineer's Cost Estimate (ECE)
- c. Grading Certification
- d. Compaction Report

C. Permits and agreements:

- a. permission to Grade and Construction agreements
- b. Non-interference letters
- c. WQMP Covenant and Agreement
- d. City Grading Permit
- e. City Dirt Haul Permit
- f. City Encroachment Permit
- g. Performance Bond
- h. Labor & Material Bond
- i. Maintenance Bond

D. Survey Documents

- a. Final Map
- b. Easement Dedications
- c. Corner Record
- d. Record of Survey

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 Page 5

6. The design of public infrastructure elements shall conform to the requirements of the City General Plan, Water Quality Management Plan, Master Plans, City of Beaumont Standards, Riverside County Transportation Department (RCTD) Road Improvement Standards & Specification, Riverside County Flood Control Standards, RCTD Map Preparation Manual, Eastern Municipal Water District (EMWD), Caltrans Standard Specifications and the Standard Specifications for Public Works Construction, current edition, as required by the City Engineer.
7. All required plans and studies shall be prepared by a Registered Professional Engineer, Registered Professional Geologist or Registered Professional Surveyor in the State of California, and submitted to the Public Works Department for review and approval.
8. The Applicant shall coordinate with affected utility companies and obtain any permits as necessary for the development of this project.
9. The Applicant is responsible for resolving any conflicts with existing or proposed easements. All easement(s) of record and proposed easements shall be shown on the grading plan and improvement plans, where applicable.
10. The Applicant shall obtain an Encroachment Permit, as required, for all work within the public right-of-way.

SURVEYING AND MAPPING

11. PRIOR TO START OF CONSTRUCTION: Where survey monuments exist, such monuments shall be protected or shall be referenced and reset, pursuant to Business and Professions Code, Sections 8700 to 8805 (Land Surveyors Act).
12. PRIOR TO MAP RECORDATION: When changes to an approved Tentative Map are proposed, a Substantial Compliance Exhibit, in the same scale as the Tentative Map, shall be submitted for review and approval by the City Engineer.
13. PRIOR TO MAP RECORDATION: All public improvement plans associated with the Map and necessary for the complete construction of backbone facilities shall be approved.
14. PRIOR TO MAP RECORDATION: The applicant shall prepare and fully execute a Subdivision Improvement Agreement (SIA) with the City (On City approved format and forms).
15. PRIOR TO MAP RECORDATION: The applicant shall provide securities guaranteeing the payment of the cost for all public improvements. The securities shall include Faithful Performance and labor and materials for 100% of the approved Engineer's Cost Estimate (ECE). Streets (including striping, signing, lights, and landscaping), sewer, and storm drain improvements shall have individual and separate security.
16. PRIOR TO MAP RECORDATION: Monuments shall be provided in accordance with Section 8771 of the Business and Professions Code. Cross-ties shall be set

in top of curbs and tie sheets shall be submitted to the Public Works Department. Per the Subdivision Map Act, Section 66496, internal monuments may be set at a later date if the applicant furnishes security guaranteeing the payment of the cost of setting such monuments.

17. PRIOR TO MAP RECORDATION: The Applicant shall comply with Government Code Section 66436(a)(3) before approval of the final map and shall provide “no objection” letters from all public entities or utilities to the satisfaction of the City Engineer.
18. PRIOR TO MAP RECORDATION: The applicant shall provide an easement to, over and across all private water quality, stormwater and drainage basins, to be dedicated to the City, for ingress, egress and right to inspect unless otherwise directed by the City Engineer. The City will not maintain any water quality or basin feature.
19. PRIOR TO FINAL MAP RECORDATION: The applicant shall show all right-of-way dedications necessary for the construction of all streets, on the Final Map or per separate instrument, unless otherwise approved by the City Engineer, including but not limited to:
 - A. Cherry Valley Blvd is classified as an Arterial Highway (128’) per Riverside County General Plan (2020), Circulation element. The applicant shall dedicate all additional right-of-way necessary to achieve the required 64-foot half-width right-of-way, as measured perpendicular to the centerline of record.
 - B. Brookside Avenue is classified as a Secondary Highway (88’) per City of Beaumont General Plan (2020), Circulation element. The applicant shall dedicate all additional right-of-way necessary to achieve the required 44-foot half-width right-of-way, as measured perpendicular to the centerline of record.
 - C. Interior streets (A,B, & C) are proposed as Industrial Collectors (78’). The applicant shall dedicate all right-of-way necessary to achieve the 78-foot full-width right-of-way in the approximate alignment and configuration as shown on approved tentative map. The applicant shall also dedicate any additional right-of-way to accommodate the proposed cul-de-sacs.
 - D. The applicant shall dedicate on the final map, all easements necessary for the installation of the backbone utilities as generally shown on the approve tentative map.
20. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The Applicant, at its sole expense, shall obtain all right-of-way or easement acquisitions necessary to implement any portion or condition of this project, including public improvements; off-site grading & construction; offsite street requirements; offsite sewer requirements; storm drain improvements; or any other requirement or condition.

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Page 7
STREET IMPROVEMENTS

21. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall provide evidence to the City that all traffic mitigation requirements, outside the jurisdiction of Beaumont, are mitigated as specified in the approved Traffic Impact Analysis for this project.
22. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of "A" Street (westerly entrance/ cul-de-sac) and Cherry Valley Blvd, the applicant shall install traffic signals and construct all other necessary improvements to safely and adequately signalize the intersection.
23. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of "B" Street (middle entrance/ cul-de-sac) and Cherry Valley Blvd, the applicant shall install traffic signals and construct all other necessary improvements to safely and adequately signalize the intersection.
24. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of Brookside Avenue and Beaumont Avenue, the applicant shall deposit with the City, a fair share contribution for 14.3% (or as shown in the approved TIA) of the estimated cost at the time of deposit, to perform the following:
 - A. Add eastbound lane right-turn overlap phase
 - B. Add westbound right-turn lane
 - C. Add westbound right-turn overlap phase
 - D. Relocate traffic signal and consequential modifications
25. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of Oak Valley Pkwy and Desert Lawn Drive, the applicant shall deposit with the City, a fair share contribution for 6.5% (or as shown in the approved TIA) of the estimated cost at the time of deposit, to perform the following:
 - A. Add additional eastbound through lane (along Oak Valley Pkwy)
26. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of I-10 eastbound ramps and Oak Valley Pkwy, the applicant shall deposit with the City, a fair share contribution for 6.4% (or as shown in the approved TIA) of the estimated cost at the time of deposit, to perform the following:
 - A. Add 2nd southbound left-turn lane

- B. Add 2nd eastbound through lane
 - C. Add 2nd westbound through lane
27. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the intersection of I-10 westbound ramps and Oak Valley Pkwy, the applicant shall deposit with the City, a fair share contribution for 5.6% (or as shown in the approved TIA) of the estimated cost at the time of deposit, to perform the following:
- A. Add northbound left-turn lane
 - B. Add 2nd eastbound through lane
 - C. Add 2nd westbound through lane
28. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): At the Oak View Drive and Oak Valley Pkwy, the applicant shall deposit with the City, a fair share contribution for 8.1% (or as shown in the approved TIA) of the estimated cost at the time of deposit, to perform the following:
- A. Add 2nd eastbound through lane
 - B. Modify southbound right-turn lane to free right-turn lane
 - C. Relocate traffic signal and consequential modifications
29. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall underground existing utility poles along the project frontage, and as necessary for transitions, in accordance with the City of Beaumont. Should the utility poles be exempt from undergrounding, as identified in the Municipal Code, the applicant shall relocate the poles sufficient to construct the improvements required as part of the development.
30. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall complete all half-width improvements along Cherry Valley Blvd, coincident with the project boundary and as necessary to safety transition to the existing improvements. All transitions to existing improvement shall occur outside the project boundary. The improvements shall conform to RCTD std. 92 and shall include:
- A. 8" Curb and Gutter, 43-feet south of the monument centerline;
 - B. Meandering sidewalk;
 - C. 18' wide raised median
 - D. Street structural sections shall be designed with a Traffic Index per soil engineer's recommendations (9.5 minimum). Preliminary soils

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investigations shall be used by the Engineer to determine an appropriate R-value and the pavement and base thickness based on the established Traffic Index. In no case shall the minimum pavement section be less than 6" AC/12" AB;

- E. All sawcuts and joining of existing ac paving shall be per the City's pavement restoration detail.
- F. Existing AC surface shall be milled and overlay to a minimum thickness of 2".

31. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall complete all half-width improvements along Brookside Avenue, coincident with the project boundary and as necessary to safety transition to the existing improvements. All transitions to existing improvement shall occur outside the project boundary. The improvements shall conform to RCTD std. 94 and shall include:

- A. 6" Curb and Gutter, 32-feet north of the monument centerline;
- B. sidewalk;
- C. Street structural sections shall be designed with a Traffic Index per soil engineer's recommendations (8.5 minimum). Preliminary soils investigations shall be used by the Engineer to determine an appropriate R-value and the pavement and base thickness based on the established Traffic Index. In no case shall the minimum pavement section be less than 6" AC/12" AB;
- D. All sawcuts and joining of existing ac paving shall be per the City's pavement restoration detail.
- E. Existing AC surface shall be milled and overlay to a minimum thickness of 2".

32. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall complete all full-width improvements along interior streets (A, B, & C), The improvements shall conform to RCTD std. 111 and shall include:

- A. 6" Curb and Gutter, 28-feet on both sides of proposed centerline;
- B. sidewalk;
- C. Street structural sections shall be designed with a Traffic Index per soil engineer's recommendations (8.0 minimum). Preliminary soils investigations shall be used by the Engineer to determine an appropriate R-value and the pavement and base thickness based on the established Traffic Index. In no case shall the minimum pavement section be less than 5" AC/10" AB;

33. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall replace any sidewalk, curb and gutter, drive approach, AC pavement or other improvement damaged during construction as determined necessary by the City Engineer.
34. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The Applicant shall install public streetlights along the project frontage of perimeter streets and along interior streets, in accordance with the City of Beaumont Approved Street Lighting Specifications. The Applicant shall coordinate with Public Works before submitting street light plans.
35. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall design and install offsite landscaping and supporting irrigation system. All irrigation and landscaping associated with this project will be privately maintained. The landscape within public right-of-way shall occur on a separate plan set from the on-site landscaping.

GRADING AND DRAINAGE IMPROVEMENTS

36. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design the drainage facilities to capture and convey the 100-year storm event.
37. PRIOR TO ISSUANCE OF A GRADING PERMIT: The Applicant shall design the drainage facilities to collect and convey all on-site drainage flows in a manner consistent with the historic drainage pattern and discharge in a manner which will not increase damage, hazard, or liability to adjacent or downstream properties.
38. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit for stormwater discharges associated with construction activities as required by the California Water Resources Control Board.
39. PRIOR TO ISSUANCE OF A GRADING PERMIT: A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and submitted to the California Water Resources Control Board. The developer shall be responsible for implementation, monitoring, operation, and maintenance of the SWPPP until all improvements have been accepted by Public Works Department or construction is complete, whichever is later.
40. PRIOR TO ISSUANCE OF A GRADING PERMIT: A copy of the Notice of Intent (NOI) and Waste Discharge Identification (WDID) number from the State Water Resources Control Board shall be provided to the Public Works Department.
41. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall adhere to all Federal Emergency Management Agency (FEMA) regulations and requirements

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in the event that existing drainage patterns are affected by this development. The applicant shall submit to the City and to any governing Federal agency for review and approval, all necessary calculations.

42. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design all storm drains, catch basins, and storm water structures with trash capture devices that conform with the approved trash capture list issued by the State Water Board.
43. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design temporary drainage facilities and erosion control measures to minimize erosion and silt deposition during the grading operation.
44. PRIOR TO ISSUANCE OF A GRADING PERMIT: The Applicant shall design the infiltration basin with the following requirements
- A. Basin shall be constructed per the Riverside Flood Control District, LID manual and include the following:
 - B. An access road that allows easy access to the bottom of the basin for maintenance;
 - C. An emergency overflow weir or spillway;
 - D. Drain within 72 hours or otherwise comply with relevant standards for vector control. If the 72-hour limit cannot be reached, the applicant shall implement other features to meet the requirement. This may include dry-wells, underdrain, larger surface area, etc as approved by the City Engineer;
 - E. Security fencing along the perimeter of the basin w/ appropriate signage;
 - F. Fire Department Rapid Entry System;
 - G. Access from public right-of-way.
45. CONCURRENT WITH GRADING OPERATIONS: Any grading and/or utility excavations and backfilling, both on and off site, shall be done under the continuous direction of a licensed geotechnical/civil engineer who shall obtain all required permits and submit reports on progress and test results to the City Engineer for review and approval as determined by the City. Upon completion of all soils related work, the geotechnical engineer shall submit a final report to the City Engineer for review and approval, which may require additional tests at the expense of the applicant.

SEWER IMPROVEMENTS

46. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET OR SEWER IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The backbone sanitary sewer system shall connect to the existing municipal sewer system.

47. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET OR SEWER IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): All sewer manhole rims shall be set flush with the finished surface Per the City of Beaumont's paving and manhole cover detail.
48. PRIOR TO ACCEPTANCE OF ANY PUBLIC SEWER IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall repair the sewer trench and restore existing pavement associated with sewer installation per the City of Beaumont's Paving and Trench Repair detail
49. PRIOR TO PLACEMENT OF PAVEMENT OR FINISHED SURFACE: The applicant shall construction all portions of private sewer laterals that encroach or occur within the public right-of-way. A cleanout shall occur at the right-of-way boundary per EMWD standard. The lateral shall be sealed to prevent soil and other debris from entering the sewer system.

WATER IMPROVEMENTS

50. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall ensure all water valves and vault covers within paved areas are raised flushed with finished surface and painted after paving is completed.
51. PRIOR TO ACCEPTANCE OF ANY PUBLIC STREET IMPROVEMENT OR PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall ensure all fire hydrants; air vacs and other above ground water facilities are placed outside of sidewalk areas. Water meter boxes and vaults, valve covers, etc. may be placed within sidewalks or paved areas provided such devices are set flush with the finished surfaces and are properly rated for chosen locations.

MITIGATION MEASURES

52. MM AQ-1: Prior to issuance of Phase 1 and Phase 2 grading permits, the applicant shall prepare and submit documentation to the City of Beaumont to demonstrate the following:
- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.
 - Construction equipment shall be properly maintained according to manufacturer specifications.

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- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
- On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.

53. MM AQ-2: The Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of Phase 1 and Phase 2 building permits, the Beaumont Building and Safety Department shall confirm the plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

54. MM AQ-3: Prior to issuance of Phase 1 and Phase 2 occupancy permits (unless otherwise specified), the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site (Phase 1 only).

- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided (Phase 1 only).
- Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance (Phase 1 only).

Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.

- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on-site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

55. MM AQ-5: Prior to the issuance of occupancy permits for Phase 1, the Planning Department shall confirm that all truck access gates and loading docks within the project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- For non-essential idling, truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.

Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

56. MM AQ-6: Prior to the issuance of Phase 1 occupancy permits, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project’s life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with SCAQMD Rule 2305

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MM BIO-1: Project activities shall not be initiated within 100 feet of any least Bell's vireo suitable habitat area(s) during the species' breeding season (March 15-August 31) unless a negative USFWS protocol survey has been conducted within one year of construction kickoff and findings were negative. If groundbreaking activities occur outside the least Bell's vireo nesting season (i.e., September 16-March 14), a qualified biologist shall perform a presence/absence survey within suitable habitat on-site, and shall continue these surveys on a monthly basis, especially as breeding season commences.

If least Bell's vireo nesting is discovered, either during protocol surveys, monthly presence/absence surveys, or incidentally, no Project activities shall occur within 300 feet of any least Bell's vireo nest site until it has been confirmed that the young have fledged, and the nest is no longer active. A qualified biologist shall always be present when construction crews are working within 1/8 mile surrounding an identified least Bell's vireo nest site to ensure that the birds do not react unfavorably to Project activities. If the qualified biologist observes signs of agitation stemming from Project activities, the activities shall cease and not resume until the birds' behavior normalizes. If the birds continue to exhibit signs of agitation, Project activities shall be adjusted to avoid impacts on nesting least Bell's vireo. Additionally, in the presence of least Bell's vireo nests, noise level from Project activities shall not to exceed 65 dBA at the edge of occupied habitat. If this is not possible, a noise barrier shall be constructed to keep noise at or below 65 dBA to avoid adverse impacts to any least Bell's vireo nest/s.

During the least Bell's vireo breeding season, artificial light shall not be cast into suitable habitat.

A qualified biologist shall conduct a training session for Project personnel prior to grading in conformance with MSCHP best management practices requirements. The training shall include a description of least Bell's vireo and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished.

57. MM BIO-2: A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are documented on-site, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.
58. MM BIO-3: Vegetation clearing and ground disturbing activities should be conducted outside of the nesting season (February 1 through August 31). If

avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests.

59. MM BIO-4: Prior to any ground-disturbing activity near jurisdictional features, applicable permits shall be obtained through the USACE, RWQCB, and CDFW for impacts on jurisdictional features. Based on the results of the aquatic resources delineation for the proposed Project, the proposed Project would permanently impact 0.25 acre of USACE-jurisdictional non-wetland waters of the U.S. and RWQCB-jurisdictional non-wetland waters of the State (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1). Additionally, the proposed Project would permanently impact 2.17 acres of CDFW-jurisdictional vegetated streambed (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1) and 0.24 acre of CDFW-jurisdictional riparian habitat (i.e., NWW-2A and NWW-3B). The Project applicant shall be obligated to implement/comply with the permit conditions and mitigation measures required by the resource agencies regarding impacts on their respective jurisdictions.

A minimum 1:1 mitigation ratio (0.25-acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. Compensatory mitigation to offset impacts to jurisdictional aquatic resources may be implemented through off-site, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with purchase confirmation.

60. MM CUL-1: A qualified archaeological monitor will be present during Project-related ground-disturbing activities in undisturbed native sediments.
61. MM CUL-2: In the event that potentially significant cultural materials are encountered during Project-related ground-disturbing activities, all work will be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.
62. MM GEO-1: Settlement Monitoring Program. A Settlement Monitoring Program would be implemented, consisting of the surveying of surface monuments to

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monitor settlement of alluvial soils left in-place and/or proposed fills deeper than 30 feet (design plus remedial grading). Survey monument readings for both deep fill areas and for fill over compressible natural ground (Qal) should be conducted following the completion of fill placement. Survey monument locations should be selected by the geotechnical consultant. Survey readings should be taken weekly for the first month and on a weekly basis thereafter until vertical movement of the fill mass achieve 90 percent of primary compression, begin secondary compression or the estimated remaining settlement is less than one inch. Construction of proposed structures would not commence until approved by the geotechnical consultant based on the results of the settlement monitoring. Survey benchmarks used for the monitoring would be confirmed with the geotechnical consultant prior to initial readings being performed.

Foundation and Grading Plan Review. New retaining walls with maximum heights of up to 50± feet would be constructed as part of the new development. Additional review of the global stability of the proposed site grading be performed by SCG once more detailed rough grading plans become available. An additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations.

Over excavation. Benching of the sidewalls would be required during fill placement. The horizontal extent of the benching should be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. Following completion of the over excavations, the subgrade would be evaluated by the geotechnical engineer to verify its suitability to serve as the structural fill subgrade. Some localized areas of deeper excavation may be required if loose, porous, or low-density materials are encountered at the base of the over excavation. Materials suitable to serve as the structural fill subgrade within the building area should consist of moderate strength alluvial soils which possess an in-situ density equal to at least 85 percent of the ASTM D-1557 maximum dry density. These materials would be moisture conditioned to 0 to 4 percent above optimum moisture content prior to placement of any new fill soils. The previously excavated soils may then be replaced as compacted structural fill.

63. MM GEO-2: Paleontological Construction Monitoring and Compliance Program. The following measures would be implemented to reduce potential impacts to paleontological resources to less than significant:

Retain a Qualified Paleontologist. Prior to initial ground disturbance, the Applicant shall retain a Project paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources.

Paleontological Monitoring. Ground disturbing construction activities (including

grading, trenching, foundation work, and other excavations) in areas mapped as high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. Areas mapped as low to high paleontological sensitivity shall be monitored when ground-disturbing activities exceed five feet in depth, because underlying sensitive sediments could be impacted. Areas considered to have an undetermined paleontological sensitivity shall be inspected and further assessed if construction activities bring potentially sensitive geologic deposits to the surface. The Paleontological Mitigation and Monitoring Program shall be supervised by the Project paleontologist. Monitoring must be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring would be determined by City based on recommendation from the Project paleontologist. If the Project paleontologist determines that full-time monitoring is no longer warranted, they may recommend to the City that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not exceed five feet in depth would not require paleontological monitoring.

Paleontological Mitigation and Monitoring Program. After Project design has been finalized to determine the precise extent and location of planned ground disturbances, and prior to construction activity, a qualified paleontologist would prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity for the Project. This program would outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. The program would be prepared in accordance with the standards set forth by current Society of Vertebrate Paleontology guidelines (2010) and with proper implementation, would reduce or eliminate potential impacts to paleontological resources.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Project paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be presented at a preconstruction meeting that a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.

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Salvage of Fossils. If fossils are discovered, the Project paleontologist or paleontological monitor should recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist would have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

Preparation and Curation of Recovered Fossils. Once salvaged, the City would ensure that significant fossils would be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Western Science Center), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Project paleontologist. Field collection and preparation of fossil specimens would be performed by the Project paleontologist with further preparation as needed by an accredited museum repository institution at the time of curation.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activity (and curation of fossils, if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

64. MM GHG-1: Phase 1 of the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load, conservatively anticipated to be approximately 8.87 kilowatt hours per year [kWh/year] per square foot).

With expected energy consumption at 8.87 kWh/sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to offset consumption.

Should the energy consumption characteristics of a future tenant differ from this projection, there is sufficient space on the rooftop for the system to roughly triple on-site generation. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.

65. MM GHG-2: Prior to the issuance of a Phase 1 or Phase 2 building permit, the Project Applicant or successor in interest shall provide documentation to the City of Beaumont demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) certification and meet or exceed CalGreen Tier 2 standards in effect at the time of building permit application.
66. MM GHG-3: The development (Phase 1 and Phase 2) shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection and load area shall be constructed in compliance with Riverside County Waste Management Department's Design Guidelines for Recyclable Collection and Loading Areas.
67. MM GHG-4: Prior to the issuance of Phase 1 or Phase 2 occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all landscaping equipment used on-site shall be 100 percent electrically powered. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable.
68. MM HAZ-1: The Applicant shall prepare a Soil Management Plan prior to the redevelopment of the site.
69. MM TCR-1 The Serrano Nation, (currently Mr. Mark Cochrane and/or Mr. Wayne Walker, but the representative could change depending on when a finding may occur), shall be notified if any cultural material is encountered during Project construction.

End of Conditions

OWNER/APPLICANT
 EXETER CHERRY VALLEY LAND, LLC
 4602 EAST UNIVERSITY DRIVE, SUITE 105
 PHOENIX, AZ 85034
 TEL: 708-341-4931
 ATTN: ANDREA GREYBAR
 EMAIL: AGREYBAR@EXETERPG.COM

ENGINEER
 ALBERT A. WEBB ASSOCIATES
 3788 McCRAY STREET
 RIVERSIDE, CA 92506
 TEL: (951) 320-6001
 FAX: (951) 788-1256
 ATTN: BYANKA VELASCO
 EMAIL: BYANKA.VELASCO@WEBBASSOCIATES.COM

ASSESSOR'S PARCEL NO.
 401-230-0(22-24,21)

ACREAGE
 TPM 38223 PARCEL 1
 GROSS AREA: 55.14 AC
 NET AREA: 52.94 AC

LAND USE
 EXISTING LAND USE: LOW DENSITY RESIDENTIAL
 PROPOSED LAND USE: E-COMMERCE, COMMERCIAL, OPEN SPACE
 EXISTING ZONING: SPECIFIC PLAN
 PROPOSED ZONING: SPECIFIC PLAN

FEMA FLOODZONE
 ZONE X-AREA
 MAP NO. 06065C01956
 EFFECTIVE 08/28/2008

UTILITIES

WATER	BEAUMONT CHERRY VALLEY WATER DISTRICT	951-845-4561
SEWER	CITY OF BEAUMONT	951-764-8520
GAS	SOUTHERN CALIFORNIA GAS COMPANY	1-800-423-1341
ELECTRIC	SOUTHERN CALIFORNIA EDISON	1-800-655-8844
TELEPHONE	ATTN	1-800-241-3624
TELEVISION	SPECTRUM/CHARTER	1-844-780-6054

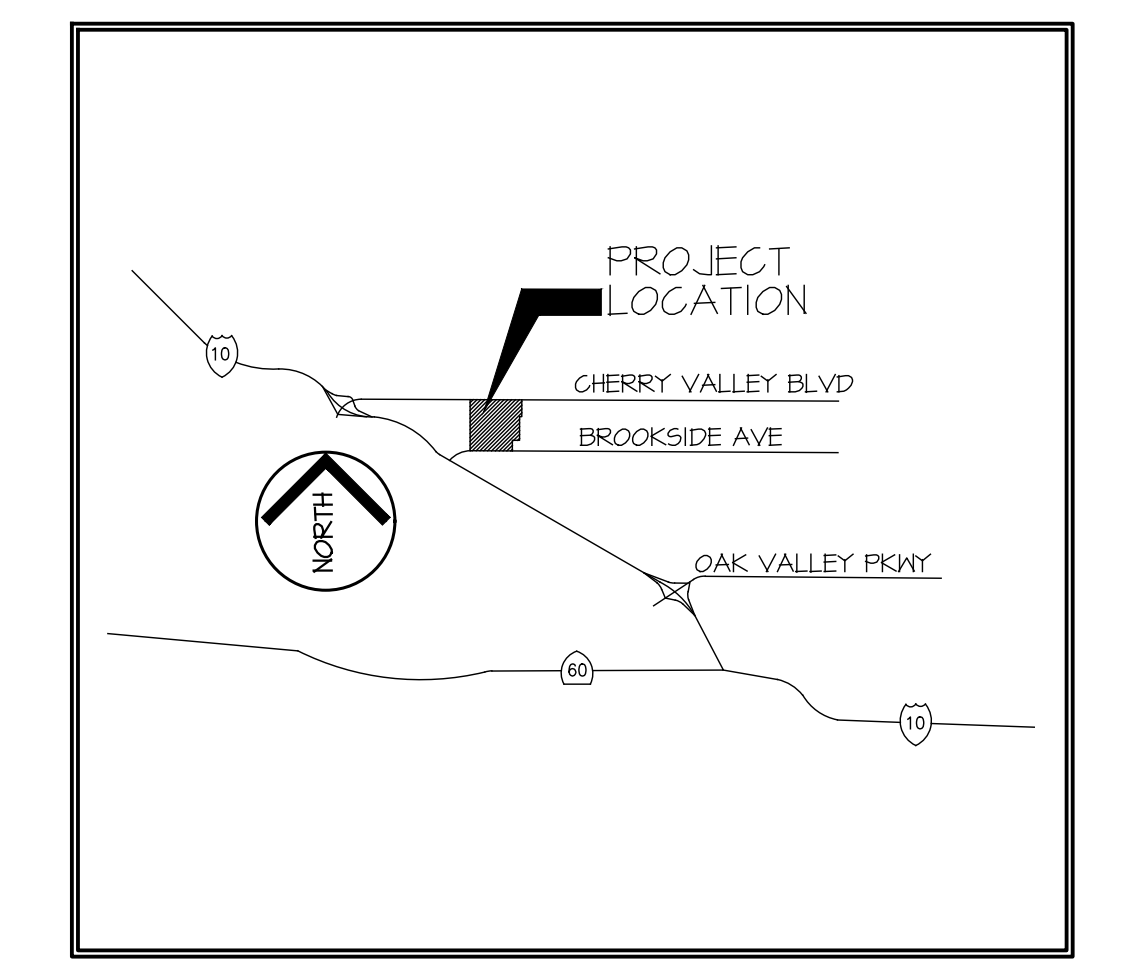
LEGAL DESCRIPTION
 THIS PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN EXHIBIT A OF FIDELITY NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT #2501448-011-MA3-BAM, DATED MARCH 12, 2021.

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEAUMONT (AREA), IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

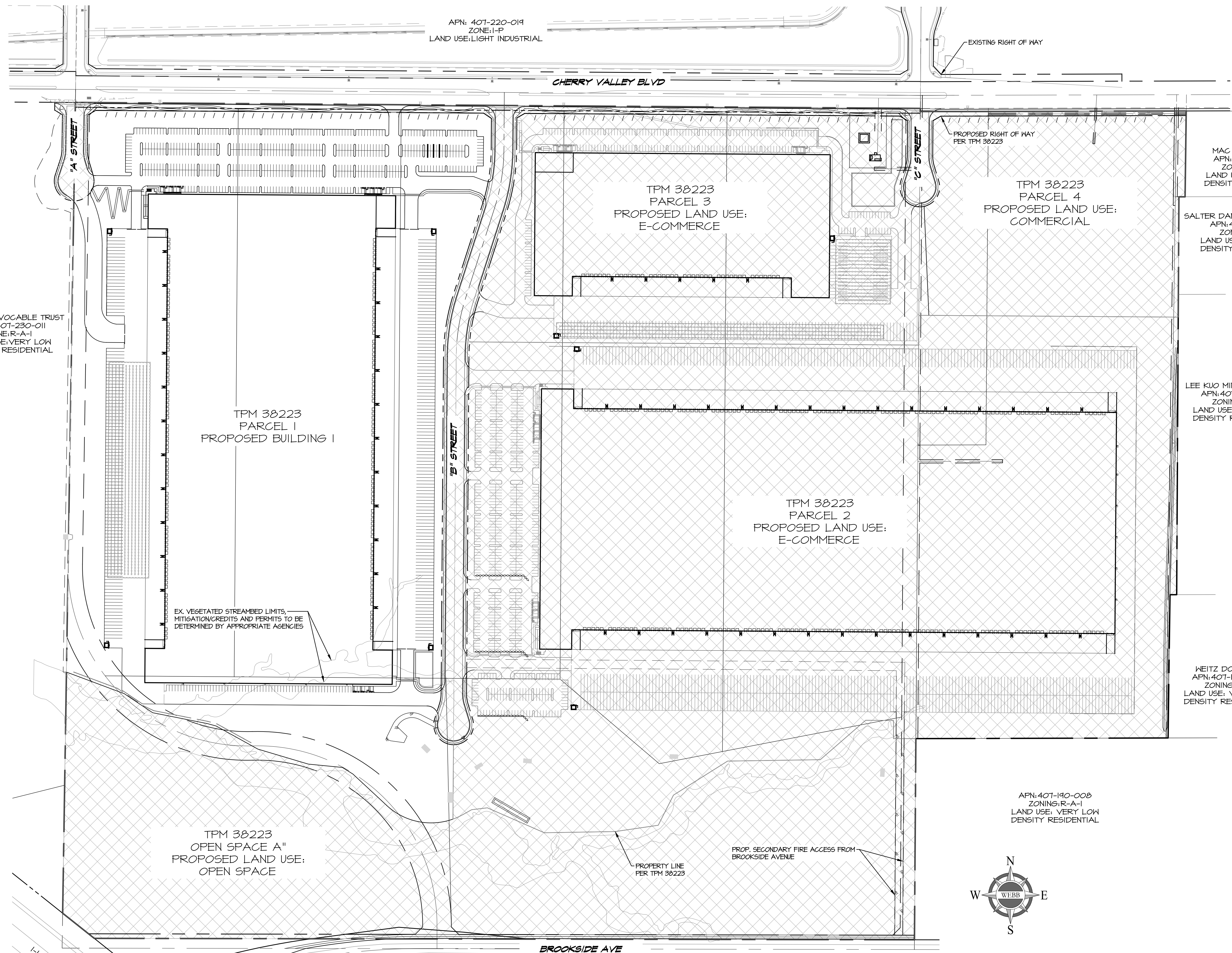
PARCEL 3: APNS: 401-230-022, 401-230-023, 401-230-024, 401-230-025, 401-230-026, 401-230-021 AND 401-230-028

PARCELS 1 TO 7, INCLUSIVE, AND LOTS A TO K, INCLUSIVE OF PARCEL MAP NO. 12218, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN PARCEL MAP BOOK 85, PAGE 66 KMJD, IRREVOCABLE TRUST OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
BEAUMONT SUMMIT STATION - BUILDING 1
PLOT PLAN AND CONCEPTUAL GRADING
 PP2021-0388 / PW2021-0716
 LOCATED IN SECTION 29 & 30, T. 2 S., R. 1 W.



VICINITY MAP
 NOT TO SCALE
 T. 2S, R. 1W, SEC. 24 & 30



SITE QUANTITIES

BUILDING AREA	
OFFICE	20,000 SF
WAREHOUSE	965,860 SF
TOTAL	985,860 SF

AUTO REQUIRED

1/1000 SF FOR 40K SF	40
1/4000 SF OVER 40K SF	236
TOTAL	276

AUTO PROVIDED

STANDARD (9'x14')	528
COMPACT (8'5'x14')	0
ACCESSIBLE (9'x14')	10
ACCESSIBLE VAN (12'x14')	3
EV PARKING (9'x14')	56
EV ACCESSIBLE (9'x14')	2
EV VAN ACCESSIBLE (12'x14')	1
EV AMBULATORY (10'x14')	2
CLEAN AIR/VAN POOL (8'5'x18')	13
TOTAL	615

TRAILER PARKING PROVIDED

TRAILER (10'x55')	246
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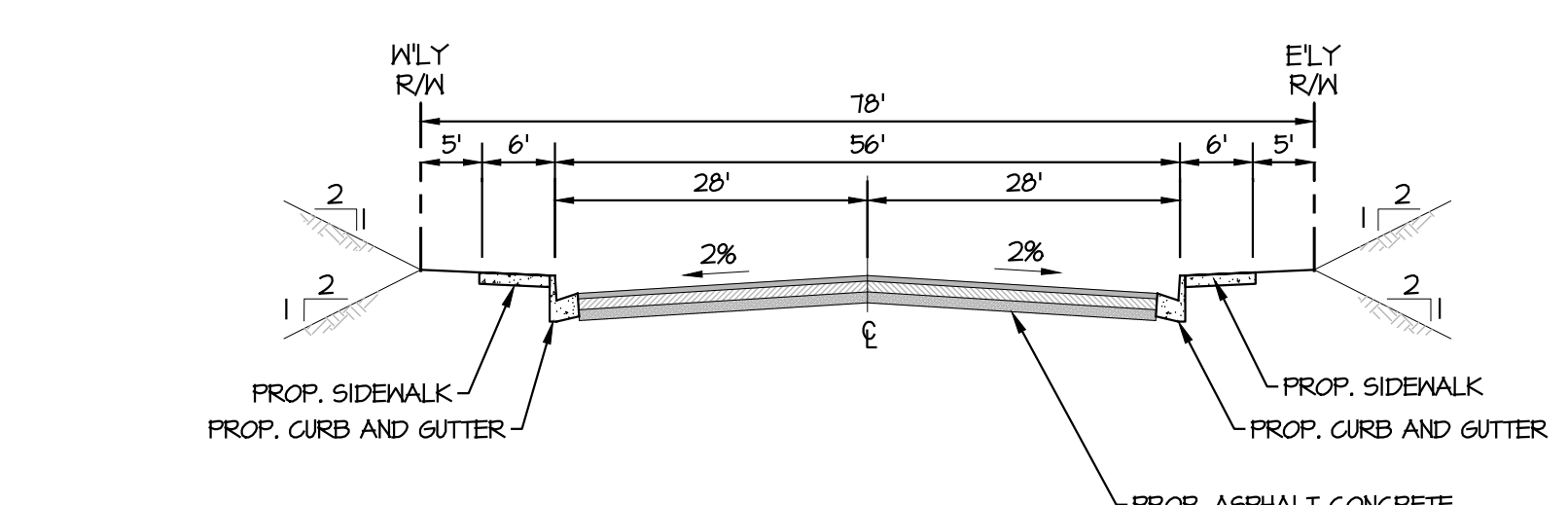
- NOTE**
- A, B, AND C STREETS TO BE CONSTRUCTED PER TPM 38223
 - STORM DRAIN GREATER THAN 36" DIAMETER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY RCFCD&WCD
 - STORM DRAIN 36" DIAMETER OR SMALLER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY THE CITY OF BEAUMONT
 - ALL ONSITE STORM DRAIN TO BE OWNED AND OPERATED BY POA

LEGEND

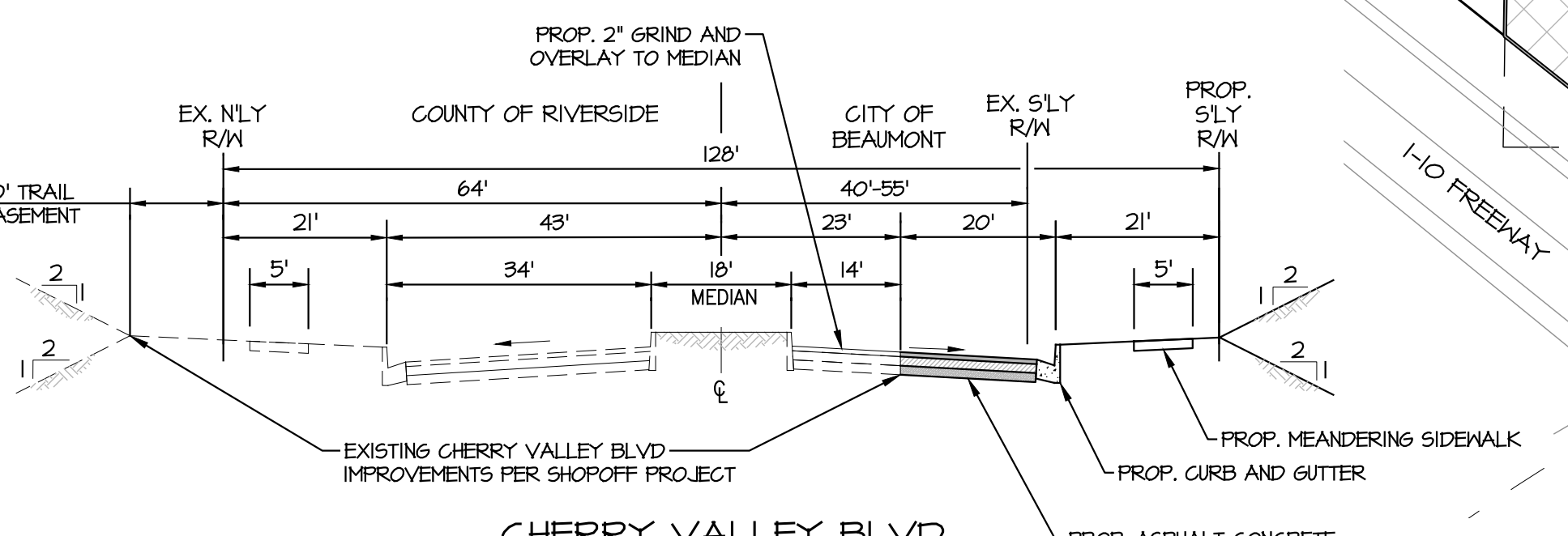
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[Symbol]	PROPOSED LOT LINE
[Symbol]	PROPOSED R/W
[Symbol]	DAYLIGHT LINE
[Symbol]	CUT/FILL BOUNDARY
[Symbol]	EXISTING CONTOUR
[Symbol]	PROPOSED CONTOUR
[Symbol]	PROPOSED PRIVATE STORM DRAIN
[Symbol]	PROPOSED RCFCD&WCD STORM DRAIN
[Symbol]	STORM DRAIN FLOW DIRECTION
[Symbol]	PROPOSED BACKBONE WATER
[Symbol]	PROPOSED BACKBONE SEWER
[Symbol]	PROPOSED BACKBONE STORM DRAIN
[Symbol]	PROPOSED RETAINING WALL
[Symbol]	ADA PATH OF TRAVEL
[Symbol]	PROPOSED LANDSCAPE AREA
[Symbol]	PROPOSED HEAVY DUTY CONCRETE
[Symbol]	PROPOSED LIGHT DUTY CONCRETE
[Symbol]	NOT A PART OF BSS - BUILDING 1 PROJECT
[Symbol]	PROPOSED CATCH BASIN

SHEET INDEX

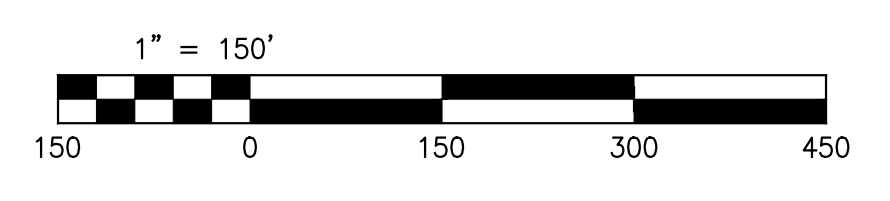
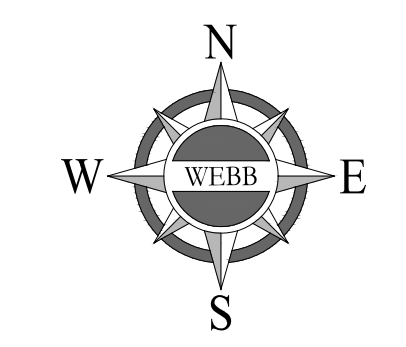
1	TITLE SHEET
2	PROPOSED SITE PLAN
3	CONCEPTUAL GRADING
4	CROSS-SECTIONS



A, B, AND C STREET
 N.T.S.
 INDUSTRIAL COLLECTOR

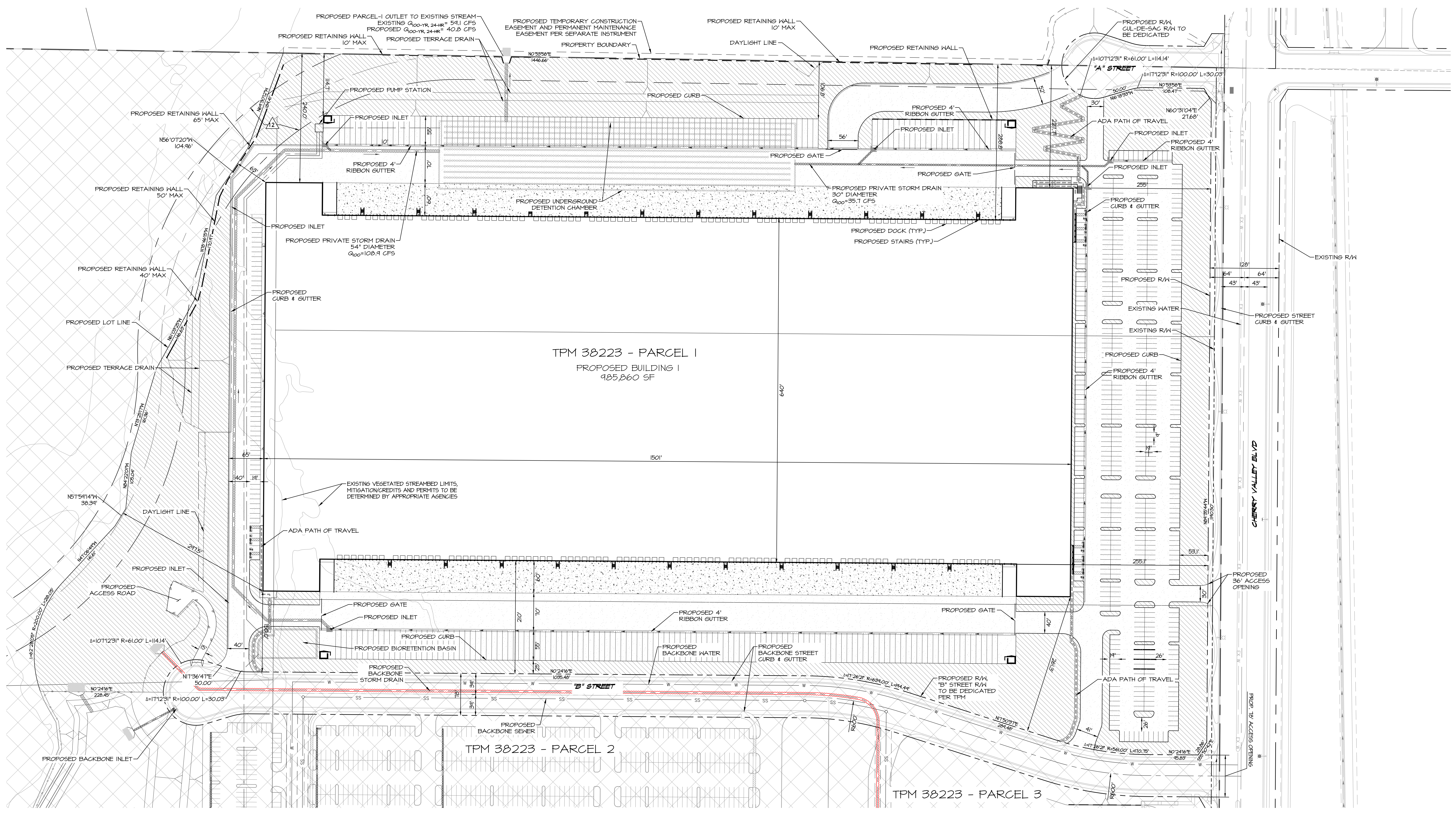


CHERRY VALLEY BLVD.
 N.T.S.
 ARTERIAL HIGHWAY



REVISIONS	DATE	BY	SCALE: 1" = 150'	DATE: 4/12/22	DESIGNED: EP	CHECKED: BLV	PLN CK REF: FB	DATE	BY	ALBERT A. WEBB ASSOCIATES	ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA 92506 PH. (951) 686-1070 FAX (951) 788-1256	BEAUMONT SUMMIT STATION TITLE SHEET BUILDING 1 - PLOT PLAN	H.O. 21-0044 SHEET 1 OF 4 SHEETS DWG. NO.
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TPM 38223 - PARCEL 1
 PROPOSED BUILDING 1
 485,860 SF

TPM 38223 - PARCEL 2

TPM 38223 - PARCEL 3

EASEMENT NOTES
 EASEMENT FOR PUBLIC STREET AND UTILITY PURPOSES AND INCIDENTAL PURPOSES PER PARCEL MAP 12218

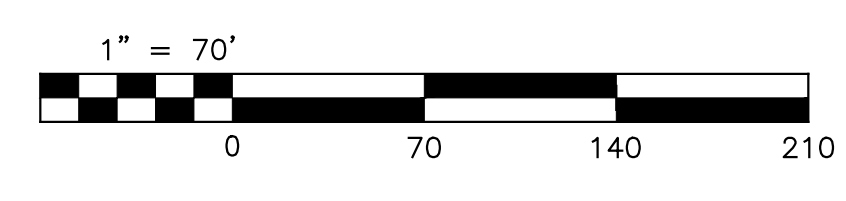
BACKBONE IMPROVEMENTS TPM 38223

- SITE WILL BE MASS GRADED.
- CONSTRUCT A STREET, B STREET, C STREET, AND EMERGENCY ACCESS ROAD.
- CONSTRUCT BACKBONE UTILITIES: WATER, SEWER, AND STORM DRAIN.
- EACH PARCEL WILL CONSTRUCT FACILITIES FOR INCREASED RUNOFF AS PART OF THEIR DEVELOPMENT DUE TO INTRODUCTION OF IMPERVIOUS AREAS.

NOTE
 - A, B, AND C STREETS TO BE CONSTRUCTED PER TPM 38223
 - STORM DRAIN GREATER THAN 36" DIAMETER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY RCFCD#NCD
 - STORM DRAIN 36" DIAMETER OR SMALLER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY THE CITY OF BEAUMONT
 - ALL ONSITE STORM DRAIN TO BE OWNED AND OPERATED BY POA

LEGEND

	RESTRICTED ACCESS
	PROPOSED LOT LINE
	PROPOSED R/W
	DAYLIGHT LINE
	CUT/FILL BOUNDARY
	EXISTING CONTOUR
	PROPOSED CONTOUR
	PROPOSED PRIVATE STORM DRAIN
	PROPOSED RCFCD#NCD STORM DRAIN
	STORM DRAIN FLOW DIRECTION
	PROPOSED BACKBONE WATER
	PROPOSED BACKBONE SEWER
	PROPOSED BACKBONE STORM DRAIN
	PROPOSED RETAINING WALL
	ADA PATH OF TRAVEL
	PROPOSED LANDSCAPE AREA
	PROPOSED HEAVY DUTY CONCRETE
	PROPOSED LIGHT DUTY CONCRETE
	NOT A PART OF BSS - BUILDING I PROJECT
	PROPOSED CATCH BASIN

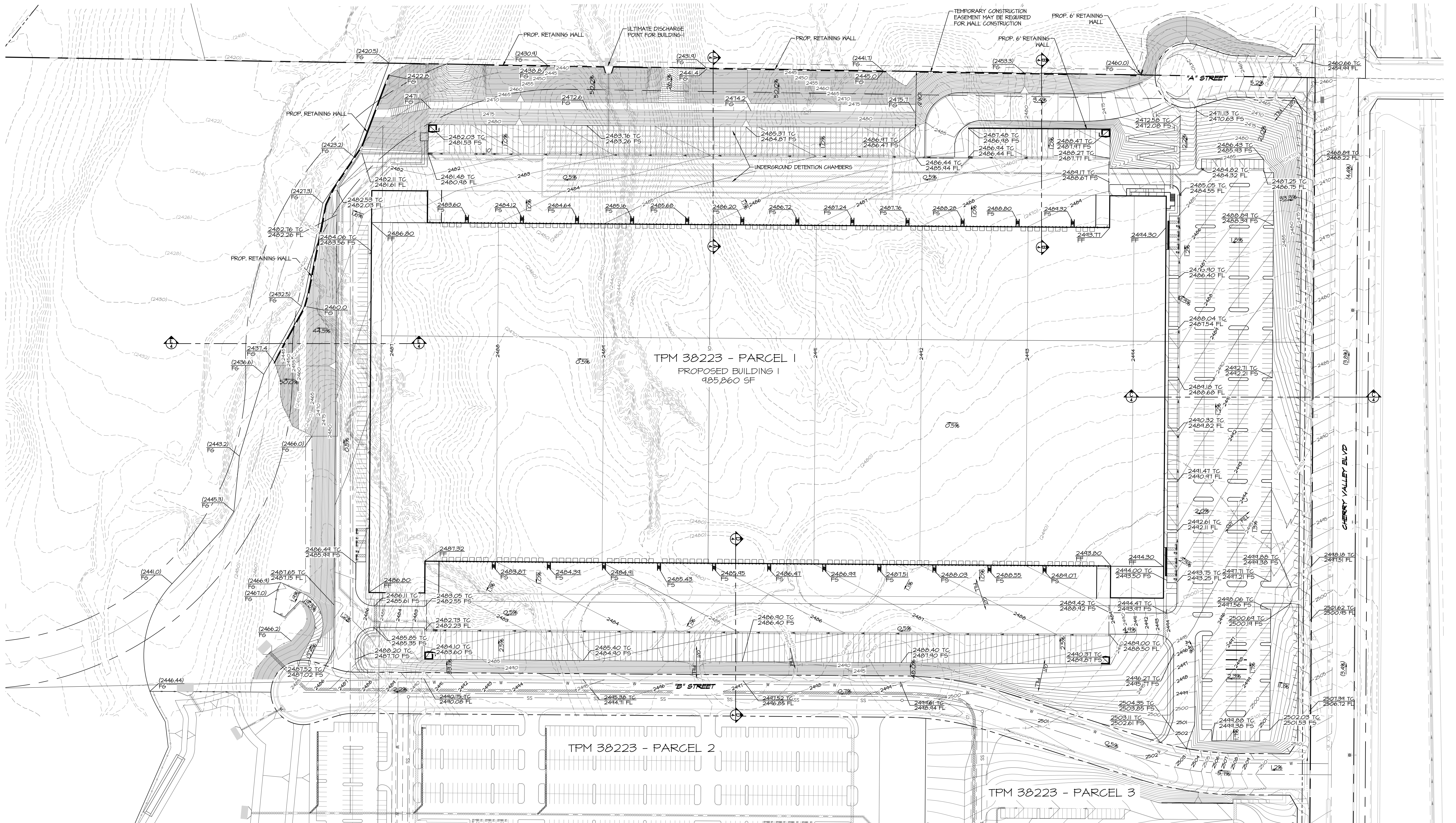


REVISIONS	DATE	BY	FB

SCALE: 1" = 70'
 DATE: 4/12/22
 DESIGNED: EP
 CHECKED: BJV
 PLN CK REF.
ALBERT A. WEBB ASSOCIATES
 ENGINEERING CONSULTANTS
 3788 McCRAY STREET
 RIVERSIDE, CA 92506
 PH. (951) 686-1070
 FAX (951) 788-1256

BEAUMONT SUMMIT STATION PROPOSED SITE PLAN BUILDING I - PLOT PLAN		NO. 21-0044 SHEET 2 OF 4 SHEETS DWG. NO.
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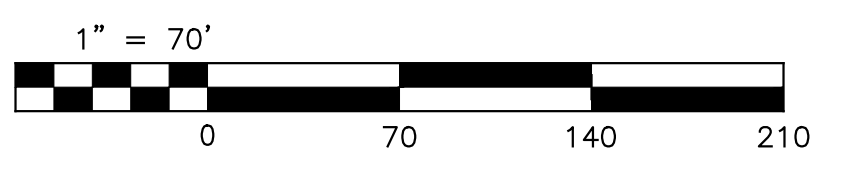
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- LEGEND**
- PROPOSED LOT LINE
 - - - PROPOSED R/W
 - EXISTING CONTOUR
 - (XXX) PROPOSED CONTOUR
 - DAYLIGHT LINE
 - CUT/FILL BOUNDARY

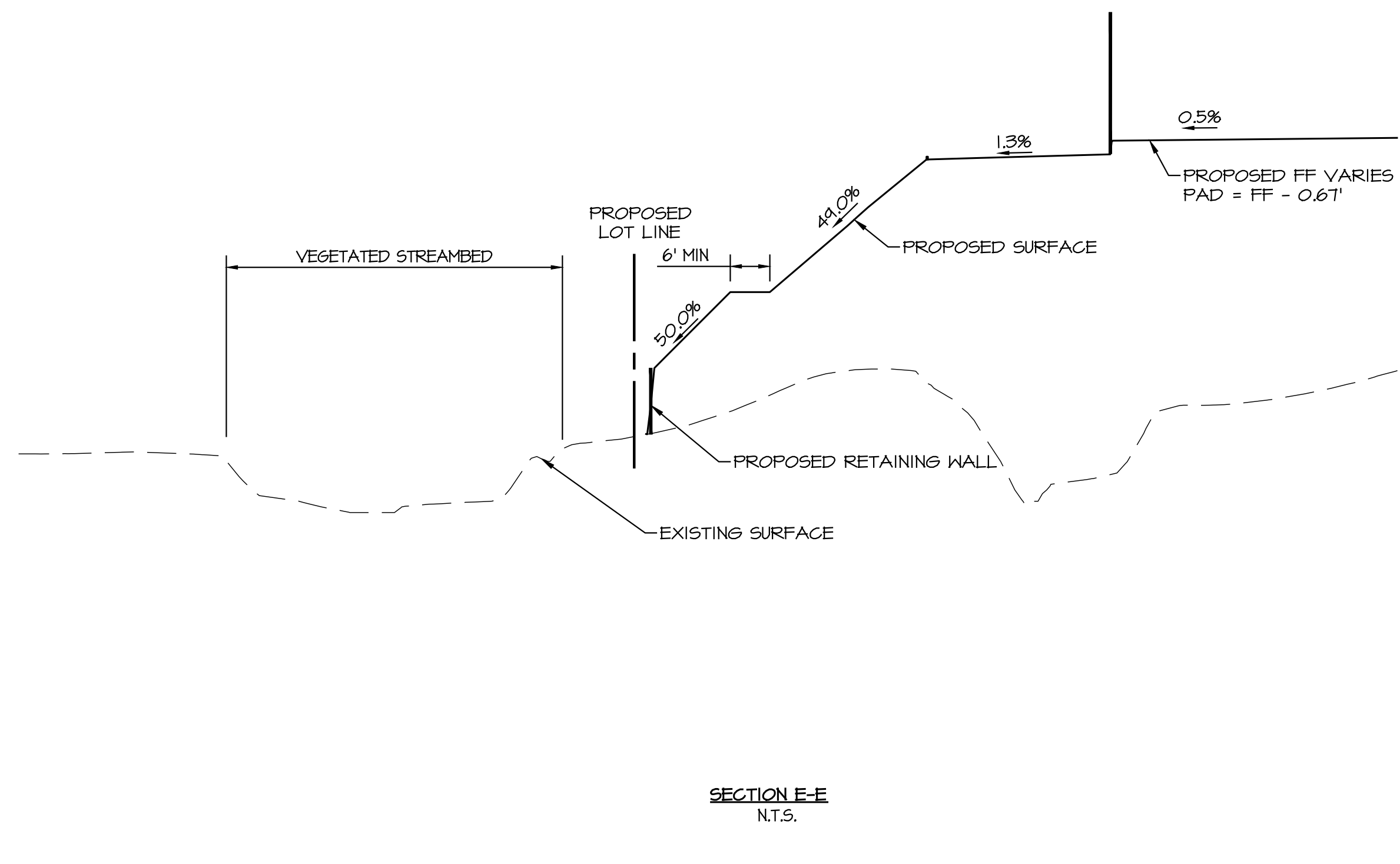
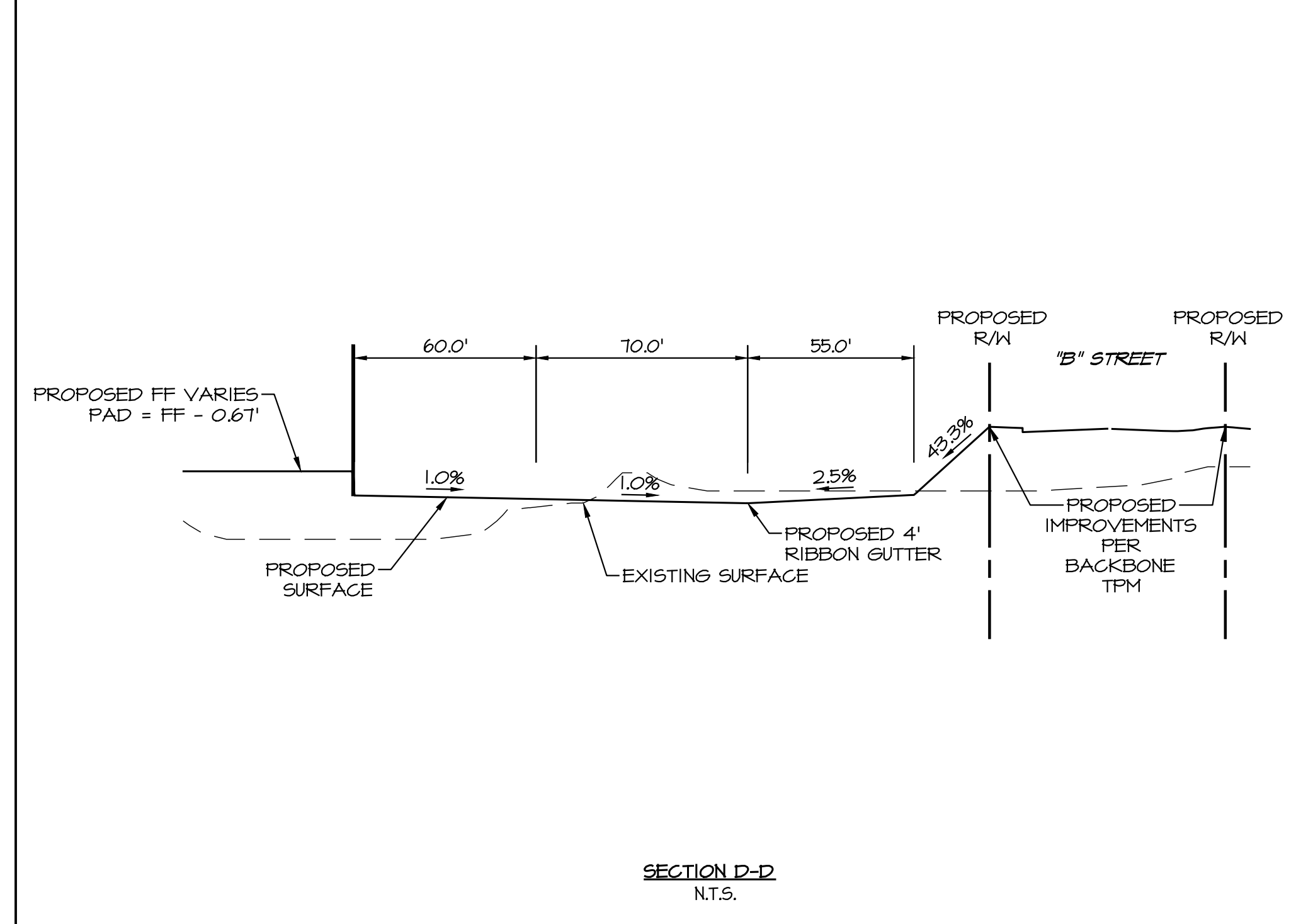
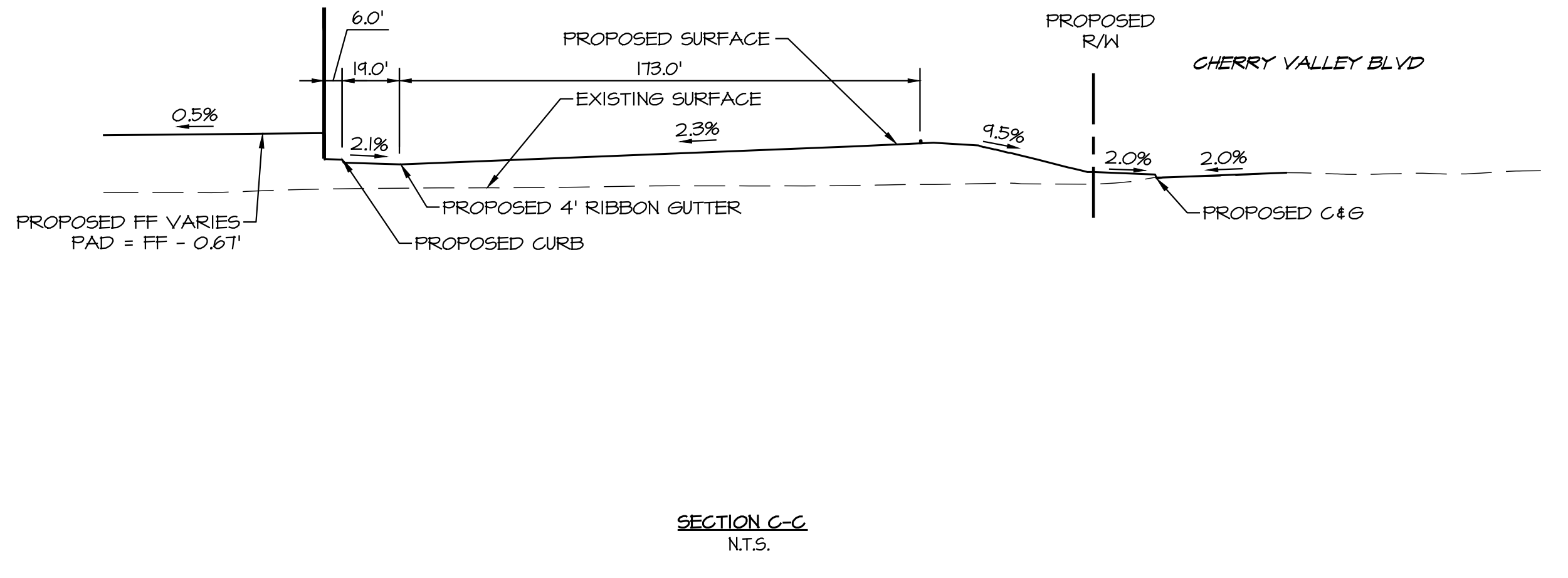
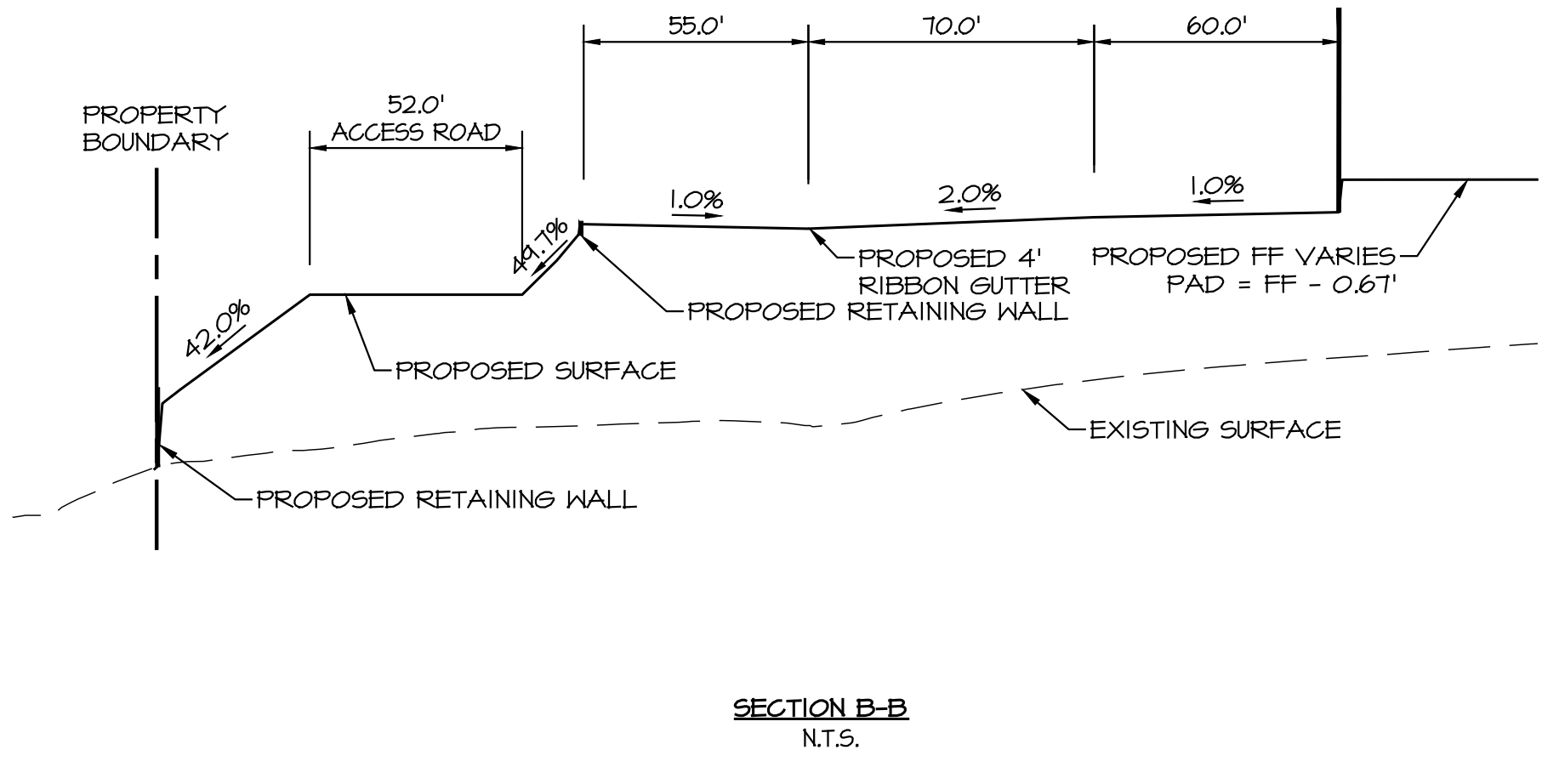
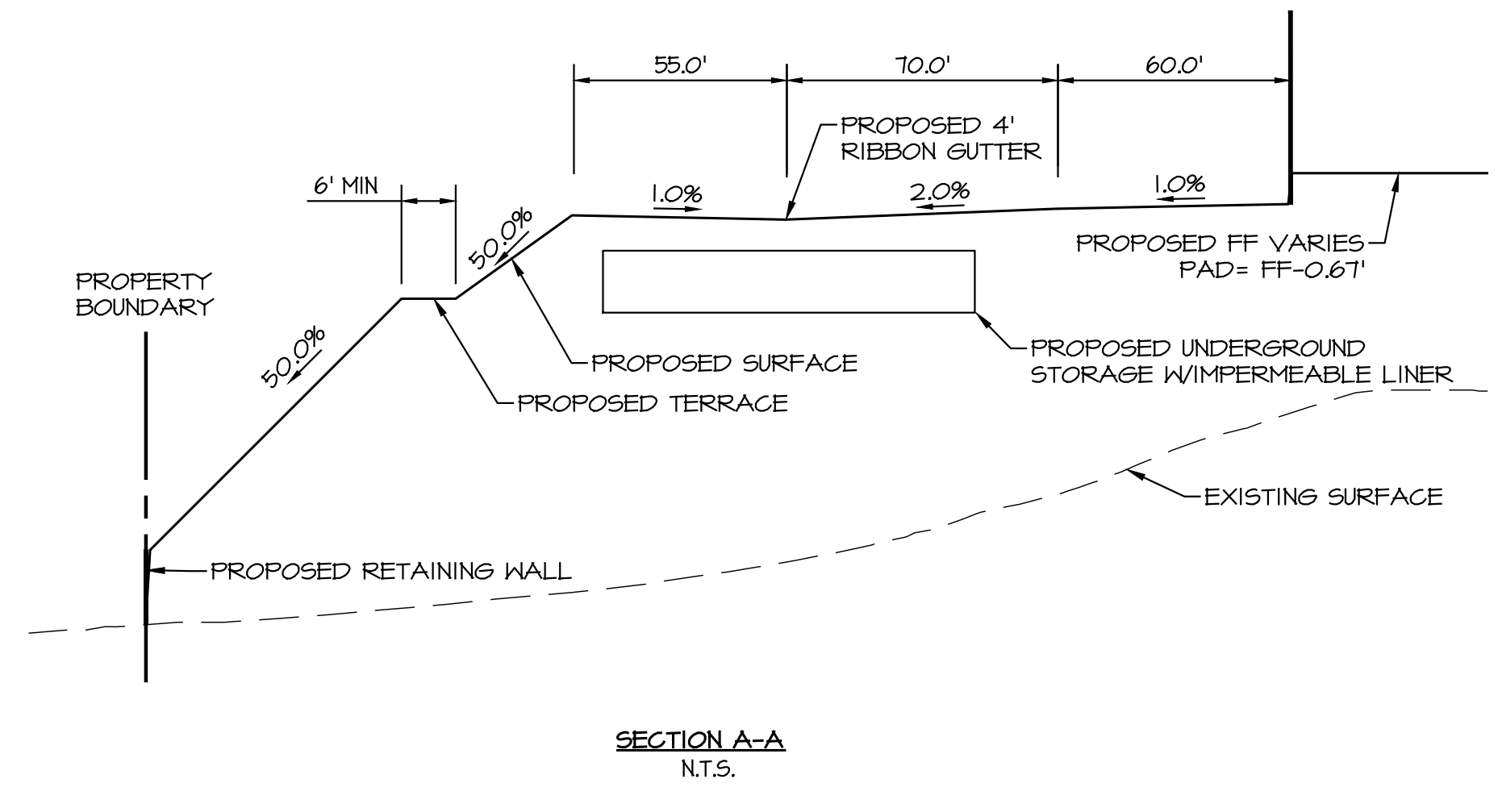
CUT & FILL:
 PARCEL-1
 MAX CUT: 20'
 MAX FILL: 64'
 RAW CUT: 14,200 CY
 RAW FILL: 1,443,110 CY

SPECIFIC PLAN TOTAL (FOR REFERENCE)
 RAW CUT: 2,254,490 CY
 RAW FILL: 1,664,660 CY



REVISIONS DATE BY	SCALE: 1" = 70' DATE: 4/12/22 DESIGNED: EP CHECKED: BJV PLN CK REF.	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 MCCRAY STREET RIVERSIDE, CA 92506 PH. (951) 686-1070 FAX (951) 788-1256	BEAUMONT SUMMIT STATION CONCEPTUAL GRADING BUILDING I - PLOT PLAN	P.L.O. 21-0044 SHEET 3 OF 4 SHEETS D.W.G. NO.
	DATE BY			DATE BY

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REVISIONS		DATE	BY	SCALE: N/A	DATE: 4/12/22	DESIGNED: EP	CHECKED: BJV	PLN CK REF:	FB
				ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA 92506 PH. (951) 686-1070 FAX (951) 788-1256		BSS - BUILDING I PLOT PLAN CONCEPTUAL GRADING BUILDING I - PLOT PLAN			P.C. 21-0044 SHEET 4 OF 4 SHEETS DWG. NO.

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BEAUMONT SUMMIT STATION | BUILDING 1

CONCEPTUAL LANDSCAPE PLANS

BEAUMONT SUMMIT STATION IS AN INDUSTRIAL WAREHOUSE SITE IN BEAUMONT CALIFORNIA, LOCATED OFF CHERRY VALLEY BOULEVARD, NORTH OF BROOKSIDE AVENUE AND EAST OF HIGHWAY 10. THE SITE AREA TOTALS 188 ACRES WITH A NET AREA OF 181.30 ACRES, SPLIT INTO 5 PARCELS WITH CONCEPTUAL PLANNING FOR 3 PARCELS.

BUILDING 1, LOCATED ON PARCEL 1, HAS A NET AREA OF 52.39 ACRES AND HAS 11.86 ACRES OF LANDSCAPE AREA (22%).

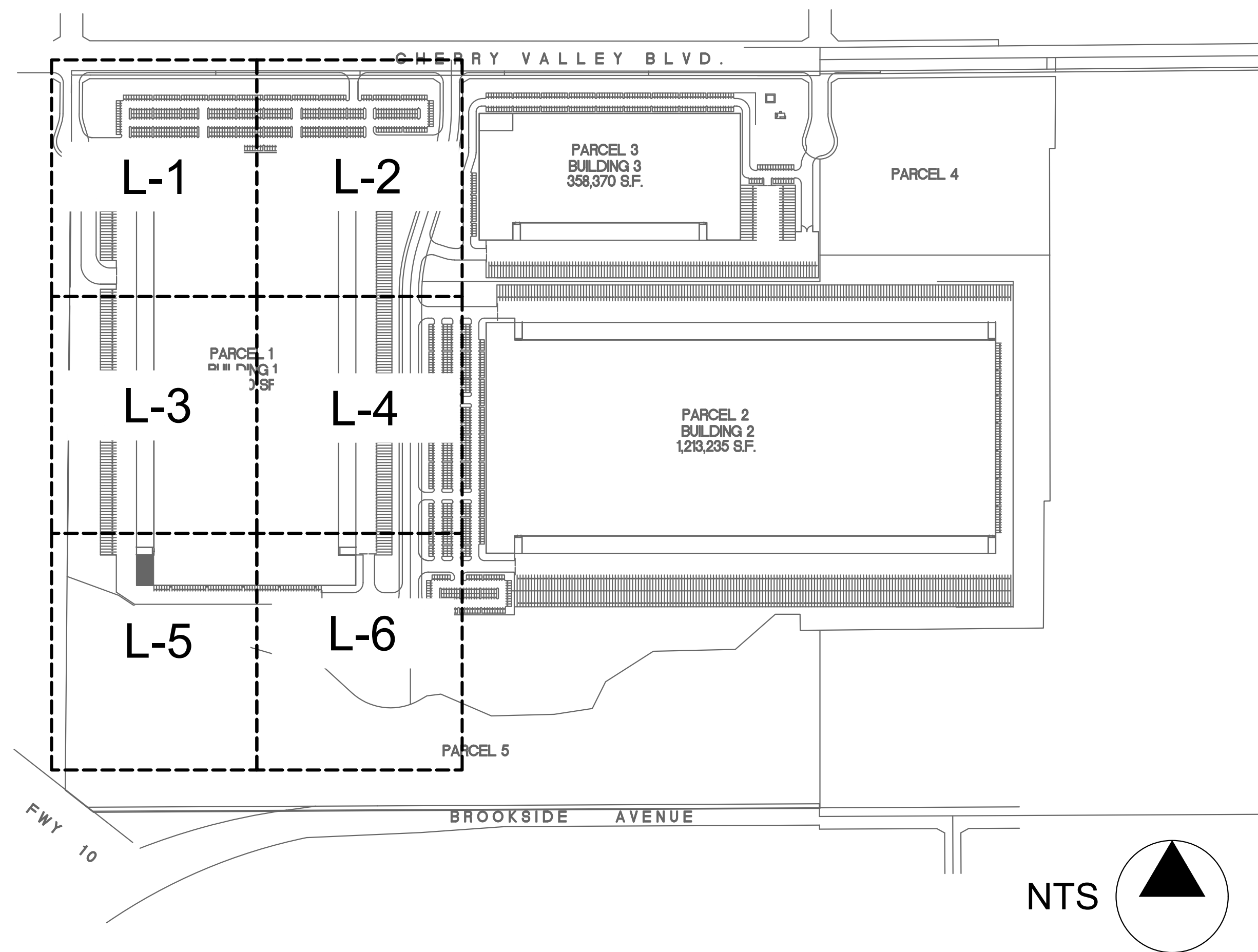
THE SELECTION OF PLANT MATERIAL IS BASED ON SITE MICRO-CLIMATE CONDITIONS WITH A MAJORITY OF PLANTS BEING OF NATIVE SELECTION. PLANTING DESIGN IS BASED ON AESTHETIC, SLOPE EROSION CONTROL, STORM WATER MANAGEMENT AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED ON AN AGRONOMIC SOILS REPORT FROM AN SOIL SAMPLE TAKEN FROM THE SITE, AFTER MASS GRADING, AND EXAMINED FROM AN APPROVED SOILS LAB. PREMIUM SHREDDED WOOD MULCH SHALL BE INSTALLED IN ALL LANDSCAPE AREAS, UNLESS OTHERWISE NOTED IN THE PLANS, AND FILL IN BETWEEN SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN-OFF. ALL SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE WEED GROWTH. COLORED MULCH IS NOT ACCEPTABLE. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF BEAUMONT MUNICIPAL CODE.

NOTE: THIS IS A CONCEPTUAL PLAN AND IS BASED ON PRELIMINARY INFORMATION. ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS THE PROJECT DEVELOPS FURTHER.

NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER

STATE OF CALIFORNIA ESTIMATED WATER USE (PRELIMINARY)					
TOTAL WATER USE IS CALCULATED BY SUMMING THE AMOUNT OF WATER ESTIMATED FOR EACH HYDROZONE. WATER USE FOR EACH HYDROZONE IS ESTIMATED WITH THE FOLLOWING FORMULA: EWU (HYDROZONE) = ESTIMATED WATER USE (GAL / YEAR) ETO = REFERENCE EVAPOTRANSPIRATION (INCHES / YEAR) PF = PLANT ETO ADJUSTMENT FACTOR HA = HYDROZONE AREA (S.F.) IE = IRRIGATION EFFICIENCY SLA = SPECIAL LANDSCAPE AREA (S.F.) EWU (HYDROZONE) = (ETO * PF * HA * IE) / (IE)					
HYDROZONE A (LOW WATER DRIP)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
55.1	.2	216000	.81	.62	1821973
HYDROZONE B (LOW WATER BUBBLER)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
55.1	.2	10000	.75	.62	91099
HYDROZONE C (LOW WATER SPRAY)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
55.1	.2	290000	.75	.62	2641861
ESTIMATED TOTAL WATER USE (ETWU)					4554933
MAWA (MAXIMUM APPLIED WATER ALLOWANCE)					
ETO	ET ADJUSTMENT FACTOR	TOTAL HA	CONVERSION FACTOR	MAWA	
55.1	.45	516000	.62	7932416	
ESTIMATED ANNUAL WATER USE (% OF MAWA)					57%

OVERALL MAP | BUILDING 1



CITY OF BEAUMONT LANDSCAPE COMPLIANCE

LANDSCAPING WITH REQUIRED SETBACKS ADJACENT TO THE PUBLIC RIGHT-OF-WAY SHALL BE PROVIDED AND MAINTAINED, SUBJECT TO THE FOLLOWING CONDITIONS:

REQUIRED: A DISTINCT DEMARCATION BETWEEN ASPHALT PAVING AND LANDSCAPED AREA SHALL BE PROVIDED.
PROVIDED: YES

REQUIRED: AT LEAST ONE-THIRD OF THE TOTAL LANDSCAPED AREA SHALL BE PROVIDED BY TREES, SHRUBS, AND OTHER PLANT MATERIAL.
PROVIDED: YES, EXCEEDS ONE-THIRD

REQUIRED: AN AUTOMATIC IRRIGATION SYSTEM FOR THE LANDSCAPED AREA SHALL BE PROVIDED.
PROVIDED: NOTED, DESIGN WILL BE PROVIDED IN CONSTRUCTION DRAWINGS

REQUIRED: NO OTHER USAGE OR STORAGE IS PERMITTED WITHIN THE REQUIRED LANDSCAPED AREA
PROVIDED: COMPLIES

BEAUMONT MUNICIPAL CODE, SECTION 17.06.050.A.

REQUIRED: PARKING LOT DIVIDERS, ISLANDS, PLANTERS, AND PLANTING AREAS SHALL BE A MINIMUM OF FIVE (5) FEET WIDE AND TEN (10) FEET LONG
PROVIDED: YES

BEAUMONT MUNICIPAL CODE, SECTION 17.06.040.E.1:

REQUIRED: MINIMUM OF 15 PERCENT OF THE TOTAL OFF-STREET OPEN PARKING AREA SHALL BE LANDSCAPED WITH A MIXTURE OF TREES, SHRUBS, VINES, GROUND COVER, HEDGES, FLOWERS, BARK, CHOPS DECORATING CINDERS, GRAVEL AND SIMILAR MATERIAL. A MINIMUM OF ONE-THIRD OF THE REQUIRED LANDSCAPING SHALL BE DISTRIBUTED WITHIN THE INTERIOR OF THE PARKING FACILITY AND THE REMAINING TWO-THIRDS OF THE REQUIRED LANDSCAPING SHALL BE PROVIDED AS PERIPHERAL PLANTING ON THE EXTERIOR EDGES OF THE PARKING AREA.
PROVIDED: YES

REQUIRED: ALL PLANTER BEDS AND TREE PLANTERS SHALL BE BORDERED BY A CONCRETE CURB NOT LESS THAN 6 INCHES IN HEIGHT ADJACENT TO THE PARKING SURFACE.
PROVIDED: YES

REQUIRED: THE LANDSCAPE PLAN SHALL INCORPORATE WATER-CONSERVING PLANT MATERIAL AND IRRIGATION TECHNOLOGY
PROVIDED: YES

BEAUMONT MUNICIPAL CODE, SECTION 17.06.040.F:

PROVIDE 30 PERCENT OR MORE OF SHADE COVERAGE IN TEN YEARS BY INCORPORATING THE FOLLOWING:

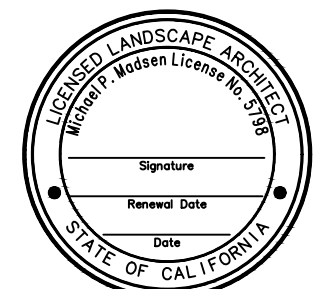
- REQUIRED:** PLANT SINGLE TRUNK, LOW BRANCHING TREES
PROVIDED: YES
- REQUIRED:** ONE MEDIUM OR LARGE-SCALE TREE IS PLANTED FOR EVERY SIX (6) PARKING STALLS.
PROVIDED: YES (632 PARKING STALLS / 6 = 105 TREES // PROVIDED 108 TREES)
- REQUIRED:** DIVERSITY OF TREE SPECIES
PROVIDED: YES

CONCEPTUAL PLANT SCHEDULE | BUILDING 1

ACCENT TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	48	CHILOPSIS LINEARIS / DESERT WILLOW	24" BOX	LOW WATER
	23	OLEA EUROPAEA 'SWAN HILL' / SWAN HILL OLIVE	24" BOX	LOW WATER
	17	PRUNUS CERASIFERA 'KRAUTER VESUVIUS' / KRAUTER VESUVIUS PURPLE-LEAF PLUM	24" BOX	MOD WATER
DRIVE ISLE TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	62	PLATANUS X HISPANICA / LONDON PLANE TREE	24" BOX	MOD WATER
LARGE SHADE TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	29	QUERCUS AGRIFOLIA / COAST LIVE OAK	24" BOX	LOW WATER
	29	QUERCUS ENGELMANNII / ENGELMANN OAK	24" BOX	LOW WATER
PARKING LOT TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	35	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	24" BOX	LOW WATER
	73	ULMUS PARVIFOLIA 'DRAKE' / DRAKE LACEBARK ELM	24" BOX	LOW WATER
STREET TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	24	GLEDITSIA TRIACANTHOS VAR. INERMIS 'MORAINÉ' / MORAINÉ LOCUST	24" BOX	LOW WATER
SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	128	ABUTILON PALMERI / INDIAN MALLOW	5 GAL.	LOW WATER
	64	AGAVE SHAWII / COASTAL AGAVE	5 GAL.	LOW WATER
	221	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' / HOWARD MCMINN VINE HILL MANZANITA	5 GAL.	LOW WATER
	91	BERBERIS AQUIFOLIUM REPENS / CREEPING OREGON GRAPE	5 GAL.	LOW WATER
	34	BERBERIS LOMARIFOLIA / CHINESE HOLLY GRAPE	5 GAL.	LOW WATER
	41	BOUGAINVILLEA X 'SAN DIEGO RED' / SAN DIEGO RED BOUGAINVILLEA	5 GAL.	LOW WATER
	42	CALLIANDRA CALIFORNICA / RED BAJA FAIRY DUSTER	5 GAL.	LOW WATER
	314	CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH	5 GAL.	LOW WATER
	80	ECHIUM CANDICANS / PRIDE OF MADEIRA	5 GAL.	LOW WATER
	32	FRANGULA CALIFORNICA 'MOUND SAN BRUNO' / MOUND SAN BRUNO COFFEEBERRY	5 GAL.	LOW WATER
	137	GREVILLEA X 'NOELLII' / NOEL GREVILLEA	5 GAL.	LOW WATER
	110	HESPERALOE PARVIFLORA / RED YUCCA	1 GAL.	LOW WATER
	214	HETEROMELES ARBUTIFOLIA / TOYON	5 GAL.	LOW WATER
	92	LAVANDULA ANGUSTIFOLIA / ENGLISH LAVENDER	5 GAL.	LOW WATER
	327	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM / GREEN CLOUD TEXAS RANGER	5 GAL.	LOW WATER
	108	RHUS INTEGRIFOLIA / LEMONADE BERRY	5 GAL.	LOW WATER
	136	ROSMARINUS OFFICINALIS / ROSEMARY	1 GAL.	LOW WATER
	281	SALVIA CLEVELANDII / CLEVELAND SAGE	5 GAL.	LOW WATER
	96	SALVIA LEUCANTHA / MEXICAN BUSH SAGE	1 GAL.	LOW WATER
	575	TAGETES LEMMONII 'COMPACTA' / COMPACT COPPER CANYON DAISY	1 GAL.	LOW WATER
	237	WESTRINGIA FRUTICOSA 'BLUE GEM' / COAST ROSEMARY	5 GAL.	LOW WATER
GROUND COVERS	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	577	ACACIA REDOLENS 'LOW BOY' / LOW BOY BANK CATCLAW	5 GAL.	LOW WATER
	634	ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL.	LOW WATER
	417	ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	5 GAL.	LOW WATER
	541	ARISTIDA PURPUREA / PURPLE THREEAWN	1 GAL.	LOW WATER
	486	BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	5 GAL.	LOW WATER
	746	BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION BLUE GRAMA	1 GAL.	LOW WATER
	403	CAREX DIVULSA / EUROPEAN GREY SEDGE	1 GAL.	LOW WATER
	662	CEANOTHUS MARITIMUS 'FROSTY DAWN' / FROSTY DAWN MARITIME CEANOTHUS	5 GAL.	LOW WATER
	504	CEANOTHUS MARITIMUS 'VALLEY VIOLET' / VALLEY VIOLET MARITIME CEANOTHUS	5 GAL.	LOW WATER
	310	LANTANA MONTEVIDENSIS / TRAILING LANTANA	5 GAL.	LOW WATER
	581	LANTANA X 'NEW GOLD' / NEW GOLD LANTANA	5 GAL.	LOW WATER
	345	LOMANDRA LONGIFOLIA 'BREEZE' TM / BREEZE MAT RUSH	1 GAL.	LOW WATER
	944	MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM	5 GAL.	LOW WATER
	414	SALVIA X 'BEE'S BLISS' / BEE'S BLISS SAGE	5 GAL.	LOW WATER
	802	SALVIA X 'GRACIAS' / GRACIAS SAGE	1 GAL.	LOW WATER
	190	SANTOLINA CHAMAECYPARISSUS / LAVENDER COTTON	5 GAL.	LOW WATER
	281	SANTOLINA VIRENS / GREEN LAVENDER COTTON	5 GAL.	LOW WATER
HYDROSEED	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	142,024 SF	DETENTION BASIN HYDROSEED MIX / NATIVE BLEND	HYDROSEED	LOW WATER



hpa, inc.
 18831 bardeen avenue, - ste. #100
 irvine, ca
 92612
 tel: 949-863-1770
 fax: 949-863-0851
 email: hpa@hparchs.com



Kimley-Horn

Owner:

EXETER



Project:

Beaumont Summit
 Station Building 1

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title:

**BUILDING 1
 COVER SHEET**

Project Number: 21085

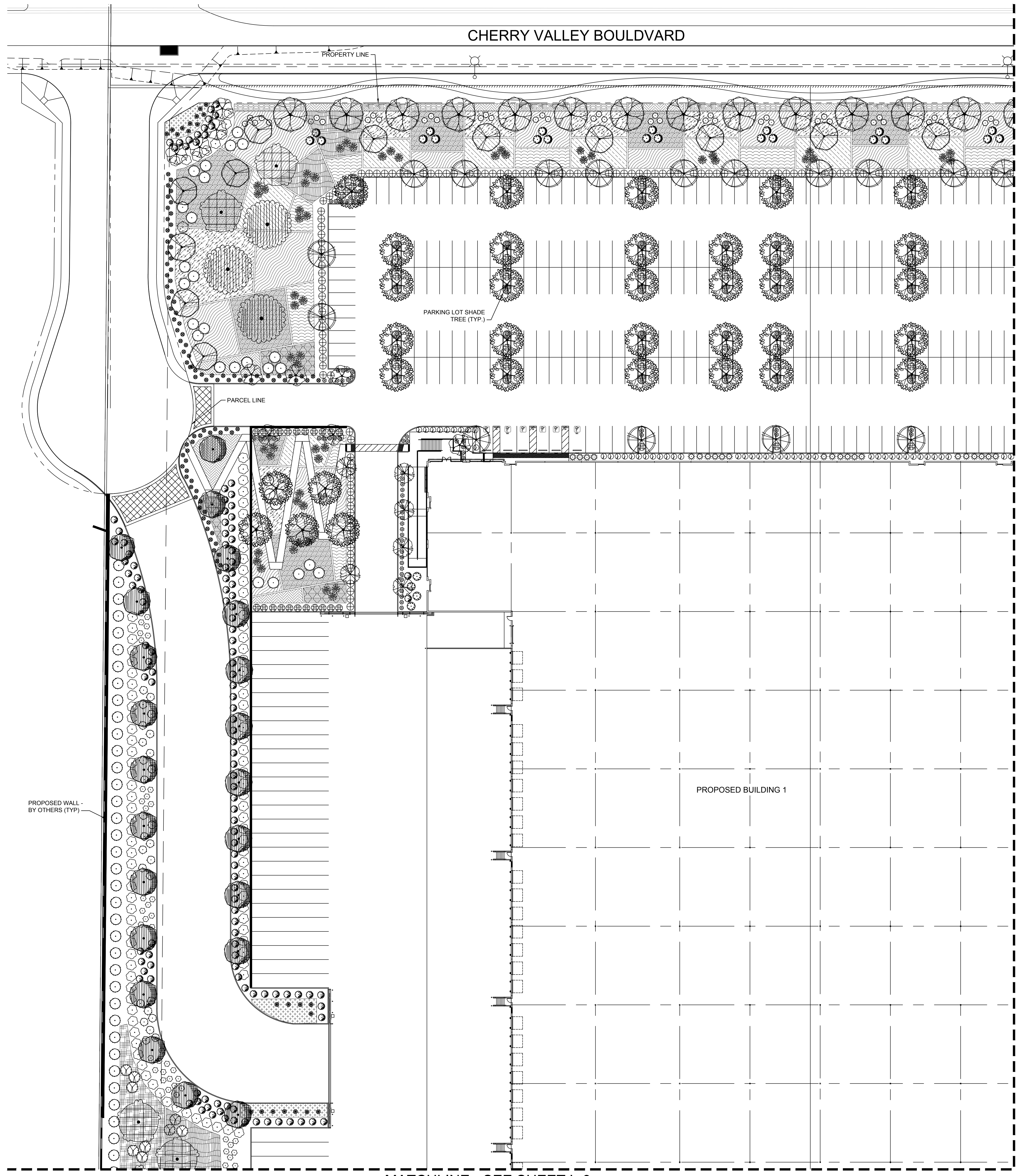
Drawn by: SLM

Date: 08/02/21

Revision:

Sheet:

L-0



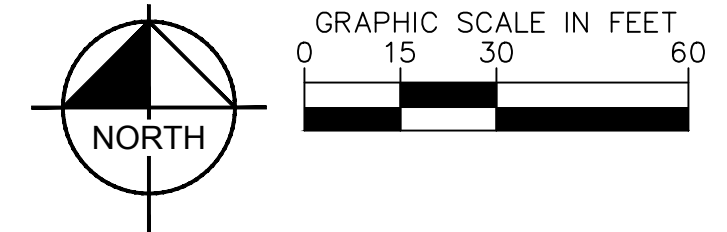
CONCEPT PLANT LEGEND | BUILDING 1

ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	CHILOPSIS LINEARIS		ACACIA REDOLENS 'LOW BOY'
	OLEA EUROPAEA 'SWAN HILL'		ACHILLEA MILLEFOLIUM
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ARCTOSTAPHYLOS X 'EMERALD CARPET'
DRIVE ISLE TREE	BOTANICAL NAME		ARISTIDA PURPUREA
	PLATANUS X HISPANICA		BACCHARIS PILULARIS 'PIGEON POINT'
LARGE SHADE TREE	BOTANICAL NAME		BOUTELOUA GRACILIS 'BLONDE AMBITION'
	QUERCUS AGRIFOLIA		CAREX DIVULSA
	QUERCUS ENGELMANNII		CEANOETHUS MARITIMUS 'FROSTY DAWN'
PARKING LOT TREE	BOTANICAL NAME		CEANOETHUS MARITIMUS 'VALLEY VIOLET'
	KOELREUTERIA PANICULATA		LANTANA MONTEVIDENSIS
	ULMUS PARVIFOLIA 'DRAKE'		LANTANA X 'NEW GOLD'
STREET TREE	BOTANICAL NAME		LOMANDRA LONGIFOLIA 'BREEZE' TM
	GLEDITSIA TRIACANTHOS VAR. INERMIS 'MORAINÉ'		MYOPORUM PARVIFOLIUM
SHRUBS	BOTANICAL NAME		SALVIA X 'BEE'S BLISS'
	ABUTILON PALMERI		SALVIA X 'GRACIAS'
	AGAVE SHAWII		SANTOLINA CHAMAECYPARISSUS
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'		SANTOLINA VIRENS
	BERBERIS AQUIFOLIUM REPENS	HYDROSEED	BOTANICAL NAME
	BERBERIS LOMARIIFOLIA		DETENTION BASIN HYDROSEED MIX
	BOUGAINVILLEA X 'SAN DIEGO RED'		
	CALLIANDRA CALIFORNICA		
	CALLISTEMON VIMINALIS 'LITTLE JOHN'		
	ECHIUM CANDICANS		
	FRANGULA CALIFORNICA 'MOUND SAN BRUNO'		
	GREVILLEA X 'NOELLI'		
	HESPERALOE PARVIFLORA		
	HETEROMELES ARBUTIFOLIA		
	LAVANDULA ANGUSTIFOLIA		
	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM		
	RHUS INTEGRIFOLIA		
	ROSMARINUS OFFICINALIS		
	SALVIA CLEVELANDII		
	SALVIA LEUCANTHA		
	TARGETES LEMMONII 'COMPACTA'		
	WESTRINGIA FRUTICOSA 'BLUE GEM'		

MATCHLINE - SEE SHEET L-2

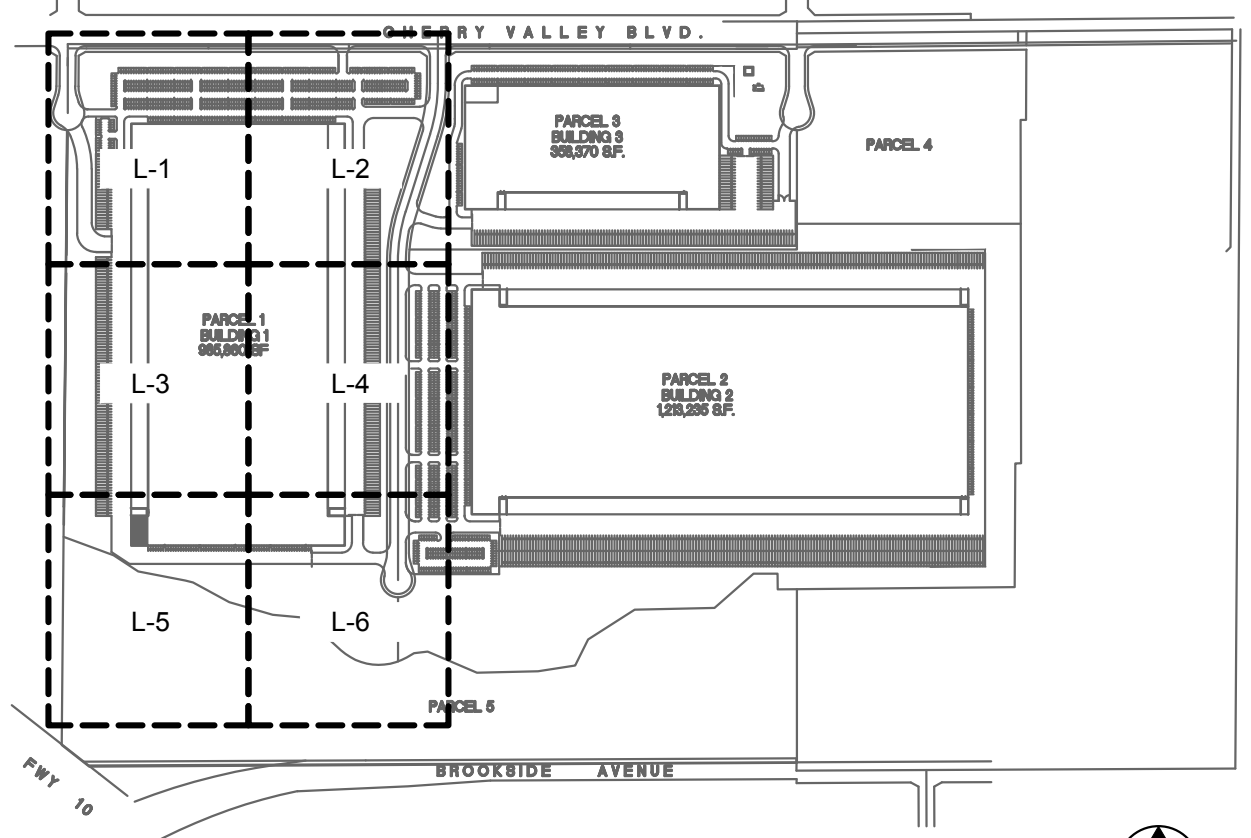
PROPOSED BUILDING 1

MATCHLINE - SEE SHEET L-3



NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER

KEY MAP | BUILDING 1



hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca 92612
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fax: 949-863-0851
email: hpa@hparchs.com

Kimley»Horn

Owner:

EXETER

Project:

Beaumont Summit Station Building 1

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title:

CONCEPTUAL LANDSCAPE PLAN

Project Number: 21085

Drawn by: SLM

Date: 08/02/21

Revision:

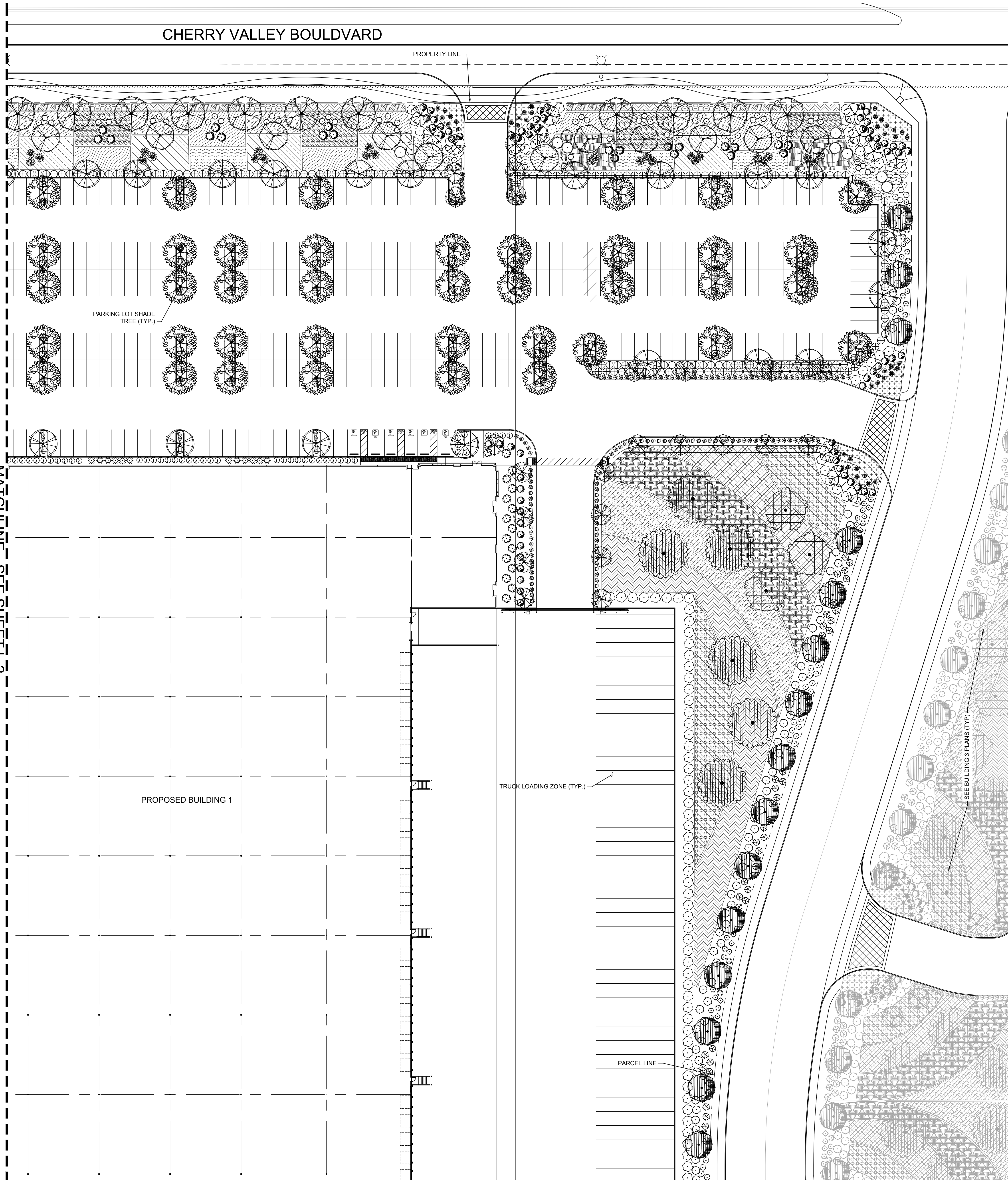
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L-1

CHERRY VALLEY BOULVDARD

PROPERTY LINE

MATCHLINE - SEE SHEET L-2



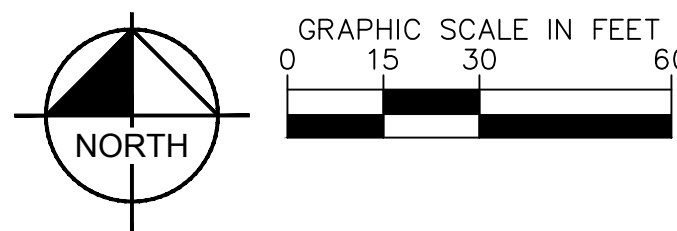
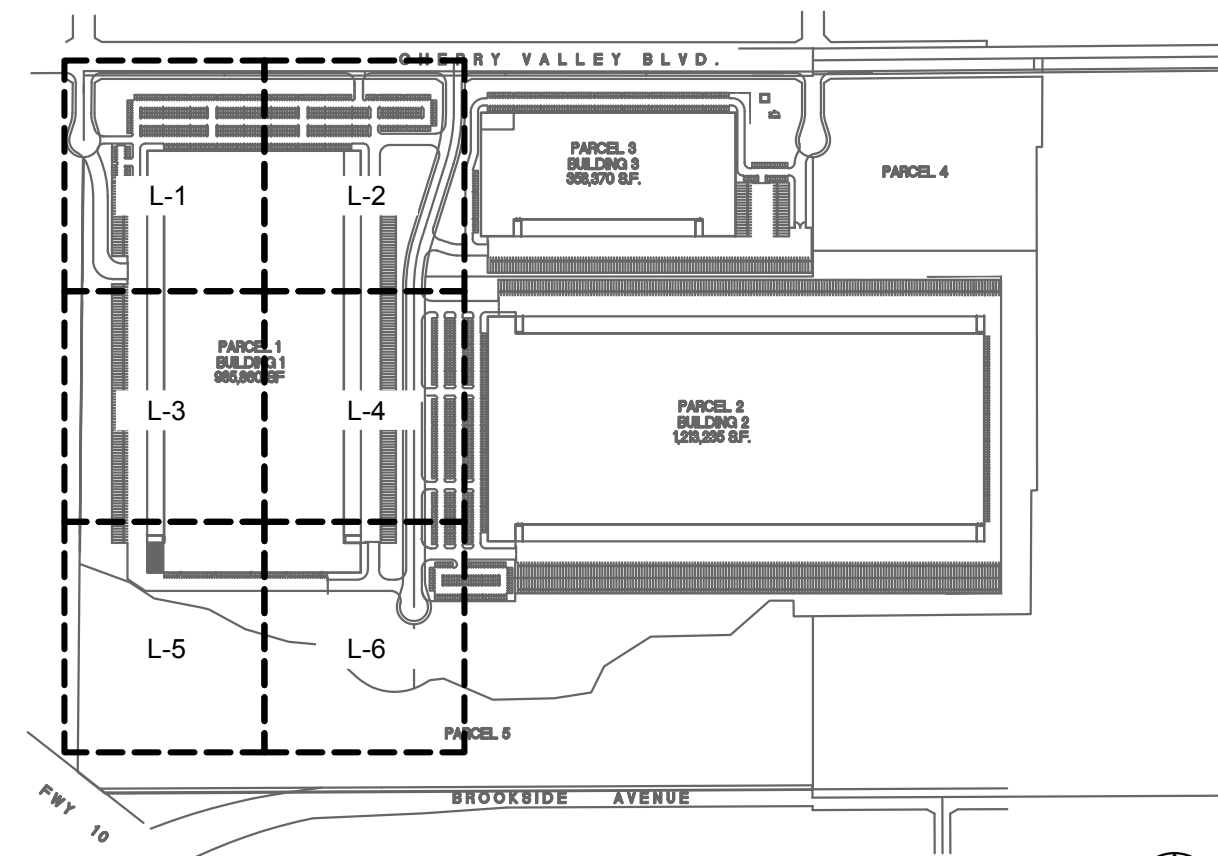
MATCHLINE - SEE SHEET L-4

CONCEPT PLANT LEGEND | BUILDING 1

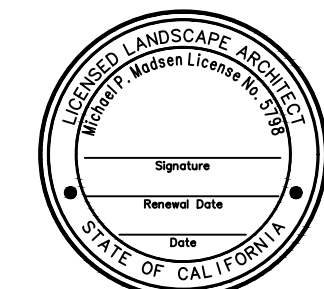
ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	CHILOPSIS LINEARIS		ACACIA REDOLENS 'LOW BOY'
	OLEA EUROPAEA 'SWAN HILL'		ACHILLEA MILLEFOLIUM
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ARCTOSTAPHYLOS X 'EMERALD CARPET'
DRIVE ISLE TREE	BOTANICAL NAME		ARISTIDA PURPUREA
	PLATANUS X HISPANICA		BACCHARIS PILULARIS 'PIGEON POINT'
LARGE SHADE TREE	BOTANICAL NAME		BOUTELOUA GRACILIS 'BLONDE AMBITION'
	QUERCUS AGRIFOLIA		CAREX DIVULSA
	QUERCUS ENGELMANNII		CEANOTHUS MARITIMUS 'FROSTY DAWN'
PARKING LOT TREE	BOTANICAL NAME		CEANOTHUS MARITIMUS 'VALLEY VIOLET'
	KOELREUTERIA PANICULATA		LANTANA MONTEVIDENSIS
	ULMUS PARVIFOLIA 'DRAKE'		LANTANA X 'NEW GOLD'
STREET TREE	BOTANICAL NAME		LOMANDRA LONGIFOLIA 'BREEZE' TM
	GLEDITSIA TRIACANTHOS VAR. INERMIS 'MORAIN'		MYOPORUM PARVIFOLIUM
SHRUBS	BOTANICAL NAME		SALVIA X 'BEE'S BLISS'
	ABUTILON PALMERI		SALVIA X 'GRACIAS'
	AGAVE SHAWII		SANTOLINA CHAMAECYPARISSUS
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'		SANTOLINA VIRENS
	BERBERIS AQUIFOLIUM REPENS		HYDROSEED
	BERBERIS LOMARIIFOLIA		DETENTION BASIN HYDROSEED MIX
	BOUGAINVILLEA X 'SAN DIEGO RED'		
	CALLIANDRA CALIFORNICA		
	CALLISTEMON VIMINALIS 'LITTLE JOHN'		
	ECHIUM CANDICANS		
	FRANGULA CALIFORNICA 'MOUND SAN BRUNO'		
	GREVILLEA X 'NOELLI'		
	HESPERALOE PARVIFLORA		
	HETEROMELES ARBUTIFOLIA		
	LAVANDULA ANGUSTIFOLIA		
	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM		
	RHUS INTEGRIFOLIA		
	ROSMARINUS OFFICINALIS		
	SALVIA CLEVELANDII		
	SALVIA LEUCANTHA		
	TARGETES LEMMONII 'COMPACTA'		
	WESTRINGIA FRUTICOSA 'BLUE GEM'		

NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER

KEY MAP



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fax: 949-863-0851
email: hpa@hparchs.com



Kimley-Horn

Owner:

EXETER



Project:

Beaumont Summit
Station Building 1

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title:
CONCEPTUAL
LANDSCAPE PLAN

Project Number: 21085

Drawn by: SLM

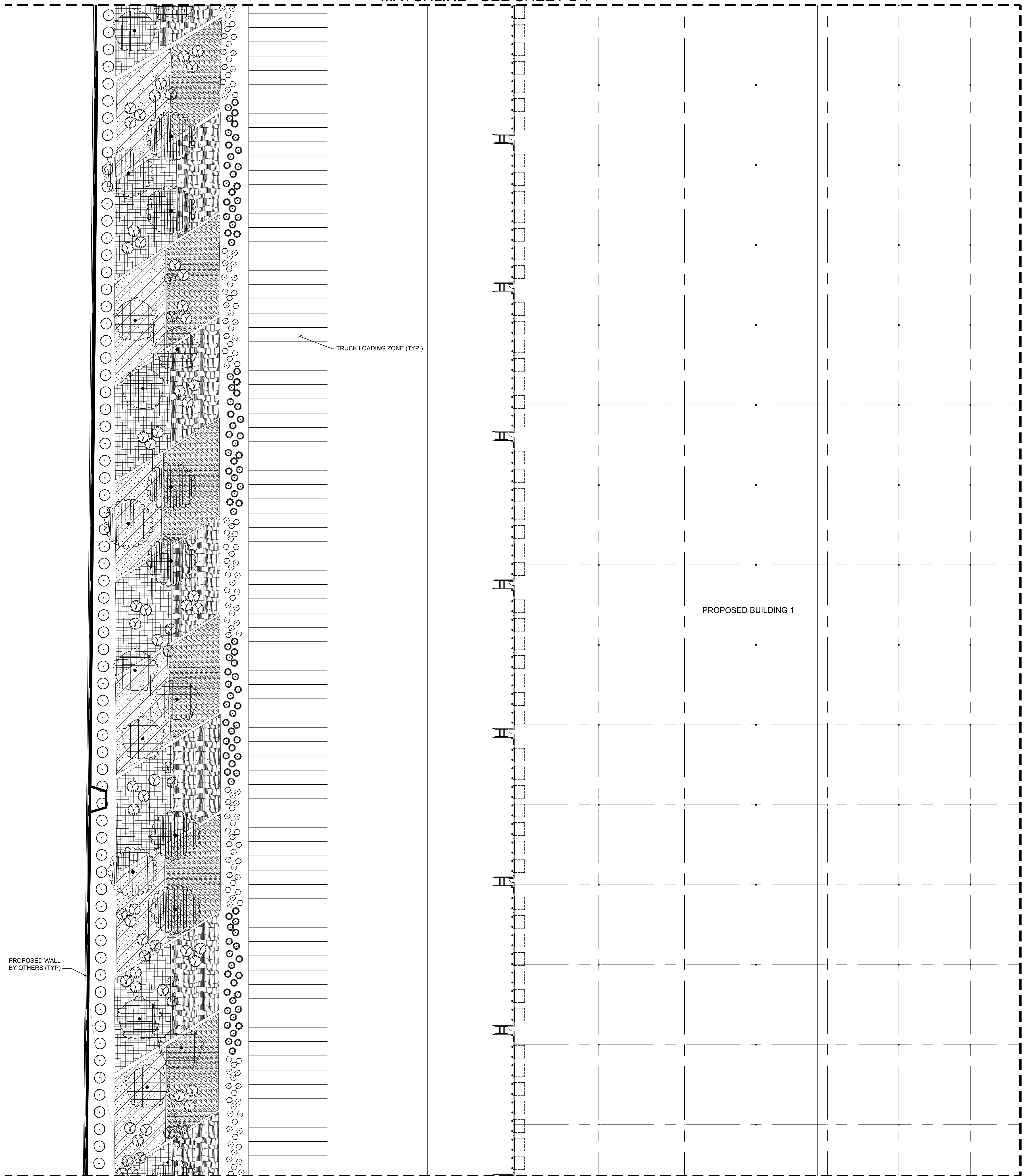
Date: 08/02/21

Revision:

Sheet:

L-2

MATCHLINE - SEE SHEET L-1



MATCHLINE - SEE SHEET L-6

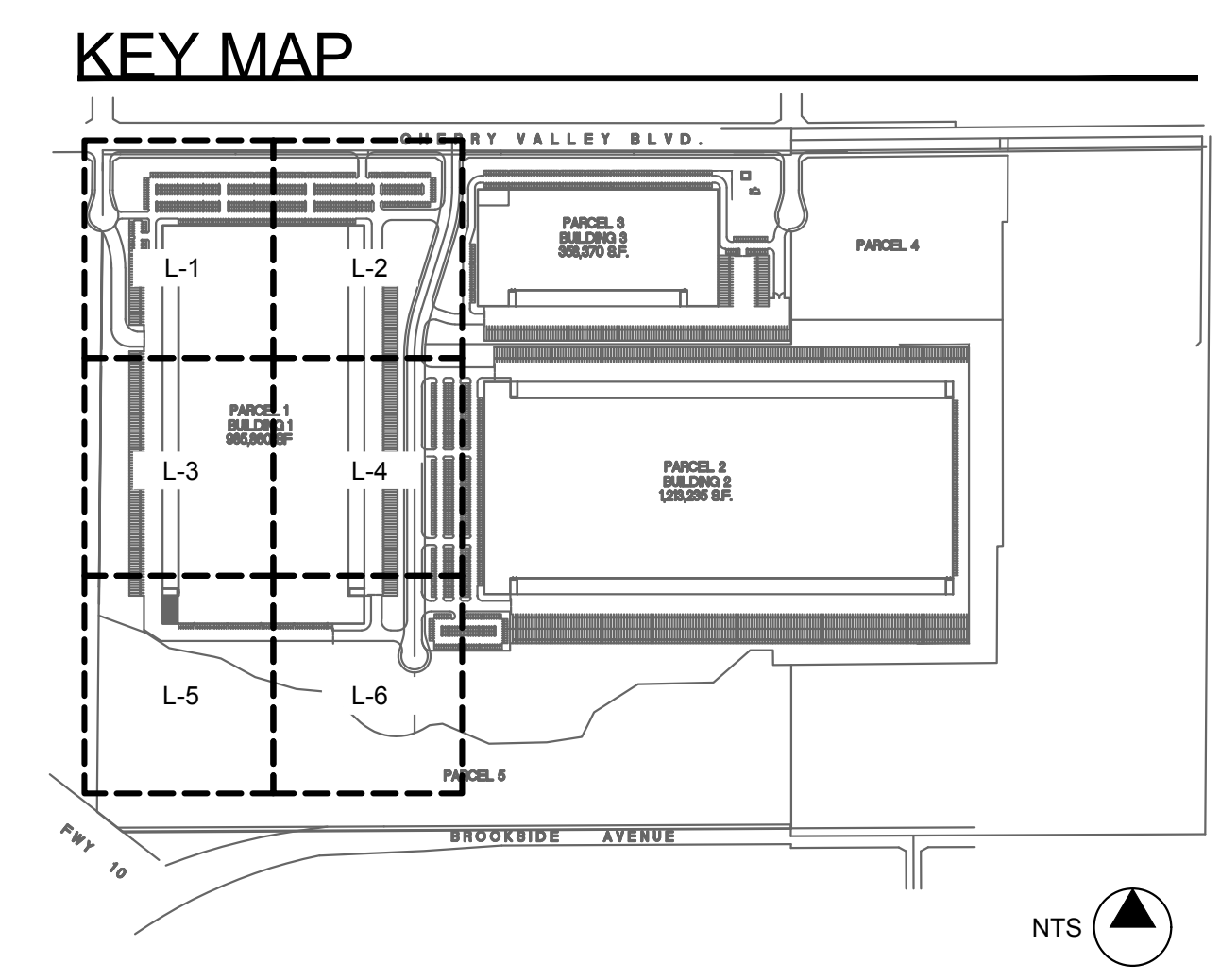
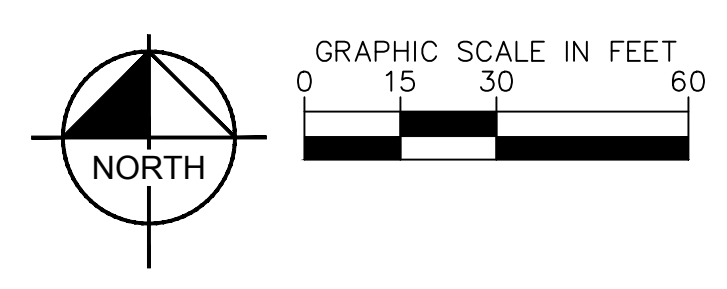
CONCEPT PLANT LEGEND | BUILDING 1

ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	CHILOPSIS LINEARIS		ACACIA REDOLENS 'LOW BOY'
	OLEA EUROPAEA 'SWAN HILL'		ACHILLEA MILLEFOLIUM
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ARCTOSTAPHYLOS X 'EMERALD CARPET'
DRIVE ISLE TREE	BOTANICAL NAME		ARISTIDA PURPUREA
	PLATANUS X HISPANICA		BACCHARIS PILULARIS 'PIGEON POINT'
LARGE SHADE TREE	BOTANICAL NAME		BOUTELOUA GRACILIS 'BLONDE AMBITION'
	QUERCUS AGRIFOLIA		CAREX DIVULSA
	QUERCUS ENGELMANNII		CEANOETHUS MARITIMUS 'FROSTY DAWN'
PARKING LOT TREE	BOTANICAL NAME		CEANOETHUS MARITIMUS 'VALLEY VIOLET'
	KOELREUTERIA PANICULATA		LANTANA MONTEVIDENSIS
	ULMUS PARVIFOLIA 'DRAKE'		LANTANA X 'NEW GOLD'
STREET TREE	BOTANICAL NAME		LOMANDRA LONGIFOLIA 'BREEZE' TM
	GLEDITSIA TRIACANTHOS VAR. INERMIS 'MORAIN'		MYOPORUM PARVIFOLIUM
SHRUBS	BOTANICAL NAME		SALVIA X 'BEE'S BLISS'
	ABUTILON PALMERI		SALVIA X 'GRACIAS'
	AGAVE SHAWII		SANTOLINA CHAMAECYPARISSUS
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'		SANTOLINA VIRENS
	BERBERIS AQUIFOLIUM REPENS		HYDROSEED
	BERBERIS LOMARIIFOLIA		DETENTION BASIN HYDROSEED MIX
	BOUGAINVILLEA X 'SAN DIEGO RED'		
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	HESPERALOE PARVIFLORA		
	HETEROMELES ARBUTIFOLIA		
	LAVANDULA ANGUSTIFOLIA		
	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM		
	RHUS INTEGRIFOLIA		
	ROSMARINUS OFFICINALIS		
	SALVIA CLEVELANDII		
	SALVIA LEUCANTHA		
	TAGETES LEMMONII 'COMPACTA'		
	WESTRINGIA FRUTICOSA 'BLUE GEM'		

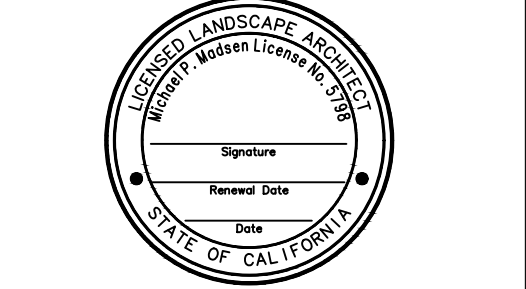
MATCHLINE - SEE SHEET L-4

PROPOSED WALL - BY OTHERS (TYP.)

NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER



hpa, inc.
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Kimley-Horn

Owner:

EXETER



Project:

Beaumont Summit
Station Building 1

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title:
CONCEPTUAL
LANDSCAPE PLAN

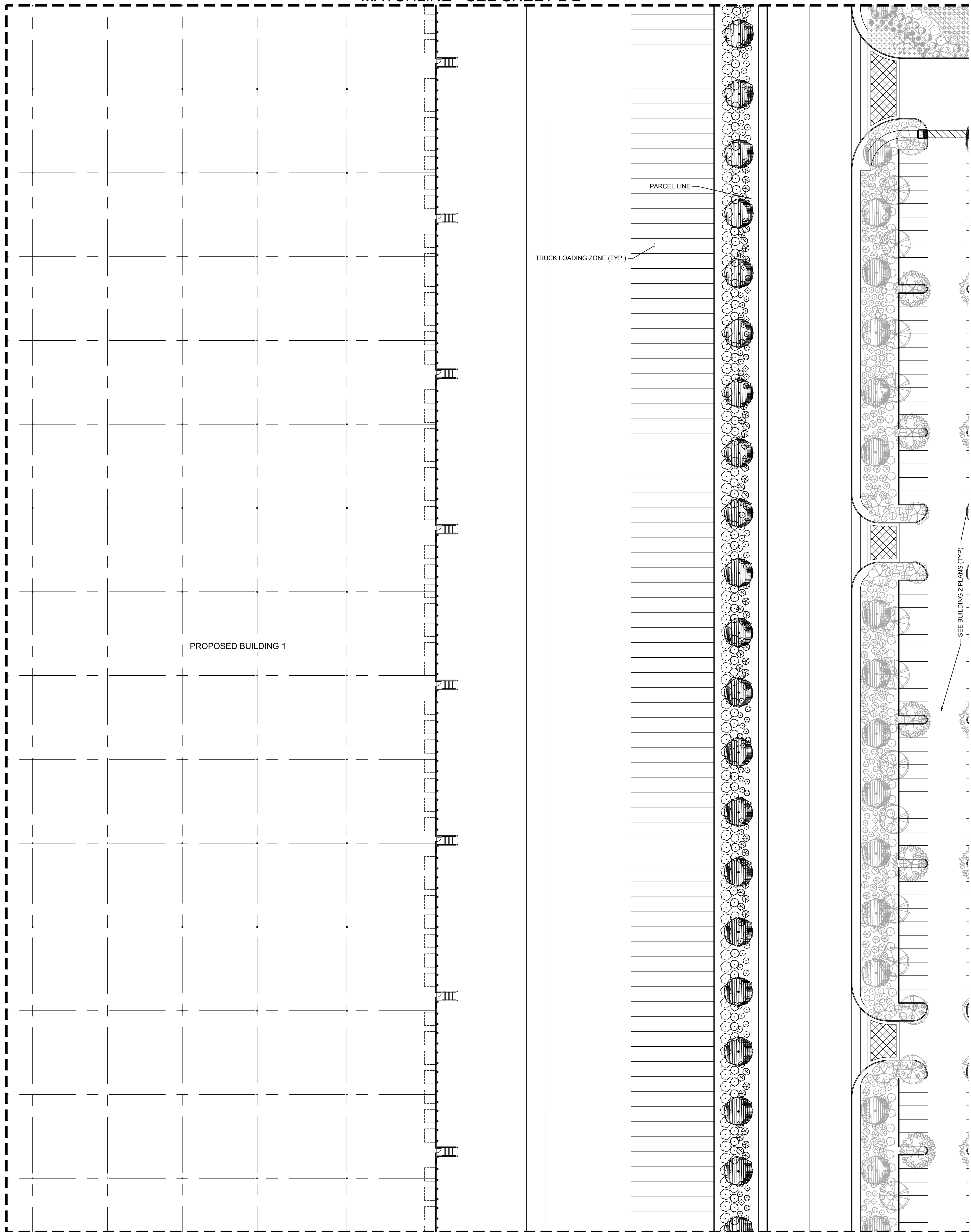
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Drawn by: SLM
Date: 08/02/21
Revision:

Sheet:

L-3

MATCHLINE - SEE SHEET L-2

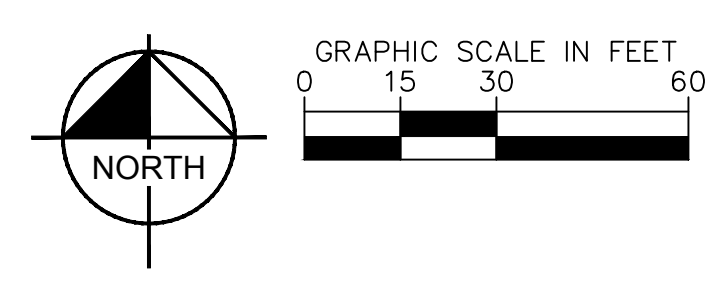
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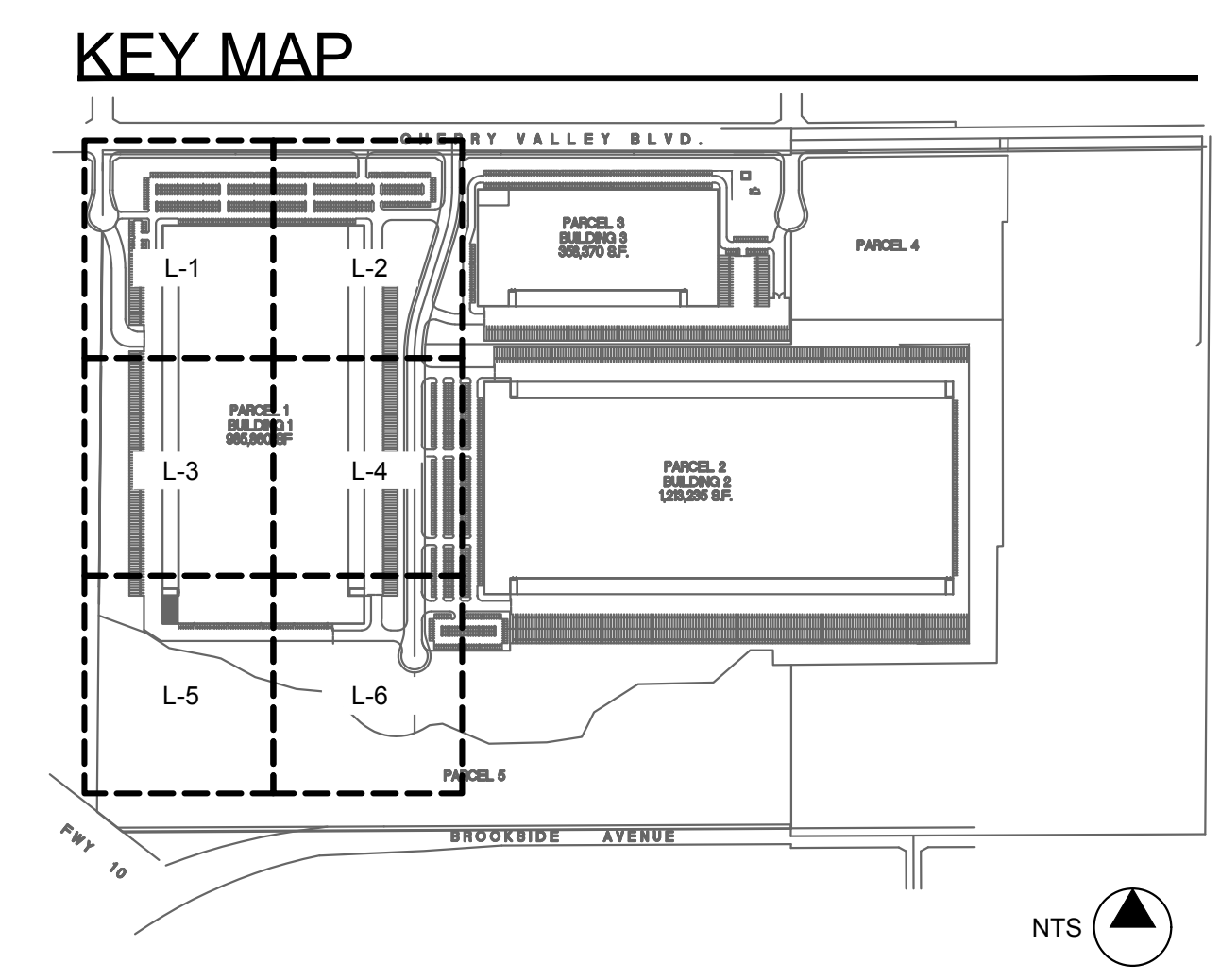
MATCHLINE - SEE SHEET L-6

CONCEPT PLANT LEGEND | BUILDING 1

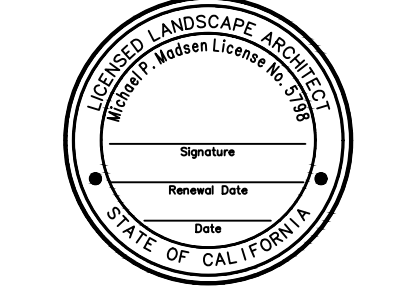
ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	CHILOPSIS LINEARIS		ACACIA REDOLENS 'LOW BOY'
	OLEA EUROPAEA 'SWAN HILL'		ACHILLEA MILLEFOLIUM
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ARCTOSTAPHYLOS X 'EMERALD CARPET'
DRIVE ISLE TREE	BOTANICAL NAME		ARISTIDA PURPUREA
	PLATANUS X HISPANICA		BACCHARIS PILULARIS 'PIGEON POINT'
LARGE SHADE TREE	BOTANICAL NAME		BOUTELOUA GRACILIS 'BLONDE AMBITION'
	QUERCUS AGRIFOLIA		CAREX DIVULSA
	QUERCUS ENGELMANNII		CEANOTHUS MARITIMUS 'FROSTY DAWN'
PARKING LOT TREE	BOTANICAL NAME		CEANOTHUS MARITIMUS 'VALLEY VIOLET'
	KOELREUTERIA PANICULATA		LANTANA MONTEVIDENSIS
	ULMUS PARVIFOLIA 'DRAKE'		LANTANA X 'NEW GOLD'
STREET TREE	BOTANICAL NAME		LOMANDRA LONGIFOLIA 'BREEZE' TM
	GLEDITSIA TRIACANTHOS VAR. INERMIS 'MORAINÉ'		MYOPORUM PARVIFOLIUM
SHRUBS	BOTANICAL NAME		SALVIA X 'BEE'S BLISS'
	ABUTILON PALMERI		SALVIA X 'GRACIAS'
	AGAVE SHAWII		SANTOLINA CHAMAECYPARISSUS
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'		SANTOLINA VIRENS
	BERBERIS AQUIFOLIUM REPENS		BOTANICAL NAME
	BERBERIS LOMARIIFOLIA		DETENTION BASIN HYDROSEED MIX
	BOUGAINVILLEA X 'SAN DIEGO RED'		
	CALLIANDRA CALIFORNICA		
	CALLISTEMON VIMINALIS 'LITTLE JOHN'		
	ECHIUM CANDICANS		
	FRANGULA CALIFORNICA 'MOUND SAN BRUNO'		
	GREVILLEA X 'NOELLII'		
	HESPERALOE PARVIFLORA		
	HETEROMELES ARBUTIFOLIA		
	LAVANDULA ANGUSTIFOLIA		
	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM		
	RHUS INTEGRIFOLIA		
	ROSMARINUS OFFICINALIS		
	SALVIA CLEVELANDII		
	SALVIA LEUCANTHA		
	TAGETES LEMMONII 'COMPACTA'		
	WESTRINGIA FRUTICOSA 'BLUE GEM'		



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hpa, inc.
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92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com



Kimley & Horn

Owner:

EXETER



Project:

Beaumont Summit
Station Building 1

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	KIMLEY-HORN
LANDSCAPE	-
FIRE PROTECTION	-
SOILS ENGINEER	-

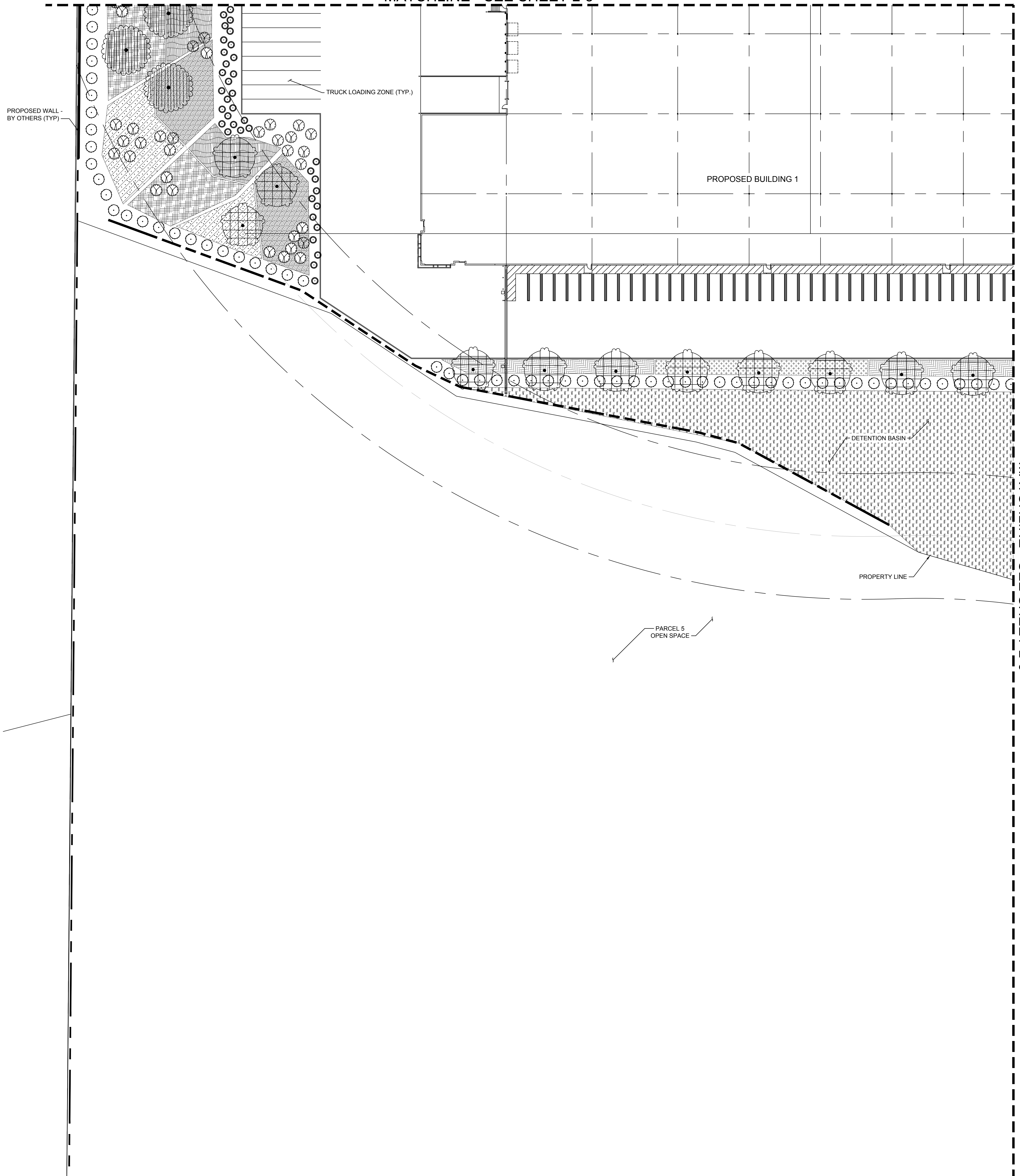
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CONCEPTUAL
LANDSCAPE PLAN

Project Number: 21085
Drawn by: SLM
Date: 08/02/21
Revision:

Sheet:

L-4

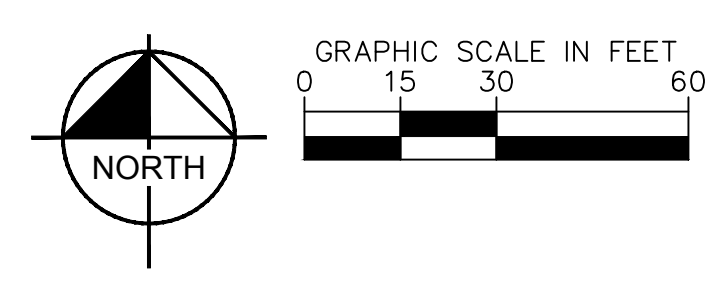
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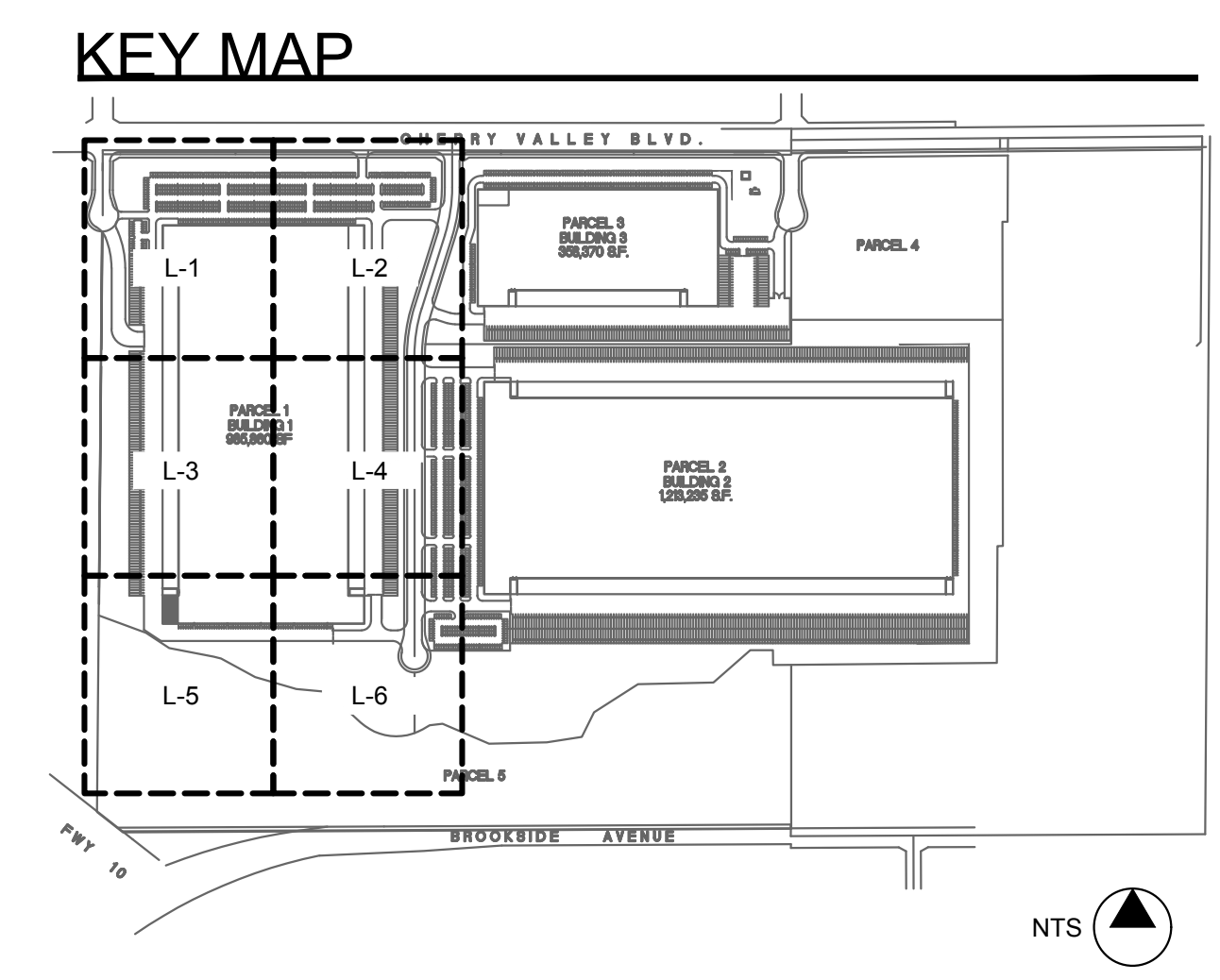
MATCHLINE - SEE SHEET L-6

CONCEPT PLANT LEGEND | BUILDING 1

ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	CHILOPSIS LINEARIS		ACACIA REDOLENS 'LOW BOY'
	OLEA EUROPAEA 'SWAN HILL'		ACHILLEA MILLEFOLIUM
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ARCTOSTAPHYLOS X 'EMERALD CARPET'
	DRIVE ISLE TREE		ARISTIDA PURPUREA
	PLATANUS X HISPANICA		BACCHARIS PILULARIS 'PIGEON POINT'
	LARGE SHADE TREE		BOUTELOUA GRACILIS 'BLONDE AMBITION'
	QUERCUS AGRIFOLIA		CAREX DIVULSA
	QUERCUS ENGELMANNII		CEANOETHUS MARITIMUS 'FROSTY DAWN'
	PARKING LOT TREE		CEANOETHUS MARITIMUS 'VALLEY VIOLET'
	STREET TREE		LANTANA MONTEVIDENSIS
	GLEDITISIA TRIACANTHOS VAR. INERMIS 'MORAIN'		LANTANA X 'NEW GOLD'
	SHRUBS		LOMANDRA LONGIFOLIA 'BREEZE' TM
	ABUTILON PALMERI		MYOPORUM PARVIFOLIUM
	AGAVE SHAWII		SALVIA X 'BEE'S BLISS'
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'		SALVIA X 'GRACIAS'
	BERBERIS AQUIFOLIUM REPENS		SANTOLINA CHAMAECYPARISSUS
	BERBERIS LOMARIIFOLIA		SANTOLINA VIRENS
	BOUGAINVILLEA X 'SAN DIEGO RED'		HYDROSEED
	CALLIANDRA CALIFORNICA		DETENTION BASIN HYDROSEED MIX
	CALLISTEMON VIMINALIS 'LITTLE JOHN'		
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	GREVILLEA X 'NOELLI'		
	HESPERALOE PARVIFLORA		
	HETEROMELES ARBUTIFOLIA		
	LAVANDULA ANGUSTIFOLIA		
	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM		
	RHUS INTEGRIFOLIA		
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HPA
architecture

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CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title:

CONCEPTUAL LANDSCAPE PLAN

Project Number: 21085

Drawn by: SLM

Date: 08/02/21

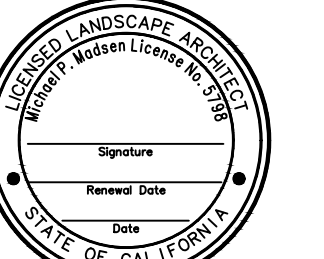
Revision:

Sheet:

L-5



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EXETER



Project:

**Beaumont Summit
Station Building 1**

Beaumont, CA

Consultants:

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STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

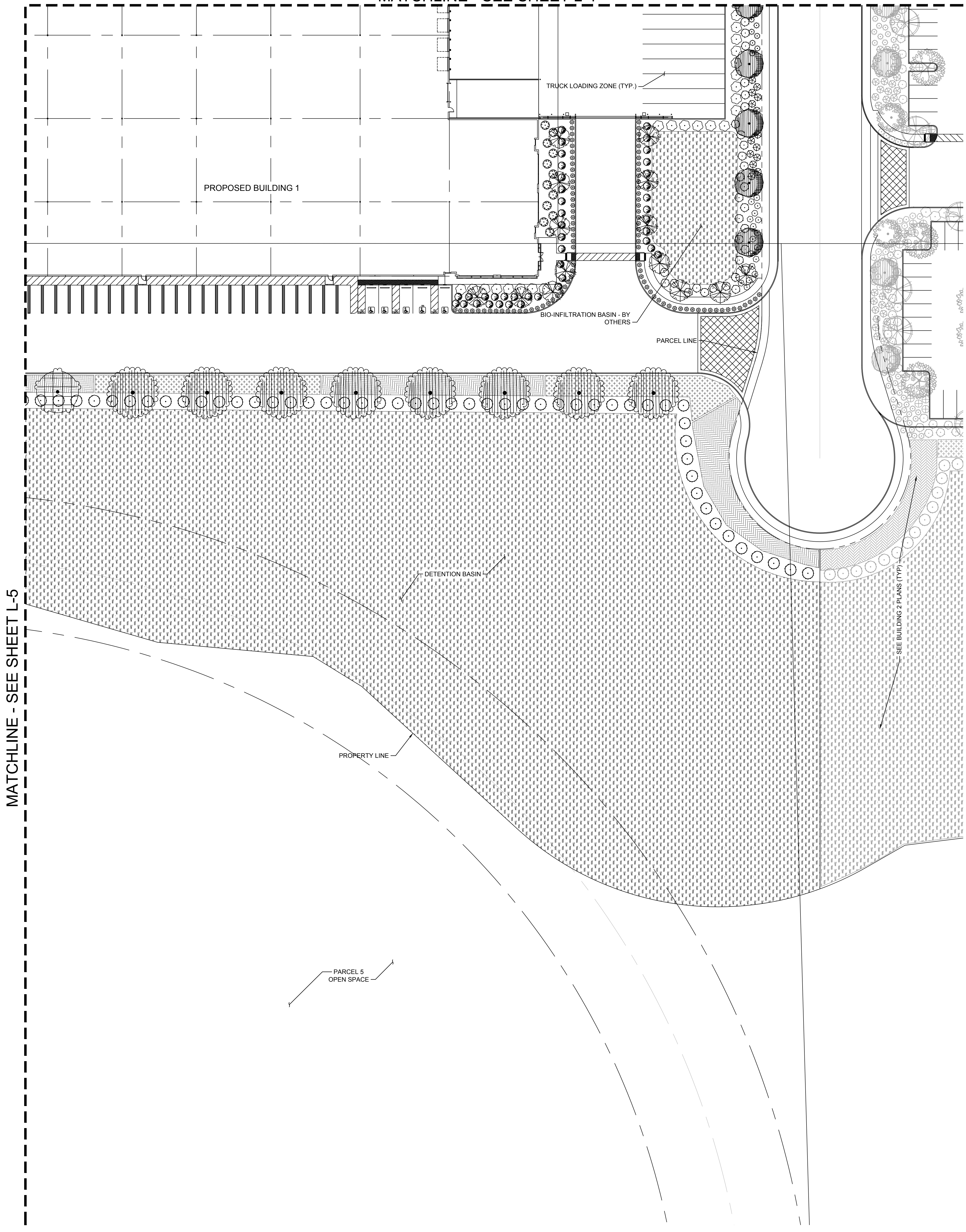
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**CONCEPTUAL
LANDSCAPE PLAN**

Project Number: 21085
Drawn by: SLM
Date: 08/02/21
Revision:

Sheet:

L-6

MATCHLINE - SEE SHEET L-4

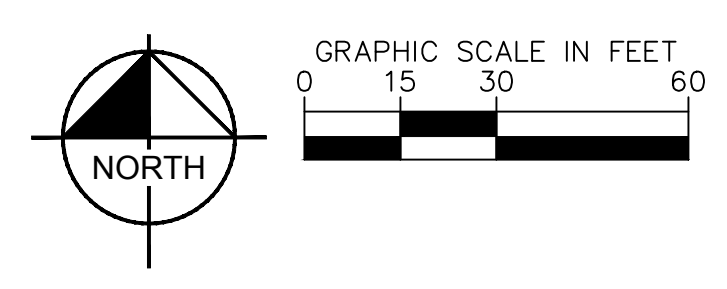
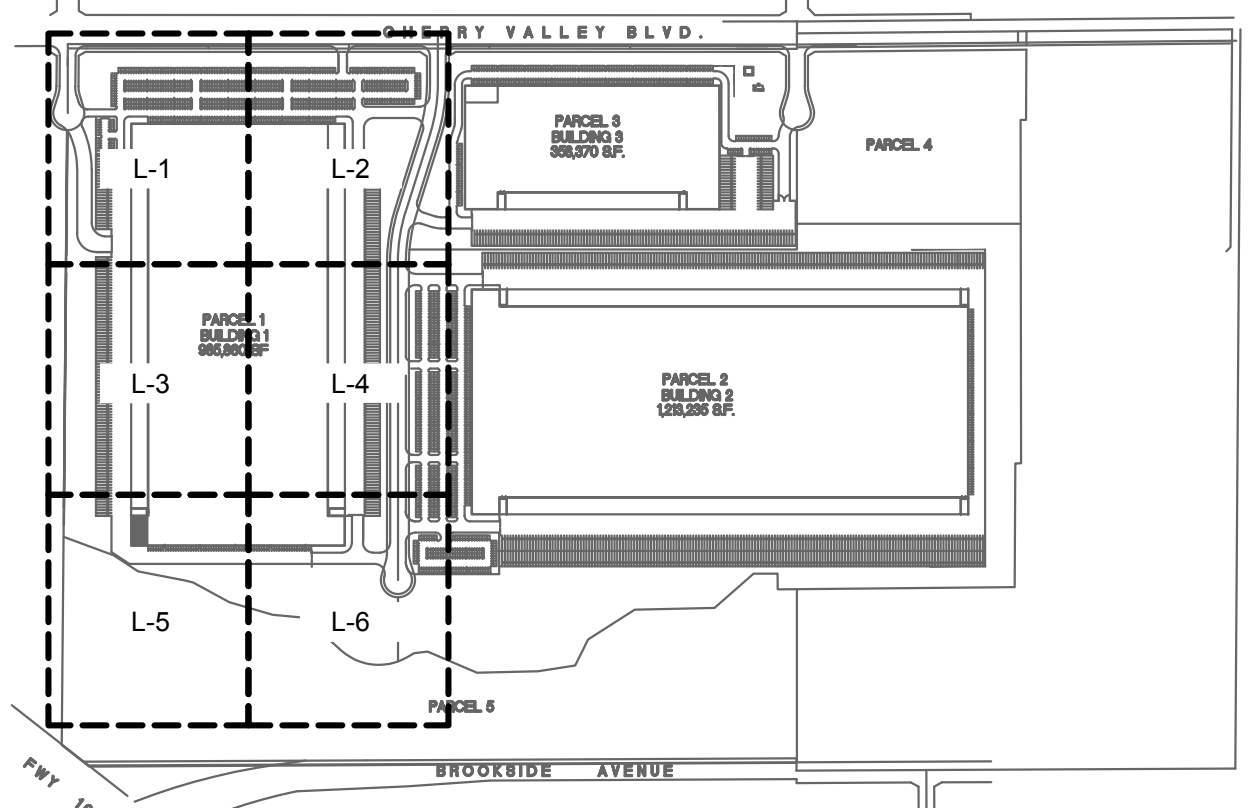


CONCEPT PLANT LEGEND | BUILDING 1

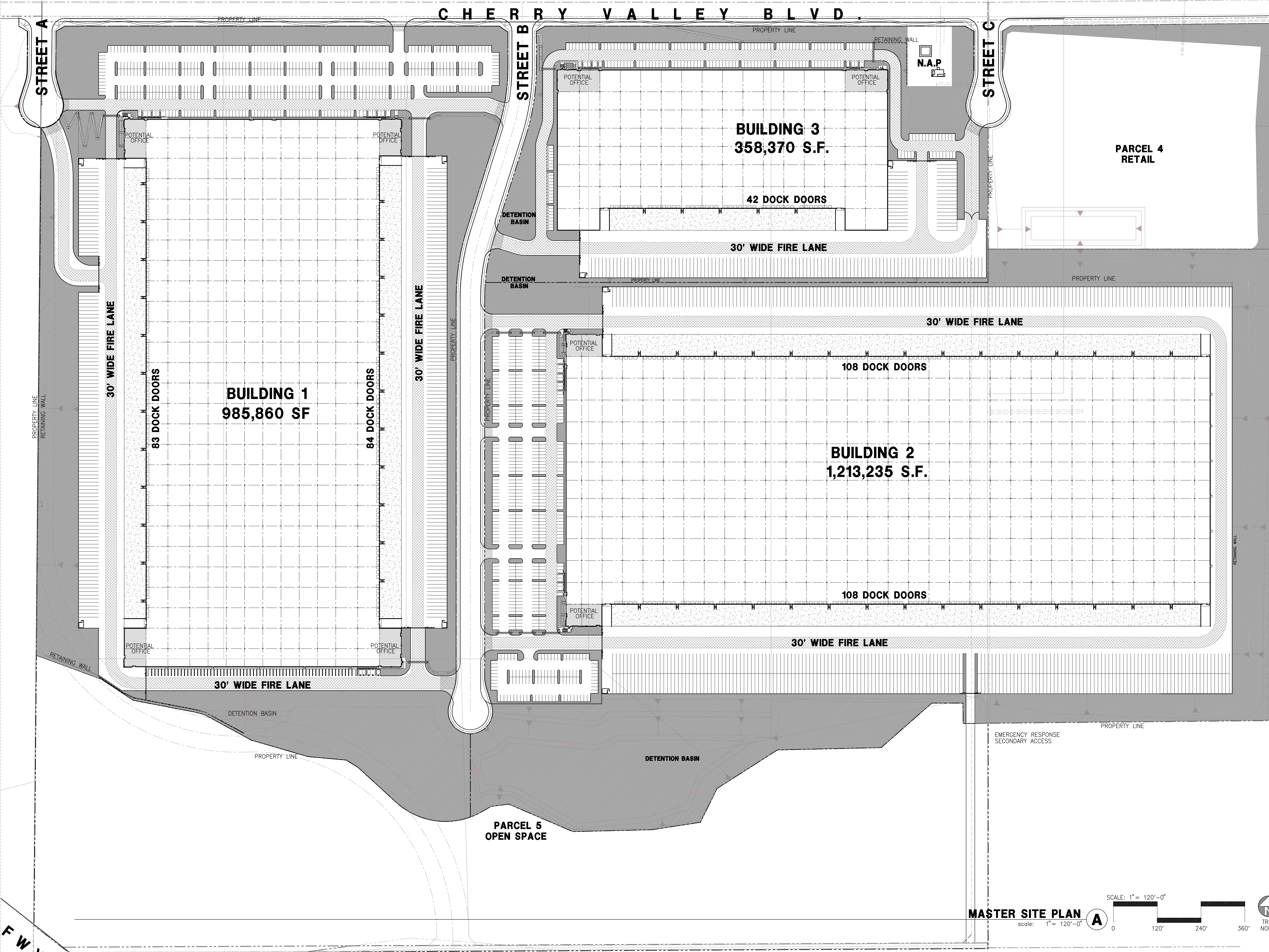
ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	CHILOPSIS LINEARIS		ACACIA REDOLENS 'LOW BOY'
	OLEA EUROPAEA 'SWAN HILL'		ACHILLEA MILLEFOLIUM
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ARCTOSTAPHYLOS X 'EMERALD CARPET'
	DRIVE ISLE TREE		ARISTIDA PURPUREA
	PLATANUS X HISPANICA		BACCHARIS PILULARIS 'PIGEON POINT'
	LARGE SHADE TREE		BOUTELOUA GRACILIS 'BLONDE AMBITION'
	QUERCUS AGRIFOLIA		CAREX DIVULSA
	QUERCUS ENGELMANNII		CEANOTHUS MARITIMUS 'FROSTY DAWN'
	PARKING LOT TREE		CEANOTHUS MARITIMUS 'VALLEY VIOLET'
	KOELREUTERIA PANICULATA		LANTANA MONTEVIDENSIS
	ULMUS PARVIFOLIA 'DRAKE'		LANTANA X 'NEW GOLD'
	STREET TREE		LOMANDRA LONGIFOLIA 'BREEZE'™ TM
	GLEDISIA TRIACANTHOS VAR. INERMIS 'MORAINÉ'		MYOPORUM PARVIFOLIUM
	SHRUBS		SALVIA X 'BEE'S BLISS'
	ABUTILON PALMERI		SALVIA X 'GRACIAS'
	AGAVE SHAWII		SANTOLINA CHAMAECYPARISSUS
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'		SANTOLINA VIRENS
	BERBERIS AQUIFOLIUM REPENS		HYDROSEED
	BERBERIS LOMARIIFOLIA		DETENTION BASIN HYDROSEED MIX
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NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER

KEY MAP



MATCHLINE - SEE SHEET L-5



PROPERTY OWNER

EXETER PROPERTY GROUP
 4602 EAST UNIVERSITY DRIVE, SUITE 185
 PHOENIX, AZ 85034
 PHONE: (708) 341-9821
 CONTACT: ANDREW GREYBAR

ADDRESS OF THE PROPERTY

TBD
ASSESSOR'S PARCEL NUMBER
 APNs: 407-230-022 THRU -028, 407-190-016 AND 407-190-017

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEAUMONT (AREA), IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 PARCEL 1: APN 407-190-016
 THE WESTERLY 208.71 FEET OF THE NORTHERLY 1,073.55 FEET OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.
 EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
 ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146636.
 PARCEL 2: APN 407-190-017
 PARCEL 2A:
 THAT PORTION OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
 BEGINNING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF SECTION 29, SAID POINT BEING ALSO A POINT IN THE CENTER OF WOODLAND AVENUE;
 THENCE NORTH 89°33' 30" EAST ON THE CENTER LINE OF WOODLAND AVENUE, 786.12 FEET, MORE OR LESS, TO A POINT DISTANT SOUTH 89°33' 30" WEST, 791 FEET, FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNON AND JEREMIAH C. HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS;
 THENCE SOUTH 0°28' 50" WEST AND PARALLEL WITH THE WESTERLY LINE OF SAID PARCEL CONVEYED TO FRANK J. FABIAN AND MARY R. FABIAN BY DEED RECORDED NOVEMBER 4, 1939 IN BOOK 434, PAGE 587 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS, 203.5 FEET OF THE SOUTHWEST CORNER OF SAID PARCEL, SO CONVEYED TO FRANK J. FABIAN AND WIFE, SAID POINT BEING DISTANT 899.50 FEET WESTERLY, MEASURED ALONG SAID SOUTHERLY LINE, BEING PARALLEL WITH SAID NORTHERLY LINE OF THE SOUTHWEST QUARTER, FROM SAID WESTERLY LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON;
 THENCE WEST ON SAID SOUTH LINE 20.5 FEET;
 THENCE NORTH 1,221.5 FEET TO THE POINT OF BEGINNING.

THENCE WESTERLY ON THE NORTHERLY LINE OF SAID PARCEL CONVEYED TO KLAGUOS TO A POINT IN THE WEST LINE OF SAID SECTION 29; THENCE NORTH 0°07' 40" EAST ON THE WEST LINE OF SAID SECTION 29, TO THE POINT OF BEGINNING;
 EXCEPTING THEREFROM THE WESTERLY 208.71 FEET OF THE NORTHERLY 1,073.55 FEET;
 ALSO EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
 ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146646.
 PARCEL 2B:
 THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
 COMMENCING AT A POINT ON THE NORTHERLY LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTH 89°33' 30" WEST,
 791 FEET FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS; SAID POINT ALSO BEING DISTANT NORTH 89°33' 30" EAST 786.12 FEET FROM THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION;
 THENCE SOUTH 0°28' 50" WEST, PARALLEL WITH THE WEST LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON 313.4 FEET TO THE TRUE POINT OF BEGINNING;
 THENCE EASTERLY ON SAID SOUTHERLY LINE OF THE PARCEL CONVEYED TO GEORGEUS GEORGE AND ELIZABETH B. GEORGE, BY DEED FILED FOR RECORD AUGUST 21, 1952 AS INSTRUMENT NO. 35786, IN BOOK 1394 PAGE 352 OFFICIAL RECORDS, 11 FEET;
 THENCE SOUTHERLY 1,221.5 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT CERTAIN PARCEL CONVEYED TO FRANK J. FABIAN AND MARY R. FABIAN BY DEED RECORDED NOVEMBER 4, 1939 IN BOOK 434, PAGE 587 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS, 203.5 FEET OF THE SOUTHWEST CORNER OF SAID PARCEL, SO CONVEYED TO FRANK J. FABIAN AND WIFE, SAID POINT BEING DISTANT 899.50 FEET WESTERLY, MEASURED ALONG SAID SOUTHERLY LINE, BEING PARALLEL WITH SAID NORTHERLY LINE OF THE SOUTHWEST QUARTER, FROM SAID WESTERLY LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON;
 THENCE WEST ON SAID SOUTH LINE 20.5 FEET;
 THENCE NORTH 1,221.5 FEET TO THE POINT OF BEGINNING.

PARCEL 2C:
 THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE NORTH LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTH 89°33' 30" WEST,
 791 FEET FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL CONVEYED TO J. VINCENT HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS; SAID POINT ALSO BEING DISTANT NORTH 89°33' 30" EAST 786.12 FEET FROM THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER;
 THENCE SOUTH 0°28' 50" WEST, PARALLEL WITH THE WEST LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON 313.4 FEET;
 THENCE NORTH 89°33' 30" EAST, 30 FEET;
 THENCE NORTH 0°28' 50" EAST, 313.4 FEET, TO THE NORTH LINE OF SAID SOUTHWEST QUARTER;
 THENCE SOUTH 89°33' 30" WEST, 30 FEET TO THE POINT OF BEGINNING;
 EXCEPTING THEREFROM THE NORTH 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
 ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146646.
 PARCEL 3: APNs: 407-230-022, 407-230-023, 407-230-024, 407-230-025, 407-230-026, 407-230-027 AND 407-230-028

PARCELS 1 TO 7, INCLUSIVE, AND LOTS A TO K, INCLUSIVE OF PARCEL MAP NO. 12218, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN PARCEL MAP BOOK 85, PAGE 86 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ZONING

LIGHT INDUSTRIAL TO BE PROPOSED UNDER SPECIFIC PLAN
APPLICANT

EXETER PROPERTY GROUP
 4602 EAST UNIVERSITY DRIVE, SUITE 185
 PHOENIX, AZ 85034
 PHONE: (708) 341-9821
 CONTACT: ANDREW GREYBAR

APPLICANT'S REPRESENTATIVE

HPA, INC.
 18831 BARDEEN AVE SUITE 100
 IRVINE, CA 92612
 TEL: 949-966-7769
 ATTN: SHA LIU MAHONEY

SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONCRETE PAVEMENT.
- 2 PAVING PER CIVIL
- 3 CONCRETE WALKWAY.
- 4 DECORATIVE DRIVEWAY APRONS.
- 5 5'-6"XS-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS AND STAIR LANDINGS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
- 6 8" WROUGHT IRON FENCE
- 7A SLIDING GATE 8" H
- 7B SWING GATE 8" H
NOTE: ALL GATES ARE BLACK PAINTED METAL GATES WITH KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. GATE DESIGNED FOR WIND LOAD, EXPOSURE "C". CONTRACTOR TO DESIGN AND DETAIL GATES.
- 8 TRASH ENCLOSURE.
- 9 NOT USED.
- 10 CONCRETE FILLED GUARD POST 6" DIA. U.N.O. 42" H.
- 11 EXTERIOR CONCRETE STAIR.
- 12 12' X 14' DRIVE-IN DOOR.
- 13 LANDSCAPE. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
- 14 HANDICAPPED ENTRY SIGN.
- 15 HANDICAPPED PARKING STALL SIGN.
- 16 MONUMENT SIGN. AT THE SCREEN WALL ON THE CORNER.
- 17 GRADE LEVEL RAMP.
- 18 BICYCLE RACKS.

SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 19')
- TRAILER PARKING
- ACCESSIBLE PARKING STALL (9' X 19') + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING STALL (9' X 19') + 8' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA

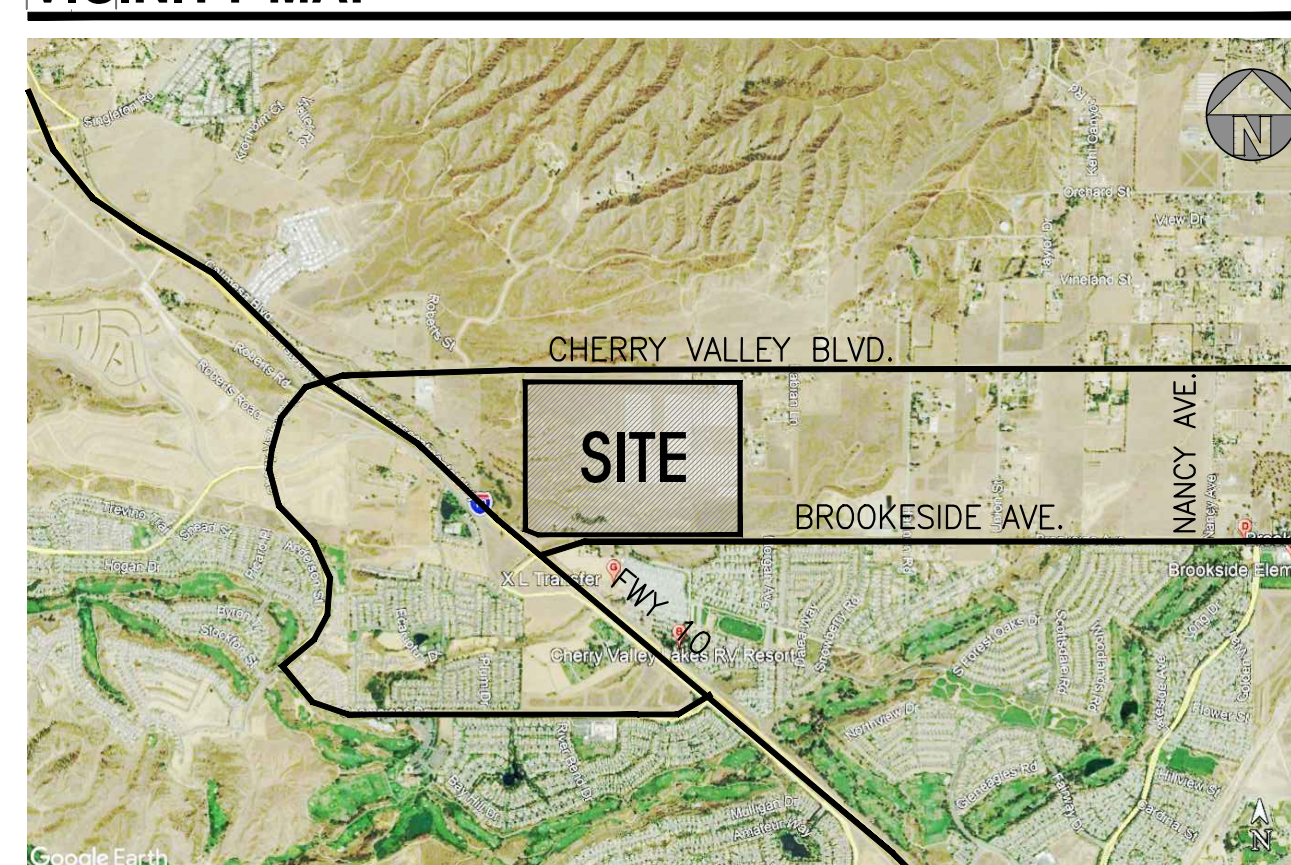
SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY _____ DATED ON _____ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
2. IN SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM IF REQUIRED.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND FINISHING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDINGS PERMITS.
13. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
14. TRANSFORMER TO BE PAINTED DARK GREEN TO MATCH LANDSCAPING.
15. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
16. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
17. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

PROJECT DATA

	BLDG. 1	BLDG. 2	BLDG. 3	Parcel 4	Parcel 5	Dedication	TOTAL
SITE AREA							
Net Area (A/C)	52.39	66.71	20.72	10.89	30.50	6.73	181.30 ac
Gross Area (A/C)	55.19	67.86	22.37	11.44	31.17		188.03 ac
BUILDING AREA							
Office	20,000	20,000	10,000				50,000 s.f.
Warehouse	665,860	1,193,235	358,370				2,217,465 s.f.
TOTAL	685,860	1,213,235	368,370				2,267,465 s.f.
	43.2%	41.9%	39.7%				32.4%
COVERAGE							
AUTO PARKING REQUIRED							
1/1000th First 40K SF	40	40	40				120 stalls
1/4000th over 40K	236	293	80				609 stalls
TOTAL	276	333	120				729 stalls
AUTO PARKING PROVIDED							
Standard (9' x 19')	528	495	156				1,141 stalls
Compact (6'6" x 18')	0	0	26				26 stalls
Accessible Parking (9' x 19')	10	9	5				24 stalls
Accessible Van Parking (12' x 19')	3	2	2				7 stalls
BV Parking (9' x 19')	56	47	21				124 stalls
BV Standard Accessible (9' x 19')	2	2	1				5 stalls
BV Van Accessible (12' x 19')	1	1	1				3 stalls
BV Amplebury (10' x 18')	2	2	0				4 stalls
Clean Air Van pool (8.5' x 18')	13	11	5				29 stalls
Total	616	529	219				1,364 stalls
TRAILER PARKING PROVIDED							
Trailer (10' x 55')	236	499	143				878 stalls
TOTAL	1,466	1,557	561				3,684 stalls
ZONING ORDNANCE FOR CITY							
Zoning Designation: LIGHT INDUSTRIAL to be proposed under specific plan							
Height - 60' to be proposed under specific plan							
MAXIMUM FLOOR AREA RA TO							
RA-1.0							
SETBACKS							
Front - 25'							
Side/Rear - 0'							

VICINITY MAP



hpa, inc.
 18831 bardeen avenue, - ste. #100
 irvine, ca
 92612
 tel: 949-863-1770
 fax: 949-863-0851
 email: hpa@hparchs.com

Owner:

EXETER



Project:

Beaumont Summit Station Building 1

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: MASTER SITE PLAN

Project Number: 21085
 Drawn by: CW
 Date: 03/04/22
 Revision:

Sheet:

DAB-A1.0

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Project:

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Station Building 1

Beaumont, CA

Consultants:

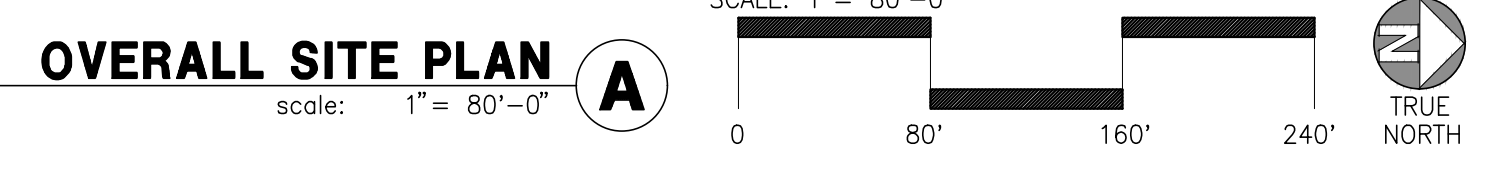
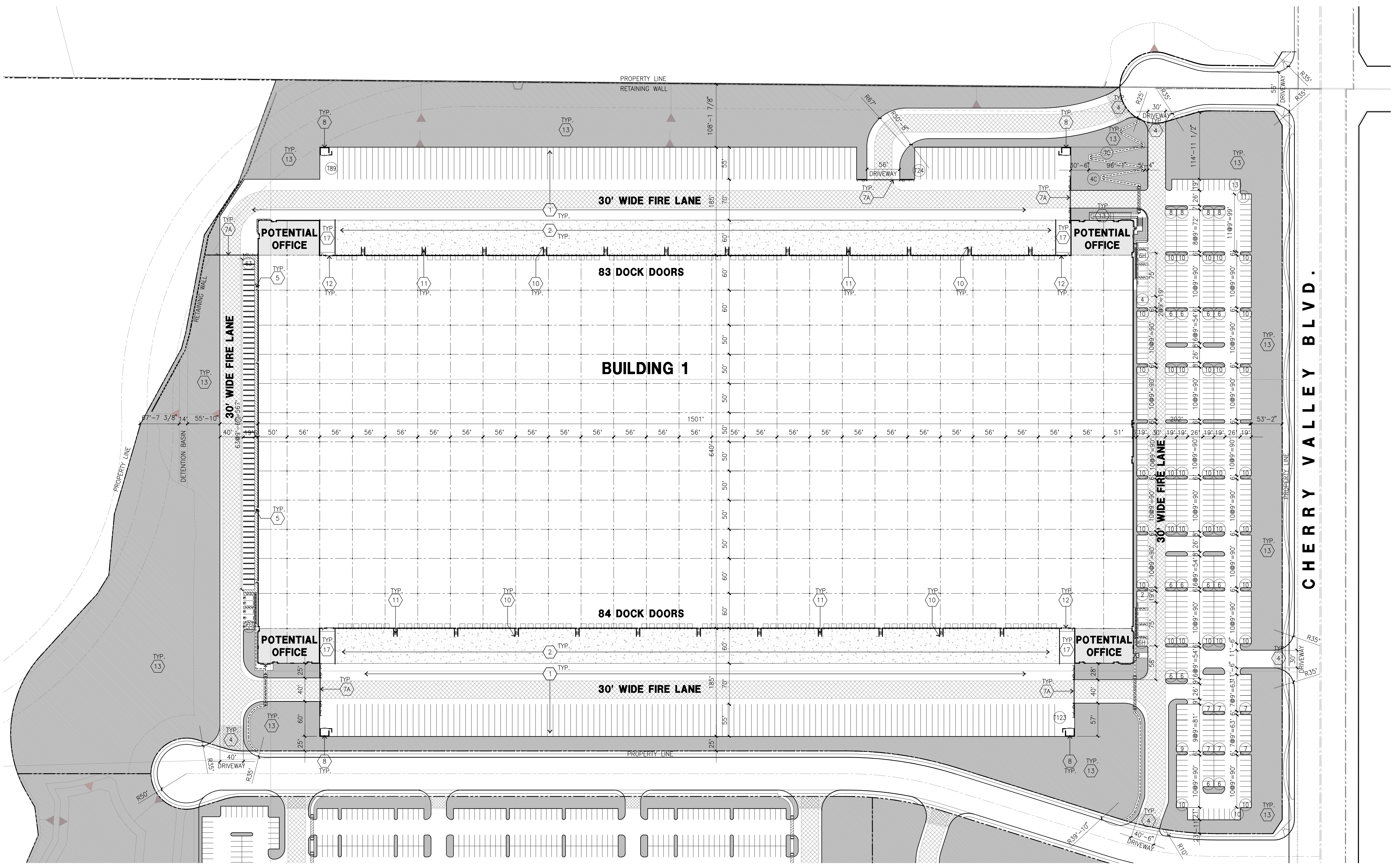
CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: OVERALL SITE PLAN

Project Number: 21085
Drawn by: CW
Date: 03/04/22
Revision:

Sheet:

1-DAB-A1.1



SITE PLAN KEYNOTES

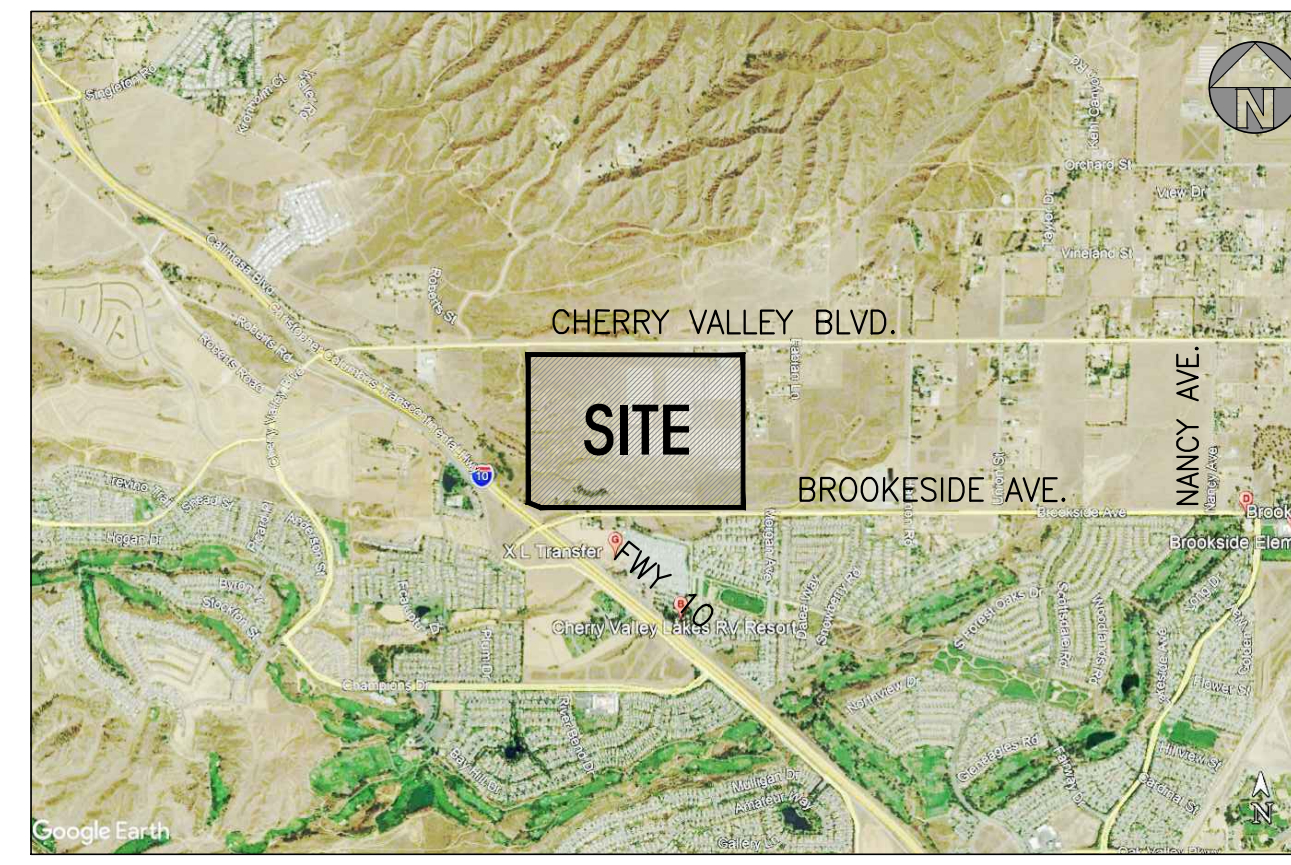
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9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.

11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDINGS PERMITS.
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VICINITY MAP





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Project:

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Station Building 1

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: OVERALL FLOOR PLAN

Project Number: 21085
Drawn by: CW
Date: 03/14/2022
Revision:

Sheet:

1-DAB-A2.1

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KETNOTES - FLOOR PLAN

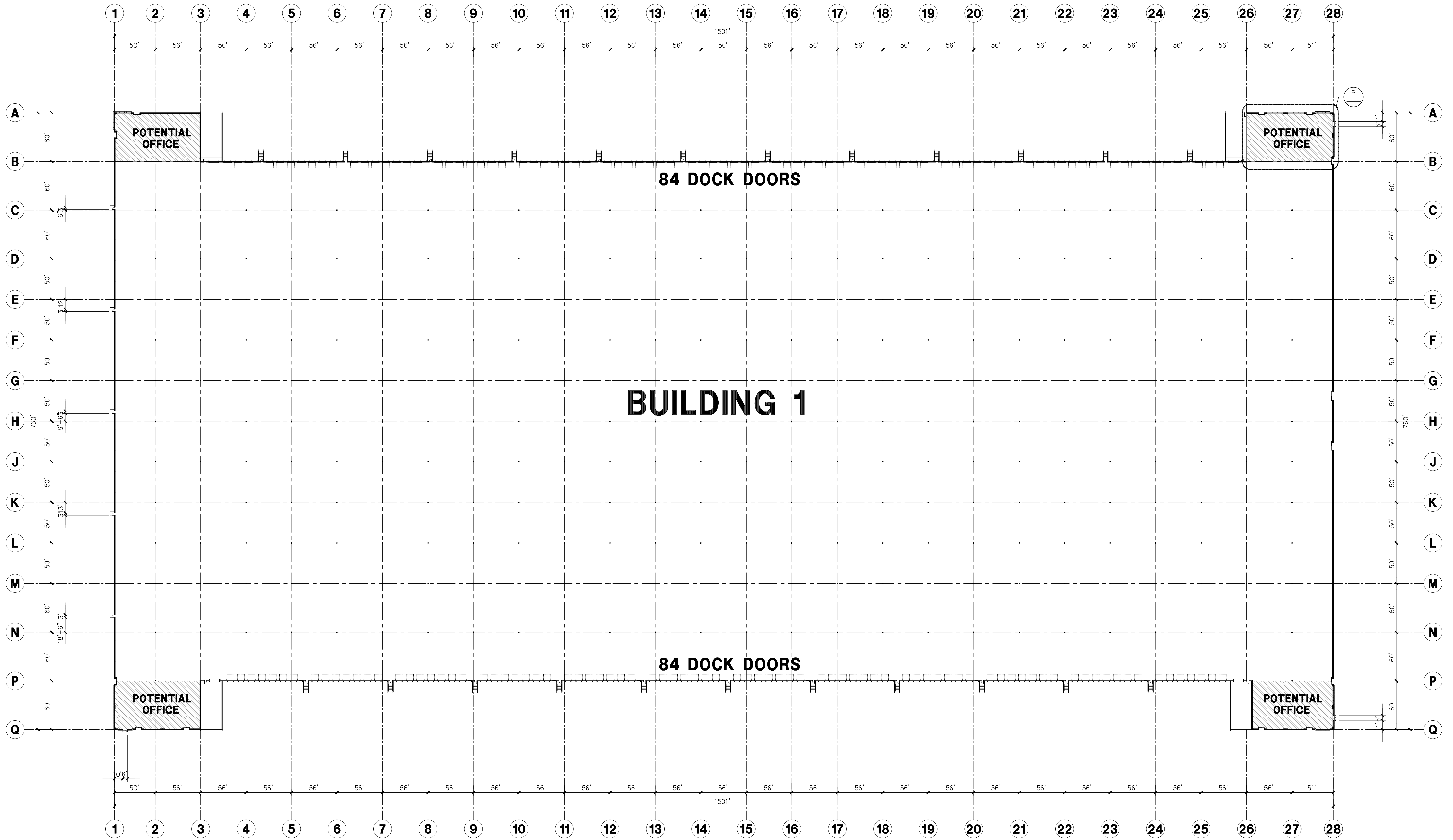
- 1 CONCRETE TILT-UP PANEL, SEE "S" DWGS. FOR THICKNESS AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN, SEE "S" DRAWINGS FOR SIZE.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING, SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 CONCRETE RAMP W/ 4" HIGH CONC. TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP, SEE "S" DWG FOR DETAIL.
- 5 9'-0" X 10' TRUCK DOOR, SECTIONAL O/H, STANDARD GRADE, DESIGNED TO RESIST WIND 129 MPH., EXPOSURE "C".
- 6 EXTERIOR CONCRETE STAIR
- 7 5'-6"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA, FINISH TO BE MEDIUM BLOW FINISH, SLOPE TO BE 1/4" / 1' 12" MAX. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 8 LOUVERED OPENING FOR VENTILATION.
- 9 DOCK DOOR BUMPER
- 10 12' X 14' DRIVE THRU SECTIONAL O/H, STANDARD GRADE, DESIGNED TO RESIST WIND 129 MPH., EXPOSURE "C".
- 11 3'X7' HOLLOW METAL EXTERIOR MAN DOOR, DESIGNED TO RESIST WIND 129 MPH., EXPOSURE "C".
- 12 SOFFIT LINE ABOVE
- 13 NOT USED
- 14 CONC. FILLED GUARD POST, 6" DIA. U.N.O. 42"H.
- 15 EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER,
- 16 Z GUARD

GENERAL NOTES - FLOOR PLAN

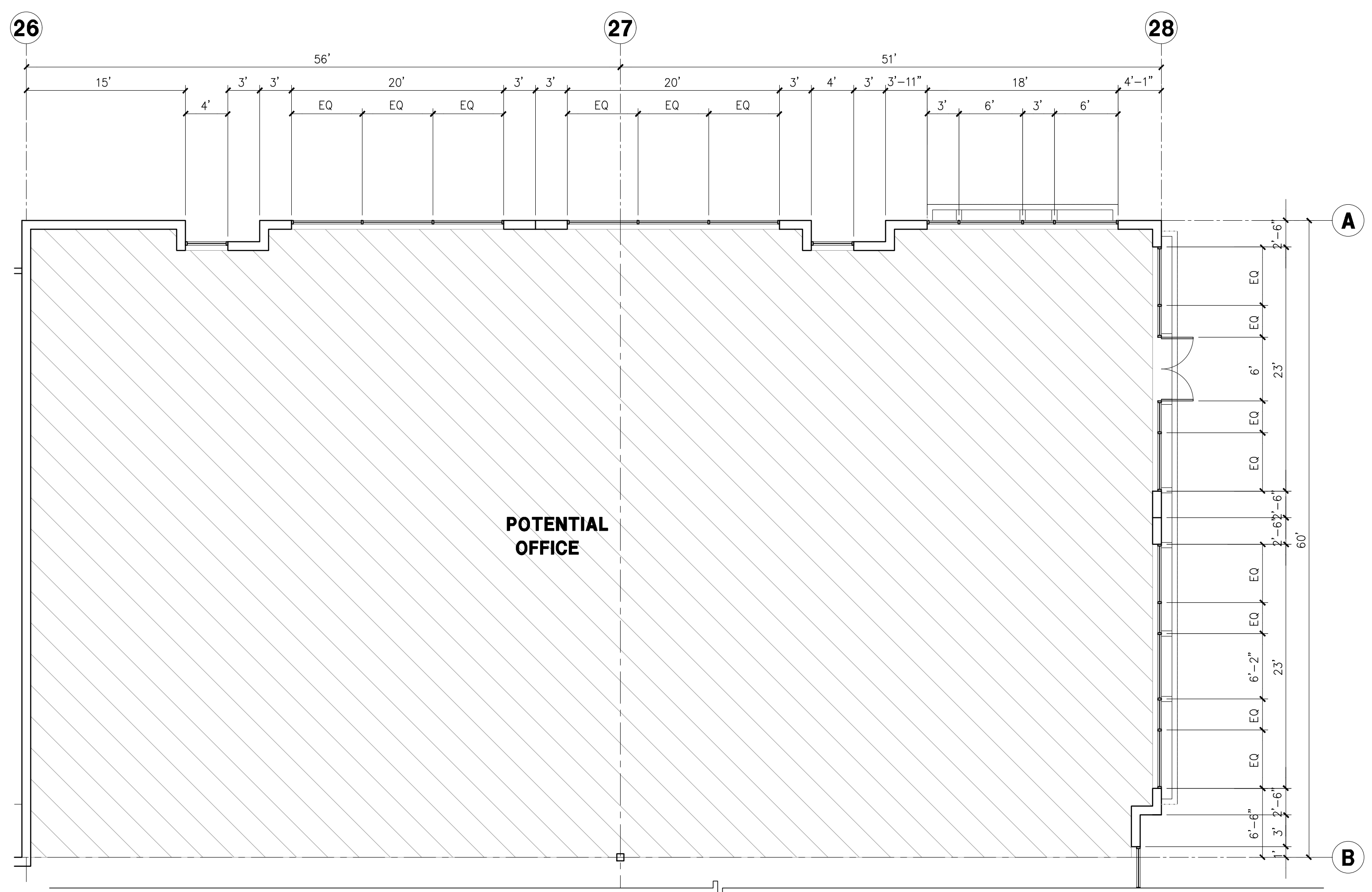
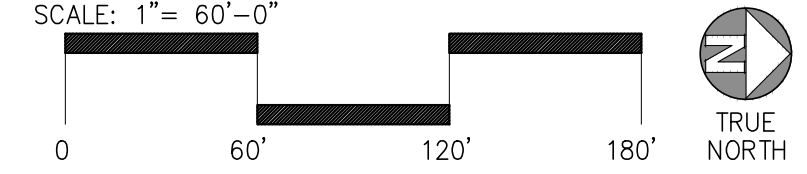
- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- D. NOT USED
- E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE, COLUMNS ARE TO RECEIVE PRIMER ONLY, ALL OVP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER
- F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOR EXITS, SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
- G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
- H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES, CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS, PLUMBING/ELECTRICAL COORDINATION.
- I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET AD 4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN, ALL EQUIPMENT TO BE DIAPHERED INCLUDING CARS AND TRUCKS.
- K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN, HARDWARE.
- L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- N. NON-ACCESSIBLE DOOR, PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 11308.1.1.1
- O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW, SEE A/A4.1 OFFICE SECTION.

FLOOR SLAB AND POUR STRIPS REQ.

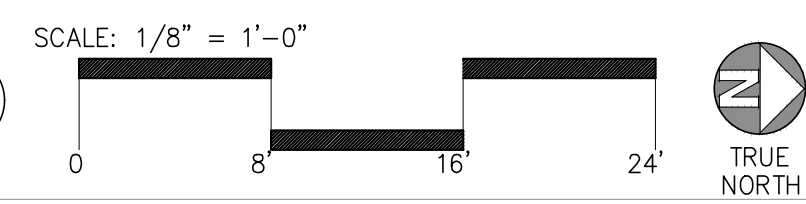
- THESE NOTES ARE VERY MIN. REQUIREMENT, SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS
1. FLOOR COMPACTION - 95%
 2. TRENCH COMPACTION - 90%
 3. BUILDING FLOOR SLAB:
 - A. 6" THICK MIN. UNREINFORCED CONCRETE OVER COMPACTED SOILS
 - B. 3/4" - 16" LONG @ 12" O.C. DOWELS AT ALL CONSTRUCTION JOINTS
 - C. 3/4" - 16" LONG @ 24" O.C. DOWELS IN DOWEL BASKET AT ALL CONTROL JOINTS.
 - D. 4,000 P.S.I. REQUIREMENT.
 - E. SLUMP TO BE 4" +/- 1"
 - F. JOINT SPACING PER A.C.I. 302-IR-96
 - G. SAW-CUT DEPTH 1/4 T, SOFT SAW-CUTTING WITHIN 2 HRS OF FINISHING
 4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-IR-96
 5. NOT USED
 6. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
 7. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLINE FOR 7 DAYS MIN.
 8. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPHERED.
 9. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB.
 10. SLAB TO BE FF35 FL24 MEASURED WITHIN 24 HOURS.
 11. NO FLY ASH IN THE CONCRETE
 12. WHERE INDICATED, PROVIDE VAPOR BARRIER (15ML STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.
 13. SEAL CONCRETE SLAB W/ "LIPDOLITH" SEALER



OVERALL FLOOR PLAN
scale: 1" = 60'-0"



ENLARGED FLOOR PLAN
scale: 1/8" = 1'-0"





hpa, inc.
18831 bardeen avenue - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:

EXETER



Project:

Beaumont Summit
Station Building 1

Beaumont, CA

Consultants:

CIVIL STRUCTURAL WEBB
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE KIMLEY-HORN
FIRE PROTECTION
SOILS ENGINEER

Title: ELEVATIONS

Project Number: 21085
Drawn by: CW
Date: 03/14/2022
Revision:

Sheet:

1-DAB-A3.1

OFFICIAL USE ONLY

KEYNOTES - ELEVATIONS

- CONCRETE TILT-UP PANEL (PAINTED). FINISH GRADE VARIES - SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER. ONE SIDE WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND 4 MIN. OF 1" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN. NOT REQUIRED AT DOCK HIGH CONDITION OR AT RAMP WALLS.
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GENERAL NOTES - ELEVATIONS

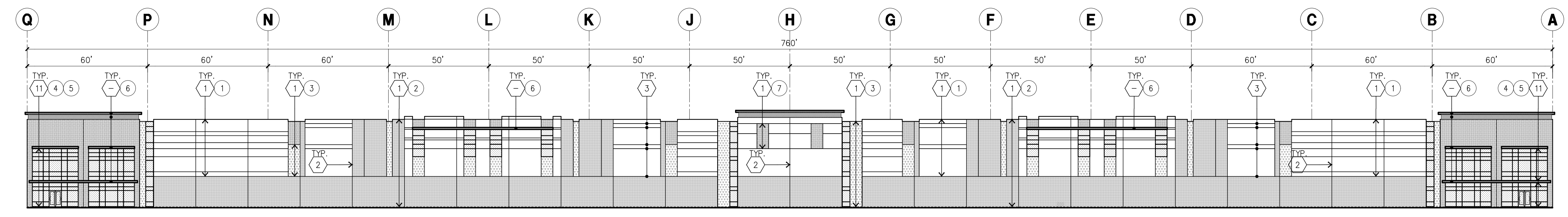
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- FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE.
- USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
- THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

COLOR SCHED. - ELEVATIONS

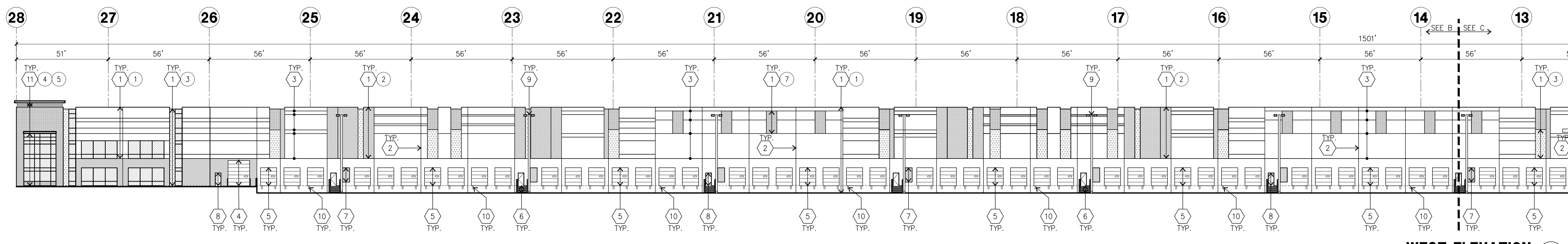
- 1 CONCRETE TILT-UP PANEL PAINT BRAND, SHERWIN WILLIAMS SW 7071 GRAY SCREEN
- 2 CONCRETE TILT-UP PANEL PAINT BRAND, SHERWIN WILLIAMS SW 7073 NETWORK GRAY
- 3 CONCRETE TILT-UP PANEL PAINT BRAND, SHERWIN WILLIAMS SW 7074 SOFTWARE
- 4 MULLIONS PAINT BRAND, BLACK ANODIZED ALUMINUM MULLIONS
- 5 GLAZING COLOR, BLUE ON BLUE REFLECTIVE GLAZING
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- 8 CONCRETE TILT-UP PANEL PAINT BRAND, SHERWIN WILLIAMS SW 7005 PURE WHITE @ MAN DOORS

GLAZING LEGEND

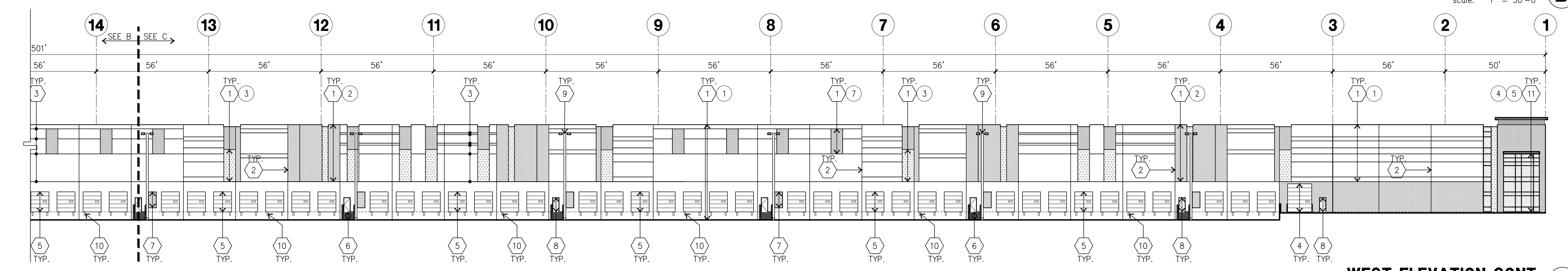
- V VISION GLASS
- IV INSULATED VISION GLASS
- S SPANDREL GLASS



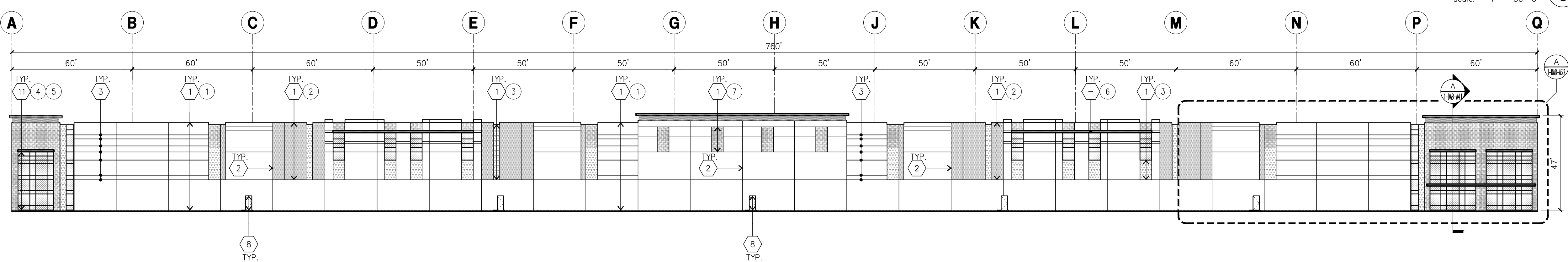
NORTH ELEVATION A scale: 1" = 30'-0"



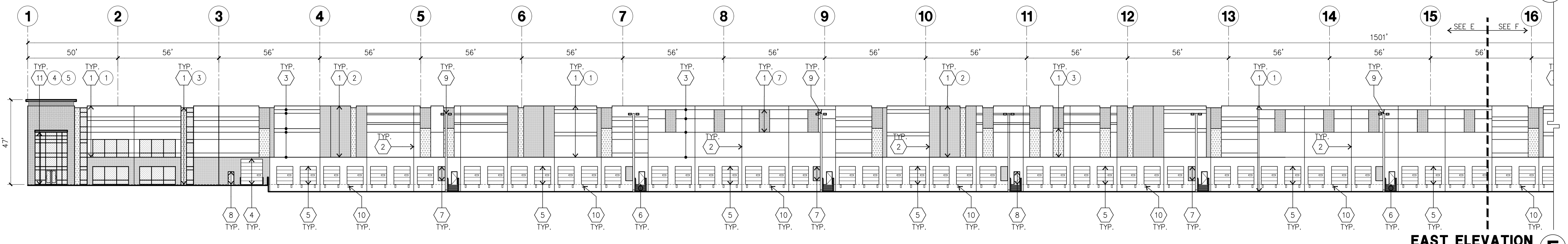
WEST ELEVATION B scale: 1" = 30'-0"



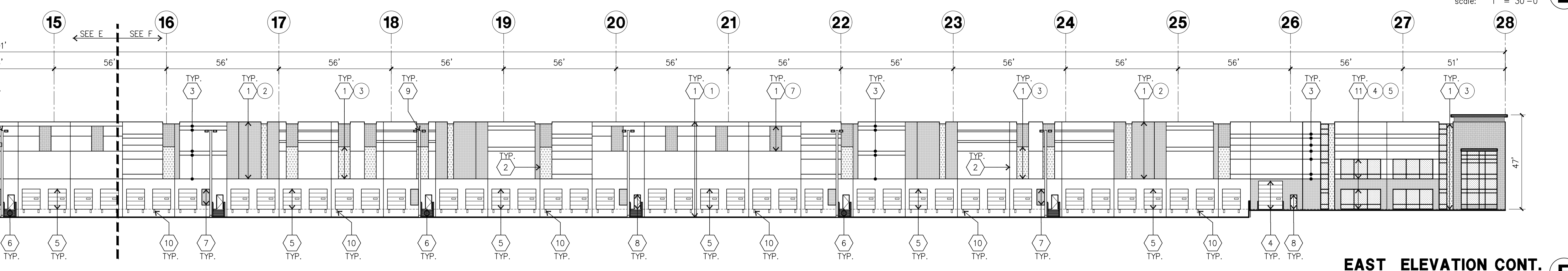
WEST ELEVATION CONT. C scale: 1" = 30'-0"



SOUTH ELEVATION D scale: 1" = 30'-0"



EAST ELEVATION E scale: 1" = 30'-0"



EAST ELEVATION CONT. F scale: 1" = 30'-0"



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Owner:

EXETER



Project:

Beaumont Summit
Station Building 1

Beaumont, CA

Consultants:

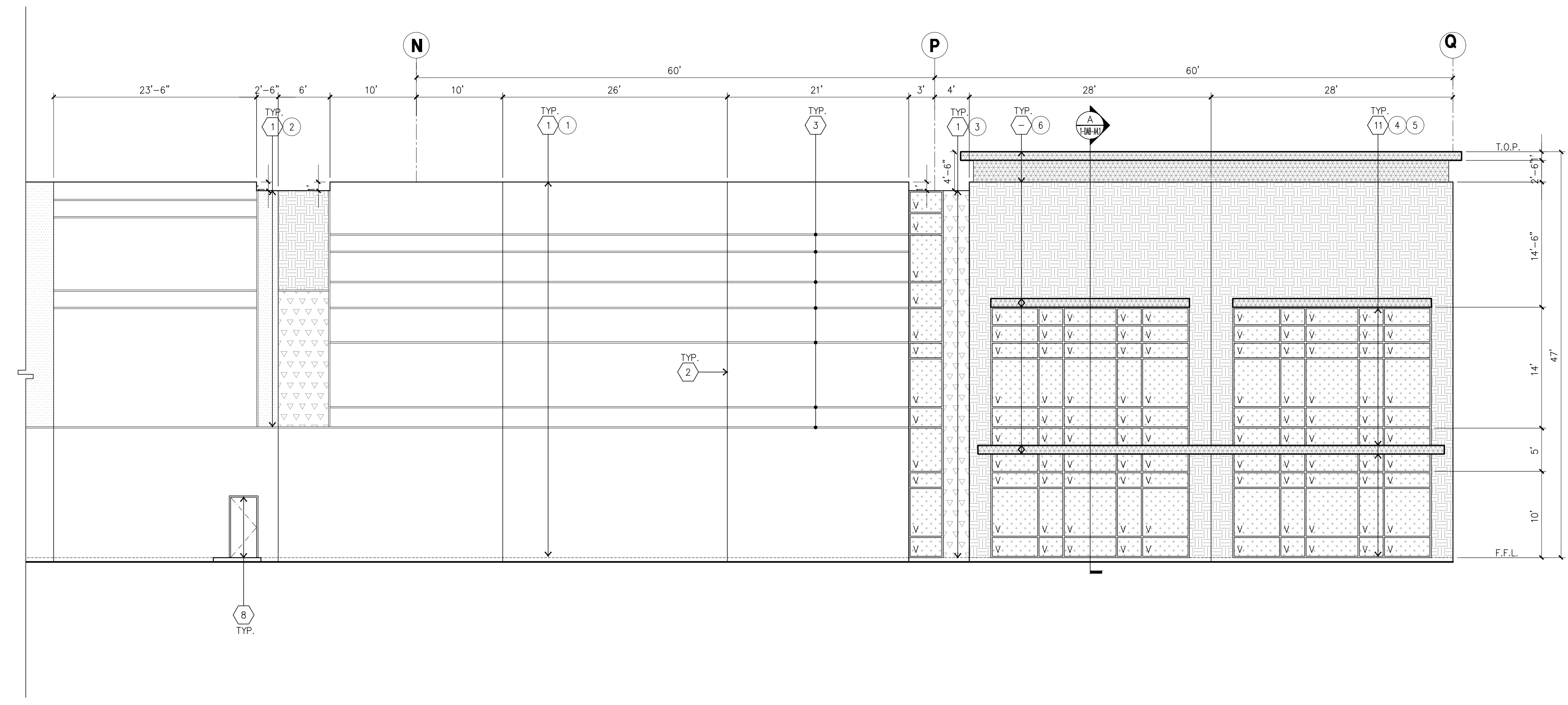
CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: ELEVATIONS

Project Number: 21085
Drawn by: CW
Date: 03/14/2022
Revision:

Sheet:

1-DAB-A3.2



ENLARGED SOUTH ELEVATION
scale: 1/8" = 1'-0" A

KEYNOTES - ELEVATIONS

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GLAZING LEGEND

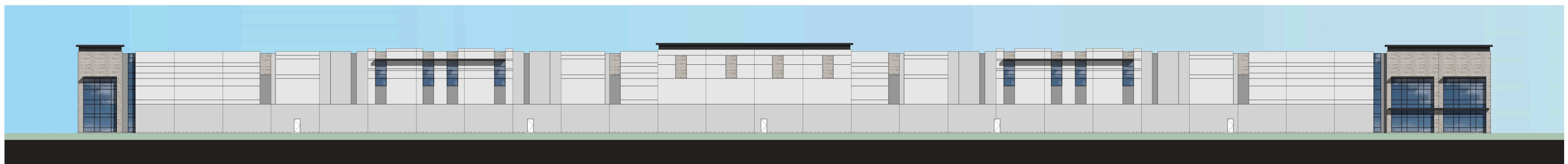
V	VISION GLASS	IV	INSULATED VISION GLASS
S	SPANDREL GLASS		



CHERRY VALLEY ELEVATION - NORTH ELEVATION



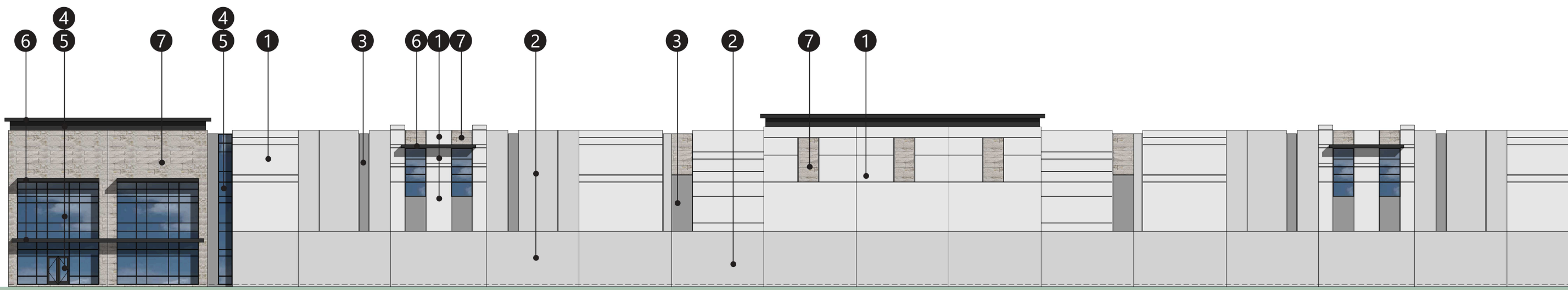
WEST ELEVATION



SOUTH ELEVATION



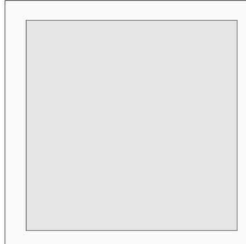
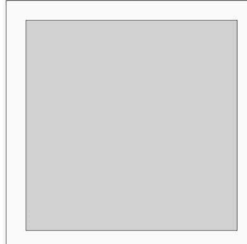
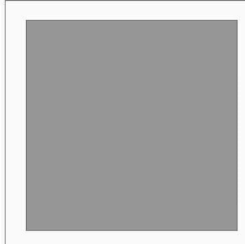
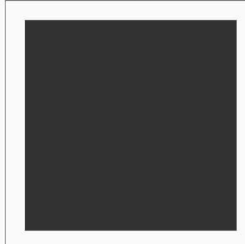
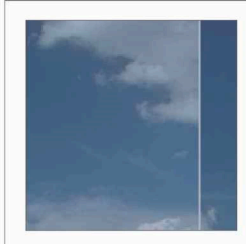
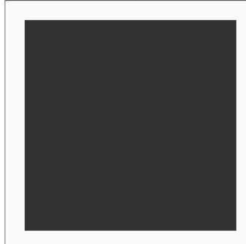

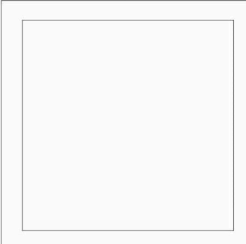
EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

1	2	3	4	5	6	7	8
							
Sherwin Williams SW 7071 Gray Screen	Sherwin Williams SW 7073 Network Gray	Sherwin Williams SW 7074 Software	Black Anodized Aluminum MULLIONS	Blue Reflective GLAZING	Sherwin Williams Pro-Industrial, Waterbased B53-1150 Semi-Gloss - SW 7069 Iron Ore @ I-beam Metal Canopy	Coronado Stone Veneer 6" Split Limestone Cream	Sherwin Williams SW 7005 Pure White @ man doors



**CITY OF BEAUMONT
PLANNING DEPARTMENT
DRAFT CONDITIONS OF APPROVAL**

PLANNING COMMISSION DATE: June 28, 2022

PROJECT NAME: Beaumont Summit Station Building 1

PROJECT NO.: PP2021-0388

DESCRIPTION: To construct a 985,860 square foot industrial building on a 55.19-acre lot that is proposed as Parcel 1 of Tentative Parcel Map 38223.

APPLICANT: Exeter Cherry Valley Land, LLC

LOCATION: South side of Cherry Valley Boulevard, west of B Street and east of A Street

APN: 407-230-022 and 407-230-023

PROJECT

Note: Any conditions revised at a hearing will be noted by ~~strikeout~~ (for deletions) and/or underline (for additions), and any newly added conditions will be added at the end of all conditions regardless of the Department originating the condition.

STANDARD CONDITIONS

1. The permit for the above referenced Plot Plan and property consists of all Conditions of Approval herein.
2. The use hereby permitted is the construction of a 985,860 square foot building on 55.19 acres located on Assessor Parcel Numbers 407-230-022 and 407-230-023.
3. The Community Development Director may approve minor modifications to Plot Plan PP2021-0388 that are in substantial conformance with the Beaumont Summit Station Specific Plan to the approved project and that do not increase impacts. All copies of the revised plans shall be dated and signed by the Director and made a part of the record.
4. Any modifications not considered in substantial conformance with the Beaumont Summit Station Specific Plan and PP2021-0388 are subject to separate review and approval by the Planning and Building Departments and may require additional permits and fees.
5. The permittee shall defend, indemnify, and hold harmless the City of Beaumont, the Beaumont Redevelopment Agency, its agents, officers, consultants, and employees from any claims, action, or proceeding against the City of Beaumont or its agents, officers, consultants, or employees to attack, set aside, void, or annul, an approval of the City of Beaumont, its advisory agencies, appeal boards, or legislative body concerning Plot Plan PP2021-0388. The City of Beaumont will

PP2021-0388
Draft Conditions of Approval
Page 2

promptly notify the permittee of any such claim, action, or proceeding against the City of Beaumont and will cooperate fully in the defense. If the City fails to promptly notify the permittee of any such claim, action or proceeding or fails to cooperate fully in the defense, the permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Beaumont.

6. This approval is subject to the City of Beaumont Municipal Code Section 17.02.070 Plot Plans are subject to timing specified in Sections (I) Plot Plan Time Limits, and (J) Plot Plan Lapse in Time.
7. The development and uses entitled pursuant to the permit shall comply with the Beaumont Summit Station Specific Plan and the Beaumont Municipal Code when the Specific Plan is silent and all other applicable City of Beaumont ordinances and state and federal codes. The development of the premises shall conform substantially with that as shown on the approved site plan, unless otherwise amended by these conditions of approval.
8. Administrative Plot Plan and business license application review and approval are required prior to building permit final.
9. Final inspections will be required prior to the start of operations by the City of Beaumont Departments including the office of the Fire Marshall and the Riverside County Flood Control District. All inspections shall be performed and approved before a Certificate of Occupancy will be issued.
10. If any of the conditions of approval are violated, or if the use otherwise become a public nuisance as set forth in the Beaumont Municipal Code, the Plot Plan permit may be revoked as prescribed in the Municipal Code.
11. A valid business license shall be maintained in force at all times.
12. The Community Development Director shall monitor the subject use to ensure that the scale of the use does not exceed the limitations of the existing site improvements. In the event the Community Development Director determines that the scale of the use has exceeded site limitations, a hearing shall be scheduled before the Planning Commission to review the permit and consider modification or revocation thereof.
13. After 12 months of operation, the subject matter may, at the discretion of the Community Development Director, be scheduled for review by the Planning Commission. The Commission shall retain the authority to amend these conditions of approval at such time, or to modify the use or revoke the permit if nuisance conditions result from the operation.

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Draft Conditions of Approval
Page 3

14. The project shall comply the outdoor lighting (night sky) requirements of Beaumont Municipal Code Chapter 8.50.
15. Outdoor storage of motor vehicles is prohibited.
16. No vehicles may be parked on sidewalks, parkways, driveways, or alleys.
17. Buildings or any structures are prohibited from straddling any property lines, unless a parcel merger or lot line adjustment is submitted, approved and recorded.
18. The applicant shall be responsible for securing clearance, permits and approvals from all relevant agencies, including the Building Department, Fire Department, Public Works Department, and any other necessary departments or agencies.
19. Except for safety signage required by other provisions of law, signage is not approved as part of this project. Signage, in accordance with Beaumont Municipal Code, may be approved at a later date under a separate permit.
20. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash, disease, vermin, and debris during the life of this project.
21. Prior to the issuance of a Building Permit, or Certificate of Occupancy (whichever occurs first), landscape plans shall be prepared by a Licensed Landscape Architect and submitted in conjunction with Building plan and this project shall be subject to all the requirements listed in Chapter 17.06. The plans shall indicate species, sizes and spacing of all shrubs, groundcover, and trees.
22. Prior to the issuance of a Certificate of Occupancy, all landscaping shall be installed, and irrigation shall be operational.
23. The landscape plans shall include at a minimum size, 24" box trees on placed 40' on center along the Cherry Valley Boulevard northerly frontage, along the western side of "B" Street, and on the south side of the fire lane on the southern portion of the project site. All trees shall be a minimum size of a 24" box and shrubs shall be a minimum of at least 5 gallon.
24. Barbed wire, concertina and razor are strictly prohibited. Alternative toppers may be considered on a case-by-case basis, subject to approval by the Community Development Director.
25. An anti-graffiti coating shall be provided on all block walls, and written verification from the developer shall be provided to the City of Beaumont Planning Department.

PP2021-0388
Draft Conditions of Approval
Page 4

26. Per Beaumont Municipal Code, Section 17.11.160.D.3, all structures, appurtenances, parking, and drive aisles shall be paved with asphalt or concrete.
27. Per Beaumont Municipal Code, Section 17.11.160.D.4, all outdoor facilities shall be in compliance with Chapter 8.50 Outdoor Lighting of the Beaumont Municipal Code.

BUILDING DEPARTMENT CONDITIONS

28. 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 Chapter 9 of the Municipal Code, 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.

FIRE DEPARTMENT CONDITIONS

With respect to the conditions of approval for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

PRIOR TO PERMIT ISSUANCE:

29. Public Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the offsite water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow of 4,000 gpm at 20 psi for a 4-hour duration. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2019 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.
30. Private Fire Man: Prior to the issuance of building permits, plans for the private onsite fire main shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow of 4,000 gpm at 20 psi for a 4-hour duration. Fire hydrant(s) location and spacing shall comply with the fire code. Reference 2019 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.

PP2021-0388
Draft Conditions of Approval
Page 5

31. Fire Department Access: Prior to building permit issuance, provide a site plan showing the fire lanes. Access roads shall be provided to within 150 feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24 feet. The construction of the access roads shall be all weather and capable of sustaining 75,000 lbs. over two axels for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction Ref. CFC 503.1.1, 3310.1 and 503.2.1
32. Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal. Ref. CFC 503.4.1
33. Construction Permits Fire Department Review: Submittal of construction plans to the Office of the Fire Marshal for development, construction, installation, and operational use permitting will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code, and related codes, which are in effect at the time of building plan submittal.
34. Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

PRIOR TO FINAL:

35. Fire Sprinkler System: All new commercial structures 3,600 square feet or larger shall be protected with a fire sprinkler system. Ref CFC 903.2 as amended by the City of Beaumont.
36. Fire Alarm and Detection System: A water flow monitoring system and/or fire alarm system may be required and determined at time of building plan review. Ref. CFC 903.4, CFC 907.2 and NFPA 72
37. Knox Box and Gate Access: Buildings shall be provided with a Knox Box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and emergency preemption devices compatible with Opticom. Ref. CFC 506.1
38. Addressing: All commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required. Ref. CFC 505.1 and County of Riverside Office of the Fire Marshal Standard #07-01
39. Emergency Responder Radio Coverage Systems: Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Ref. CFC

PP2021-0388

Draft Conditions of Approval

Page 6

510.1 and Riverside County Office of the Fire Marshal Technical Policy #TP19-002

POLICE DEPARTMENT

40. The address of the business shall be clearly visible from the front of the building and shall be illuminated during hours of darkness.

41. The applicant shall comply with all applicable local, county, state and federal regulations, including the City's Municipal Code and the California Business and Professions Code (B&P).

PUBLIC WORKS

GENERAL

42. The following is a non-inclusive list of items that may be required by the Public Works Department:

A. Plans:

- a. Precise Grading Plan
- b. Erosion Control Plan
- c. Retaining wall Plan (for line and grade only)
- d. Composite Onsite Utility Plan

B. Reports and Studies:

- a. Grading Certification
- b. Compaction Report

C. Permits and Agreements:

- a. WQMP Covenant and Agreement
- b. City Grading Permit
- c. City Dirt Haul Permit
- d. City Encroachment Permit

43. All required plans and studies shall be prepared by a Registered Professional Engineer, Registered Professional Geologist or Registered Professional Surveyor in the State of California, and submitted to the Public Works Department for review and approval.

44. The Applicant shall coordinate with affected utility companies and obtain any permits as necessary for the development of this project.

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Draft Conditions of Approval

Page 7

45. The Applicant is responsible for resolving any conflicts with existing or proposed easements. All easement(s) of record and proposed easements shall be shown on the grading plan and improvement plans, where applicable.
46. The Applicant shall obtain an Encroachment Permit, as required, for all work within the public right-of-way.
47. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall satisfy all Public Works Conditions of Approval for Tentative Parcel Map 38223.
48. PRIOR TO OBTAINING ANY BUILDING PERMIT: Parcel Map No. 38223 shall be recorded.

SURVEYING AND MAPPING

49. PRIOR TO START OF CONSTRUCTION: Where survey monuments exist, such monuments shall be protected or shall be referenced and reset, pursuant to Business and Professions Code, Sections 8700 to 8805 (Land Surveyors Act).
50. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The Applicant, at its sole expense, shall obtain all right-of-way or easement acquisitions necessary to implement any portion or condition of this project.

GRADING AND DRAINAGE IMPROVEMENTS

51. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design the drainage facilities to capture and convey the 100-year storm event.
52. PRIOR TO ISSUANCE OF A GRADING PERMIT: The Applicant shall design the drainage facilities to collect and convey all on-site drainage flows in a manner consistent with the historic drainage pattern and discharge in a manner which will not increase damage, hazard, or liability to adjacent or downstream properties.
53. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit for stormwater discharges associated with construction activities as required by the California Water Resources Control Board.
54. PRIOR TO ISSUANCE OF A GRADING PERMIT: A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and submitted to the California Water Resources Control Board. The developer shall be responsible for implementation, monitoring, operation, and maintenance of the SWPPP until all improvements have been accepted by Public Works Department or construction is complete, whichever is later.

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55. PRIOR TO ISSUANCE OF A GRADING PERMIT: A copy of the Notice of Intent (NOI) and Waste Discharge Identification (WDID) number from the State Water Resources Control Board shall be provided to the Public Works Department.
56. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall adhere to all Federal Emergency Management Agency (FEMA) regulations and requirements in the event that existing drainage patterns are affected by this development. The applicant shall submit to the City and to any governing Federal agency for review and approval, all necessary calculations.
57. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall submit for review and approval, a Final WQMP (F-WQMP). The F-WQMP shall be in substantial conformance with the approved preliminary Project-Specific WQMP and the document "Water Quality Management Plan – A Guidance Document for the Santa Ana Region of Riverside County," dated October 2012 (Guidance Document)
58. PRIOR TO ISSUANCE OF GRADING PERMIT: The Applicant shall record a "Covenant and Agreement" with the County Recorder, or other instrument acceptable to the City.
59. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design all storm drains, catch basins, and storm water structures with trash capture devices that conform with the approved trash capture list issued by the State Water Board.
60. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design temporary drainage facilities and erosion control measures to minimize erosion and silt deposition during the grading operation.
61. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall ensure that all WQMP BMP's are fully operational and a maintenance mechanism is in place.
62. CONCURRENT WITH GRADING OPERATIONS: Any grading and/or utility excavations and backfilling, both on and off site, shall be done under the continuous direction of a licensed geotechnical/civil engineer who shall obtain all required permits and submit reports on progress and test results to the City Engineer for review and approval as determined by the City. Upon completion of all soils related work, the geotechnical engineer shall submit a final report to the City Engineer for review and approval, which may require additional tests at the expense of the applicant.
63. PRIOR TO FOUNDATION TRENCHING: The applicant shall submit a soil compaction report to the City for review and approval.

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64. PRIOR TO OBTAINING ANY BUILDING PERMIT: The applicant shall submit pad certifications letters and pad compaction reports to the City for review and Approval.

MITIGATION MEASURES

65. MM AQ-1: Prior to issuance of Phase 1 and Phase 2 grading permits, the applicant shall prepare and submit documentation to the City of Beaumont to demonstrate the following:

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.
- Construction equipment shall be properly maintained according to manufacturer specifications.
- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
- On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.

66. MM AQ-2: The Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of Phase 1 and Phase 2 building permits, the Beaumont Building and Safety Department shall confirm the plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC

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emissions.

- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

67. MM AQ-3: Prior to issuance of Phase 1 and Phase 2 occupancy permits (unless otherwise specified), the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
 - Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site (Phase 1 only).
 - Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided (Phase 1 only).
 - Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance (Phase 1 only).
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
 - Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
 - Provide meal options on-site or shuttles between the facility and nearby meal destinations.
 - Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

68. MM AQ-5: Prior to the issuance of occupancy permits for Phase 1, the Planning Department shall confirm that all truck access gates and loading docks within the project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- For non-essential idling, truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code

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of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged.

- Telephone numbers of the building facilities manager and CARB to report violations.

Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

69. MM AQ-6: Prior to the issuance of Phase 1 occupancy permits, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project’s life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with SCAQMD Rule 2305

MM BIO-1: Project activities shall not be initiated within 100 feet of any least Bell’s vireo suitable habitat area(s) during the species’ breeding season (March 15-August 31) unless a negative USFWS protocol survey has been conducted within one year of construction kickoff and findings were negative. If groundbreaking activities occur outside the least Bell’s vireo nesting season (i.e., September 16-March 14), a qualified biologist shall perform a presence/absence survey within suitable habitat on-site, and shall continue these surveys on a monthly basis, especially as breeding season commences.

If least Bell’s vireo nesting is discovered, either during protocol surveys, monthly presence/absence surveys, or incidentally, no Project activities shall occur within 300 feet of any least Bell’s vireo nest site until it has been confirmed that the young have fledged, and the nest is no longer active. A qualified biologist shall always be present when construction crews are working within 1/8 mile surrounding an identified least Bell’s vireo nest site to ensure that the birds do not react unfavorably to Project activities. If the qualified biologist observes signs of agitation stemming from Project activities, the activities shall cease and not resume until the birds’ behavior normalizes. If the birds continue to exhibit signs of agitation, Project activities shall be adjusted to avoid impacts on nesting least Bell’s vireo. Additionally, in the presence of least Bell’s vireo nests, noise level from Project activities shall not to exceed 65 dBA at the edge of occupied habitat. If this is not possible, a noise barrier shall be constructed to keep noise at or below 65 dBA to avoid adverse impacts to any least Bell’s vireo nest/s.

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During the least Bell's vireo breeding season, artificial light shall not be cast into suitable habitat.

A qualified biologist shall conduct a training session for Project personnel prior to grading in conformance with MSCHP best management practices requirements. The training shall include a description of least Bell's vireo and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished.

70. MM BIO-2: A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are documented on-site, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.
71. MM BIO-3: Vegetation clearing and ground disturbing activities should be conducted outside of the nesting season (February 1 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests.
72. MM BIO-4: Prior to any ground-disturbing activity near jurisdictional features, applicable permits shall be obtained through the USACE, RWQCB, and CDFW for impacts on jurisdictional features. Based on the results of the aquatic resources delineation for the proposed Project, the proposed Project would permanently impact 0.25 acre of USACE-jurisdictional non-wetland waters of the U.S. and RWQCB-jurisdictional non-wetland waters of the State (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1). Additionally, the proposed Project would permanently impact 2.17 acres of CDFW-jurisdictional vegetated streambed (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1) and 0.24 acre of CDFW-jurisdictional riparian habitat (i.e., NWW-2A and NWW-3B). The Project applicant shall be obligated to implement/comply with the permit conditions and mitigation measures required by the resource agencies regarding impacts on their respective jurisdictions.

A minimum 1:1 mitigation ratio (0.25-acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. Compensatory mitigation

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to offset impacts to jurisdictional aquatic resources may be implemented through off-site, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with purchase confirmation.

- 73.MM CUL-1: A qualified archaeological monitor will be present during Project-related ground-disturbing activities in undisturbed native sediments.
- 74.MM CUL-2: In the event that potentially significant cultural materials are encountered during Project-related ground-disturbing activities, all work will be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.
- 75.MM GEO-1: Settlement Monitoring Program. A Settlement Monitoring Program would be implemented, consisting of the surveying of surface monuments to monitor settlement of alluvial soils left in-place and/or proposed fills deeper than 30 feet (design plus remedial grading). Survey monument readings for both deep fill areas and for fill over compressible natural ground (Qal) should be conducted following the completion of fill placement. Survey monument locations should be selected by the geotechnical consultant. Survey readings should be taken weekly for the first month and on a weekly basis thereafter until vertical movement of the fill mass achieve 90 percent of primary compression, begin secondary compression or the estimated remaining settlement is less than one inch. Construction of proposed structures would not commence until approved by the geotechnical consultant based on the results of the settlement monitoring. Survey benchmarks used for the monitoring would be confirmed with the geotechnical consultant prior to initial readings being performed.

Foundation and Grading Plan Review. New retaining walls with maximum heights of up to 50± feet would be constructed as part of the new development. Additional review of the global stability of the proposed site grading be performed by SCG once more detailed rough grading plans become available. An additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations.

Over excavation. Benching of the sidewalls would be required during fill placement. The horizontal extent of the benching should be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. Following completion of the over excavations, the subgrade would be evaluated by the geotechnical engineer to verify its suitability to serve as the structural fill subgrade. Some localized areas of

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deeper excavation may be required if loose, porous, or low-density materials are encountered at the base of the over excavation. Materials suitable to serve as the structural fill subgrade within the building area should consist of moderate strength alluvial soils which possess an in-situ density equal to at least 85 percent of the ASTM D-1557 maximum dry density. These materials would be moisture conditioned to 0 to 4 percent above optimum moisture content prior to placement of any new fill soils. The previously excavated soils may then be replaced as compacted structural fill.

- 76.MM GEO-2: Paleontological Construction Monitoring and Compliance Program. The following measures would be implemented to reduce potential impacts to paleontological resources to less than significant:

Retain a Qualified Paleontologist. Prior to initial ground disturbance, the Applicant shall retain a Project paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources.

Paleontological Monitoring. Ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) in areas mapped as high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. Areas mapped as low to high paleontological sensitivity shall be monitored when ground-disturbing activities exceed five feet in depth, because underlying sensitive sediments could be impacted. Areas considered to have an undetermined paleontological sensitivity shall be inspected and further assessed if construction activities bring potentially sensitive geologic deposits to the surface. The Paleontological Mitigation and Monitoring Program shall be supervised by the Project paleontologist. Monitoring must be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring would be determined by City based on recommendation from the Project paleontologist. If the Project paleontologist determines that full-time monitoring is no longer warranted, they may recommend to the City that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not exceed five feet in depth would not require paleontological monitoring.

Paleontological Mitigation and Monitoring Program. After Project design has been finalized to determine the precise extent and location of planned ground disturbances, and prior to construction activity, a qualified paleontologist would prepare a Paleontological Mitigation and Monitoring Program to be implemented

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during ground disturbance activity for the Project. This program would outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. The program would be prepared in accordance with the standards set forth by current Society of Vertebrate Paleontology guidelines (2010) and with proper implementation, would reduce or eliminate potential impacts to paleontological resources.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Project paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be presented at a preconstruction meeting that a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.

Salvage of Fossils. If fossils are discovered, the Project paleontologist or paleontological monitor should recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist would have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

Preparation and Curation of Recovered Fossils. Once salvaged, the City would ensure that significant fossils would be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Western Science Center), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Project paleontologist. Field collection and preparation of fossil specimens would be performed by the Project paleontologist with further preparation as needed by an accredited museum repository institution at the time of curation.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activity (and curation of fossils, if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the

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location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

77. MM GHG-1: Phase 1 of the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load, conservatively anticipated to be approximately 8.87 kilowatt hours per year [kWh/year] per square foot).

With expected energy consumption at 8.87 kWh/sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to offset consumption.

Should the energy consumption characteristics of a future tenant differ from this projection, there is sufficient space on the rooftop for the system to roughly triple on-site generation. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.

78. MM GHG-2: Prior to the issuance of a Phase 1 or Phase 2 building permit, the Project Applicant or successor in interest shall provide documentation to the City of Beaumont demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) certification and meet or exceed CalGreen Tier 2 standards in effect at the time of building permit application.
79. MM GHG-3: The development (Phase 1 and Phase 2) shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection and load area shall be constructed in compliance with Riverside County Waste Management Department's Design Guidelines for Recyclable Collection and Loading Areas.
80. MM GHG-4: Prior to the issuance of Phase 1 or Phase 2 occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all landscaping equipment used on-site shall be 100 percent electrically powered. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable.

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81. MM HAZ-1: The Applicant shall prepare a Soil Management Plan prior to the redevelopment of the site.

82. MM TCR-1 The Serrano Nation, (currently Mr. Mark Cochrane and/or Mr. Wayne Walker, but the representative could change depending on when a finding may occur), shall be notified if any cultural material is encountered during Project construction.

End of Conditions

OWNER/APPLICANT
 EXETER CHERRY VALLEY LAND, LLC
 4602 EAST UNIVERSITY DRIVE, SUITE 105
 PHOENIX, AZ 85034
 TEL: 708-341-4931
 ATTN: ANDREA GREYBAR
 EMAIL: AGREYBAR@EXETERPLG.COM

ENGINEER
 ALBERT A. WEBB ASSOCIATES
 3788 McCRAY STREET
 RIVERSIDE, CA 92506
 TEL: (951) 320-6001
 FAX: (951) 788-1256
 ATTN: BYANKA VELASCO
 EMAIL: BYANKA.VELASCO@WEBBASSOCIATES.COM

ASSESSOR'S PARCEL NO.
 401-230-0(24-26), 401-190-0(16-17)

ACREAGE
 GROSS AREA: 61.86 AC
 NET AREA: 66.71 AC

LAND USE
 EXISTING LAND USE: LOW DENSITY RESIDENTIAL
 PROPOSED LAND USE: E-COMMERCE, COMMERCIAL, OPEN SPACE
 EXISTING ZONING: SPECIFIC PLAN
 PROPOSED ZONING: SPECIFIC PLAN

FEMA FLOODZONE
 ZONE X-AREA
 MAP NO. 06065C0185G
 EFFECTIVE 08/28/2008

UTILITIES

WATER	BEAUMONT CHERRY VALLEY WATER DISTRICT	951-848-1561
SEWER	CITY OF BEAUMONT	951-764-8920
GAS	SOUTHERN CALIFORNIA GAS COMPANY	1-800-423-1341
ELECTRIC	SOUTHERN CALIFORNIA EDISON	1-800-655-8844
TELEPHONE	AT&T	1-800-241-3624
TELEVISION	SPECTRUM/CHARTER	1-844-760-6054

LEGAL DESCRIPTION
 THIS PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN EXHIBIT A OF FIDELITY NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT #250148-011-M3-BAM, DATED MARCH 12, 2021.

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEAUMONT (AREA), IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 PARCEL 1: APN 401-190-016
 THE WESTERLY 208.71 FEET OF THE NORTHERLY 1,073.55 FEET OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
 ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146636.
 PARCEL 2: APN 401-190-017
 THAT PORTION OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF SECTION 29, SAID POINT BEING ALSO A POINT IN THE CENTER OF WOODLAND AVENUE;
 THENCE NORTH 84° 33' 30" EAST ON THE CENTER LINE OF WOODLAND AVENUE, 186.12 FEET, MORE OR LESS, TO A POINT DISTANT SOUTH 84° 33' 30" WEST, 191 FEET, FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNON AND JEREMIAH C. HANNON BY DEED RECORDED JANUARY 28, 1904 IN BOOK 216, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS;

THENCE SOUTH 0° 28' 50" WEST AND PARALLEL WITH THE WESTERLY LINE OF SAID PARCEL CONVEYED TO HANNON, 1475 FEET TO A POINT ON THE NORTHERLY LINE OF THAT CERTAIN PARCEL CONVEYED TO MELVIN F. KLAGOS AND PAULINE M. KLAGOS, HUSBAND AND WIFE BY DEED RECORDED AUGUST 4, 1954 AS INSTRUMENT NO. 67500;
 THENCE WESTERLY ON THE NORTHERLY LINE OF SAID PARCEL CONVEYED TO KLAGOS TO A POINT IN THE WEST LINE OF SAID SECTION 29; THENCE NORTH 0° 07' 40" EAST ON THE WEST LINE OF SAID SECTION 29, TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM THE WESTERLY 208.71 FEET OF THE NORTHERLY 1,073.55 FEET;
 ALSO EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
 ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146646.
 PARCEL 2B:
 THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTHERLY LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTH 84° 33' 30" WEST, 191 FEET FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNON BY DEED RECORDED JANUARY 28, 1904 IN BOOK 216, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS; SAID POINT ALSO BEING DISTANT NORTH 84° 33' 30" EAST 186.12 FEET FROM THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION;

THENCE SOUTH 0° 28' 50" WEST, PARALLEL WITH THE WEST LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON 313.4 FEET TO THE TRUE POINT OF BEGINNING;
 THENCE EASTERLY ON SAID SOUTHERLY LINE OF THE PARCEL CONVEYED TO GEORGE GEORGE AND ELIZABETH B. GEORGE, BY DEED FILED FOR RECORD AUGUST 21, 1952 AS INSTRUMENT NO. 35786, IN BOOK 1944 PAGE 352 OFFICIAL RECORDS, 11 FEET;

THENCE SOUTHERLY 1,221.5 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT CERTAIN PARCEL CONVEYED TO FRANK J. FABIAN AND MARY R. FABIAN BY DEED RECORDED NOVEMBER 4, 1934 IN BOOK 434, PAGE 597 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS, 20.5 FEET OF THE SOUTHWEST CORNER OF SAID PARCEL SO CONVEYED TO FRANK J. FABIAN AND WIFE, SAID POINT BEING DISTANT 648.50 FEET WESTERLY, MEASURED ALONG SAID SOUTHERLY LINE BEING PARALLEL WITH SAID NORTHERLY LINE OF THE SOUTHWEST QUARTER, FROM SAID WESTERLY LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON;

THENCE WEST ON SAID SOUTH LINE 20.5 FEET;
 THENCE NORTH 1,221.5 FEET TO THE POINT OF BEGINNING.

PARCEL 2C:
 THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

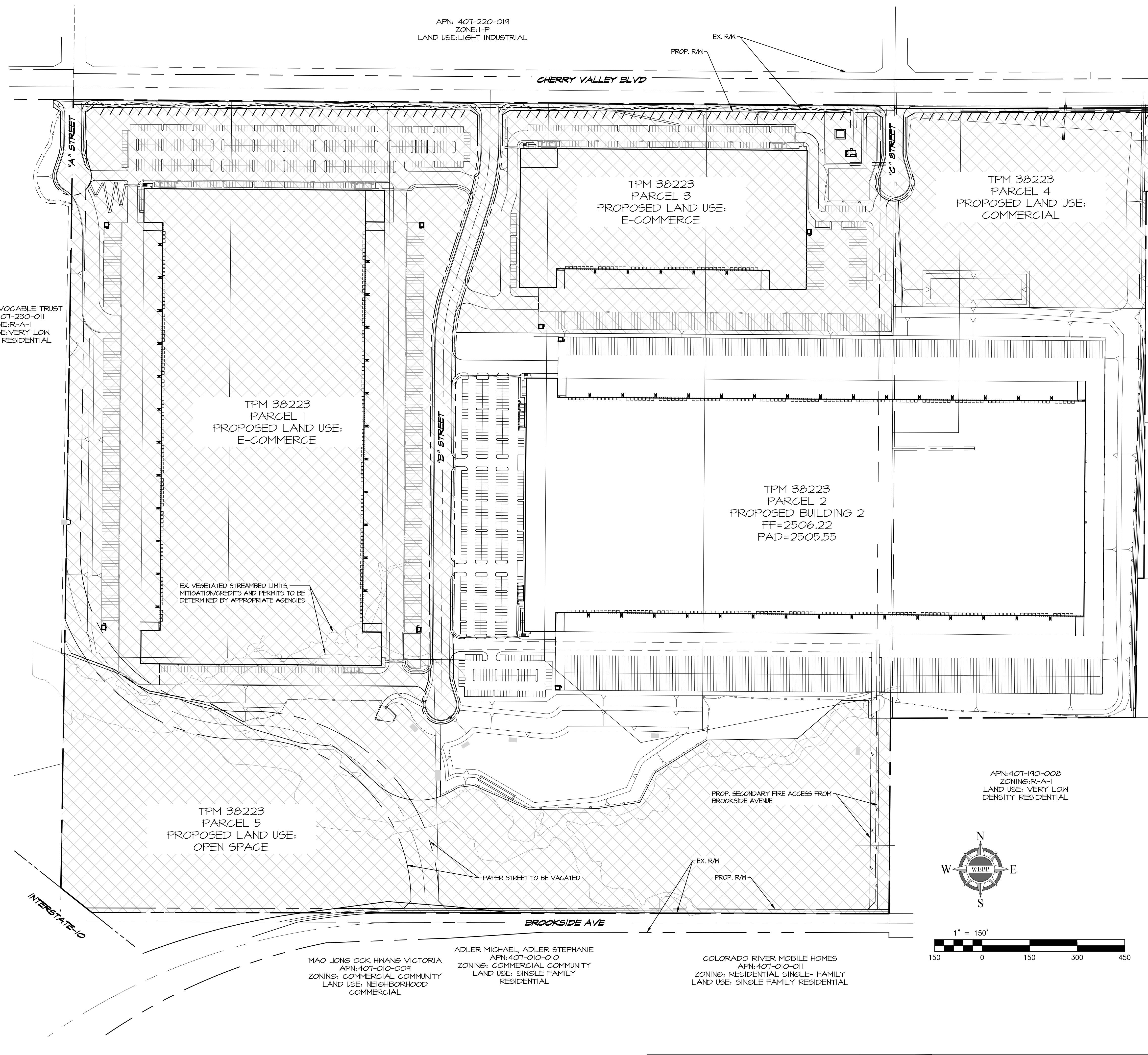
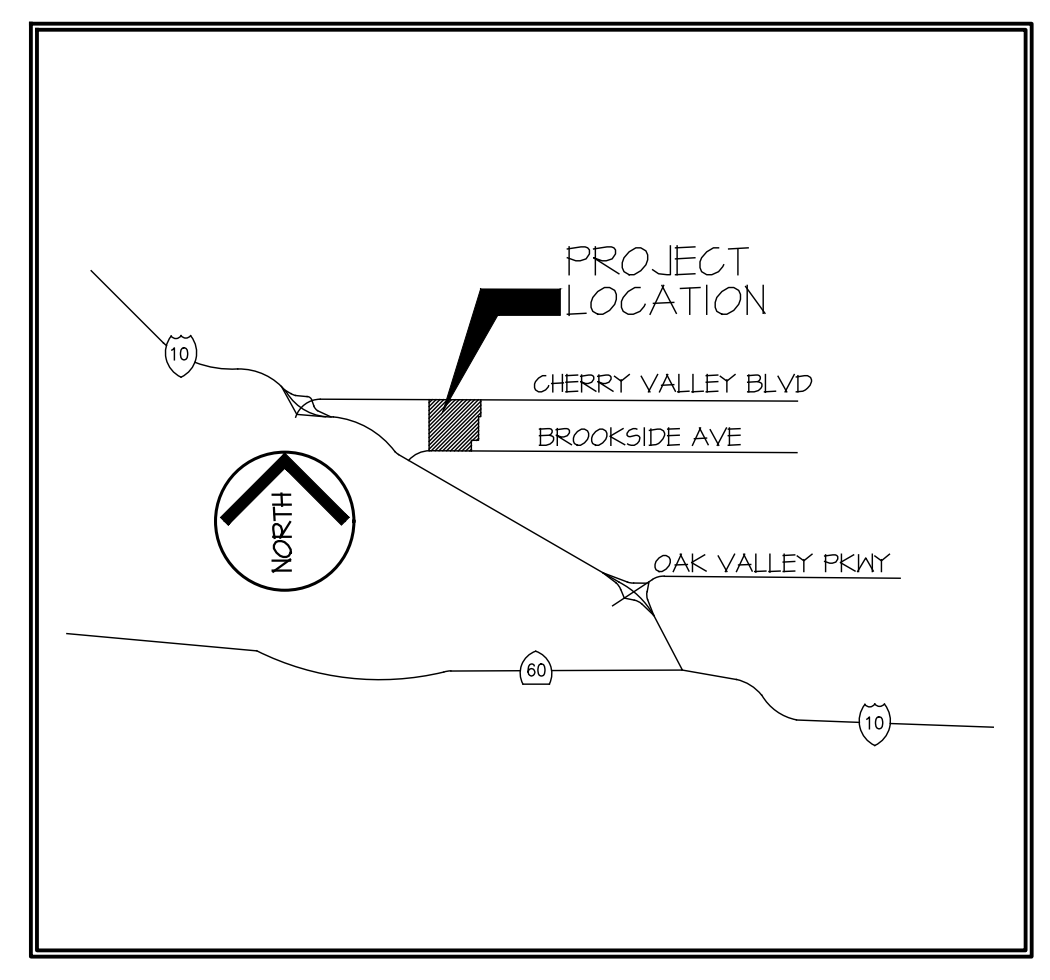
BEGINNING AT A POINT ON THE NORTH LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTH 84° 33' 30" WEST, 191 FEET FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL CONVEYED TO J. VINCENT HANNON BY DEED RECORDED JANUARY 28, 1904 IN BOOK 216, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS; SAID POINT ALSO BEING DISTANT NORTH 84° 33' 30" EAST 186.12 FEET FROM THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER;

THENCE SOUTH 0° 28' 50" WEST, PARALLEL WITH THE WEST LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON 313.4 FEET;
 THENCE NORTH 84° 33' 30" EAST, 30 FEET;
 THENCE NORTH 0° 28' 50" EAST, 313.4 FEET, TO THE NORTH LINE OF SAID SOUTHWEST QUARTER;
 THENCE SOUTH 84° 33' 30" WEST, 30 FEET TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM THE NORTH 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
 ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146646.
 PARCEL 3: APNS: 401-230-022, 401-230-023, 401-230-024, 401-230-025, 401-230-026, 401-230-021 AND 401-230-028

PARCELS 1 TO 7, INCLUSIVE, AND LOTS A TO K, INCLUSIVE OF PARCEL MAP NO. 12218, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN PARCEL MAP BOOK 85, PAGE 66 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
BEAUMONT SUMMIT STATION - BUILDING 2
PLOT PLAN AND CONCEPTUAL GRADING
 PP2021-0390 / PW2021-0777
 LOCATED IN SECTION 29 & 30, T. 2 S., R. 1 W.



MAG DADDY DEV
 APN: 401-190-018
 ZONING: R-A-1
 LAND USE: VERY LOW DENSITY RESIDENTIAL

SALTER DANIEL LIVING TRUST
 APN: 401-190-012
 ZONING: A-1-I
 LAND USE: VERY LOW DENSITY RESIDENTIAL

LEE KUO MING LEE LI HUA
 APN: 401-190-024
 ZONING: A-1-I
 LAND USE: VERY LOW DENSITY RESIDENTIAL

HEITZ DOLORES
 APN: 401-190-007
 ZONING: H-2
 LAND USE: VERY LOW DENSITY RESIDENTIAL

SITE QUANTITIES

BUILDING AREA	20,000 SF
OFFICE	1,43,235 SF
WAREHOUSE	1,43,235 SF
TOTAL	1,23,235 SF

AUTO REQUIRED

1/1000 SF FOR 40K SF	40
1/4000 SF OVER 40K SF	243
TOTAL	333

AUTO PROVIDED

STANDARD (9'x19')	455
COMPACT (8.5'x19')	0
ACCESSIBLE (9'x19')	4
ACCESSIBLE VAN (12'x19')	2
EV PARKING (9'x19')	47
EV ACCESSIBLE (9'x19')	1
EV VAN ACCESSIBLE (12'x19')	2
EV AMBULATORY (10'x19')	2
CLEAN AIR/VAN POOL (8.5'x18')	11
TOTAL	524

TRAILER PARKING PROVIDED

TRAILER (10'x55')	506
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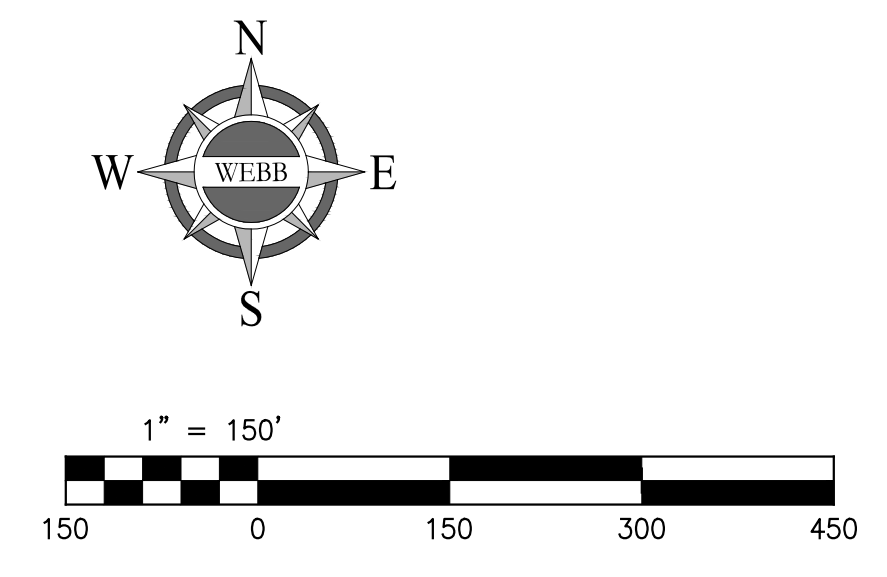
- NOTE**
- A, B, AND C STREETS TO BE CONSTRUCTED PER TPM 38223
 - STORM DRAIN GREATER THAN 36" DIAMETER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY RCFCD#4MCD
 - STORM DRAIN 36" DIAMETER OR SMALLER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY THE CITY OF BEAUMONT
 - ALL ONSITE STORM DRAIN TO BE OWNED AND OPERATED BY POA

LEGEND

- RESTRICTED ACCESS
- PROPOSED LOT LINE
- PROPOSED R/W
- DAT/LIGHT LINE
- CUT/FILL BOUNDARY
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED PRIVATE STORM DRAIN
- PROPOSED RCFCD#4MCD STORM DRAIN
- PROPOSED CITY OF BEAUMONT STORM DRAIN
- STORM DRAIN FLOW DIRECTION
- PROPOSED BACKBONE WATER
- PROPOSED BACKBONE SEWER
- PROPOSED BACKBONE STORM DRAIN
- PROPOSED RETAINING WALL
- ADA PATH OF TRAVEL
- PROPOSED LANDSCAPE AREA
- PROPOSED HEAVY DUTY CONCRETE
- PROPOSED LIGHT DUTY CONCRETE
- NOT A PART OF B55 - BUILDING 2 PROJECT
- PROPOSED CATCH BASIN

SHEET INDEX

1	TITLE SHEET
2	PROPOSED SITE PLAN
3	CONCEPTUAL GRADING
4	CROSS-SECTIONS



MAO JONG OCK HWANG VICTORIA
 APN: 401-010-004
 ZONING: COMMERCIAL COMMUNITY
 LAND USE: NEIGHBORHOOD COMMERCIAL

ADLER MICHAEL, ADLER STEPHANIE
 APN: 401-010-010
 ZONING: COMMERCIAL COMMUNITY
 LAND USE: SINGLE FAMILY RESIDENTIAL

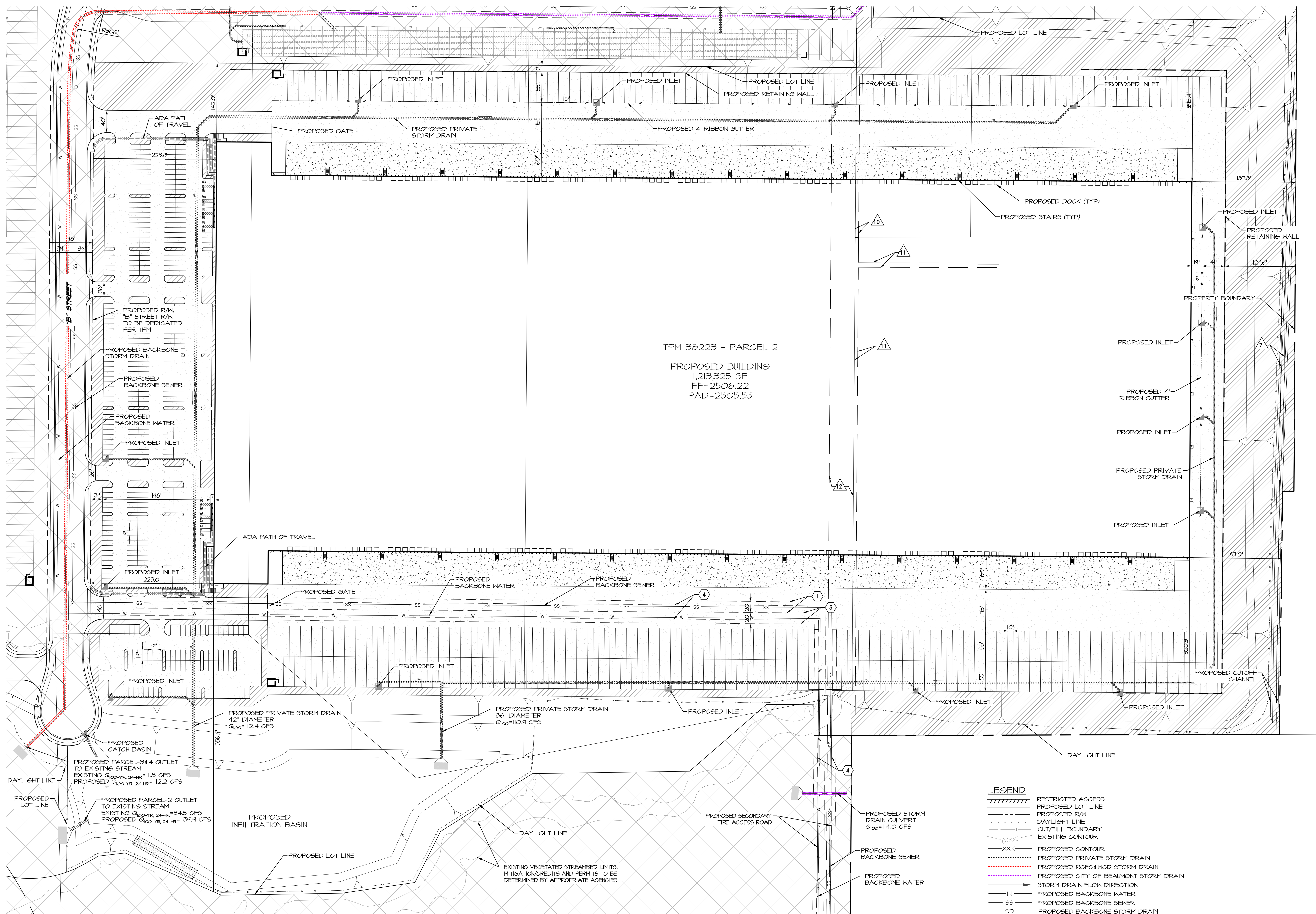
COLORADO RIVER MOBILE HOMES
 APN: 401-010-011
 ZONING: RESIDENTIAL SINGLE-FAMILY
 LAND USE: SINGLE FAMILY RESIDENTIAL

SCALE:	1" = 150'
DATE:	4/22/22
DESIGNED:	BP
CHECKED:	BLV
PLN. CK. REF.:	
DATE:	
BY:	

ALBERT A. WEBB ASSOCIATES
 ENGINEERING CONSULTANTS
 3788 McCRAY STREET
 RIVERSIDE, CA 92506
 PH. (951) 686-1070
 FAX (951) 788-1256

BEAUMONT SUMMIT STATION		NO. 21-0044
TITLE SHEET		SHEET 1
BUILDING 2 - PLOT PLAN		OF 4 SHEETS
		DWG. NO.

PRELIMINARY
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TPM 38223 - PARCEL 2
 PROPOSED BUILDING
 1,213,325 SF
 FF=2506.22
 PAD=2505.55

- LEGEND**
- RESTRICTED ACCESS TO EXISTING STREAM
 - PROPOSED LOT LINE
 - PROPOSED R/W
 - DAYLIGHT LINE
 - CUT/FILL BOUNDARY
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - PROPOSED PRIVATE STORM DRAIN
 - PROPOSED RCF&WCD STORM DRAIN
 - PROPOSED CITY OF BEAUMONT STORM DRAIN
 - STORM DRAIN FLOW DIRECTION
 - PROPOSED BACKBONE WATER
 - PROPOSED BACKBONE SEWER
 - PROPOSED BACKBONE STORM DRAIN
 - PROPOSED RETAINING WALL
 - ADA PATH OF TRAVEL
 - PROPOSED LANDSCAPE AREA
 - PROPOSED HEAVY DUTY CONCRETE
 - PROPOSED LIGHT DUTY CONCRETE
 - NOT A PART OF B55 - BUILDING 2 PROJECT
 - PROPOSED CATCH BASIN

EASEMENT NOTES

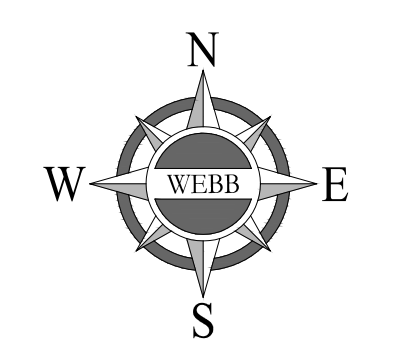
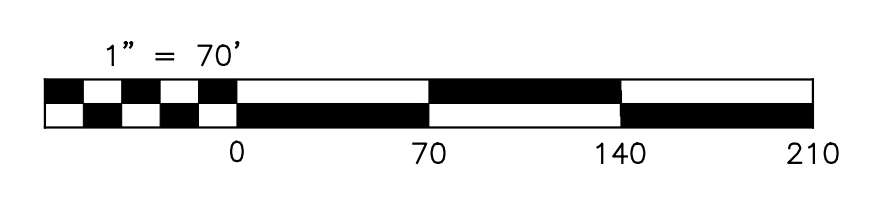
- EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES IN FAVOR OF SCE RECORDED OCTOBER 31, 1961 AS RECORDING NO. 43744 OF OFFICIAL RECORDS
- EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SCE RECORDED JULY 10, 1974 AS RECORDING NO. 86483 OF OFFICIAL RECORDS
- EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SCE RECORDED AUGUST 4, 1975 AS RECORDING NO. 43451 OF OFFICIAL RECORDS
- EASEMENT FOR PUBLIC STREET AND UTILITY PURPOSES AND INCIDENTAL PURPOSES PER PARCEL MAP 12218
- PROPOSED SEWER EASEMENT
- PROPOSED WATER EASEMENT
- PROPOSED EMERGENCY ACCESS EASEMENT

NOTE

- A, B, AND C STREETS TO BE CONSTRUCTED PER TPM 38223
- STORM DRAIN GREATER THAN 36" DIAMETER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY RCF&WCD
- STORM DRAIN 36" DIAMETER OR SMALLER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY THE CITY OF BEAUMONT
- ALL ONSITE STORM DRAIN TO BE OWNED AND OPERATED BY POA

BACKBONE IMPROVEMENTS FOR TPM 38223

- SITE WILL BE MASS GRADED.
- CONSTRUCT A STREET, B STREET, C STREET, AND EMERGENCY ACCESS ROAD.
- CONSTRUCT BACKBONE UTILITIES: WATER, SEWER, AND STORM DRAIN.
- EACH PARCEL WILL CONSTRUCT FACILITIES FOR INCREASED RUNOFF AS PART OF THEIR DEVELOPMENT DUE TO INTRODUCTION OF IMPERVIOUS AREAS.



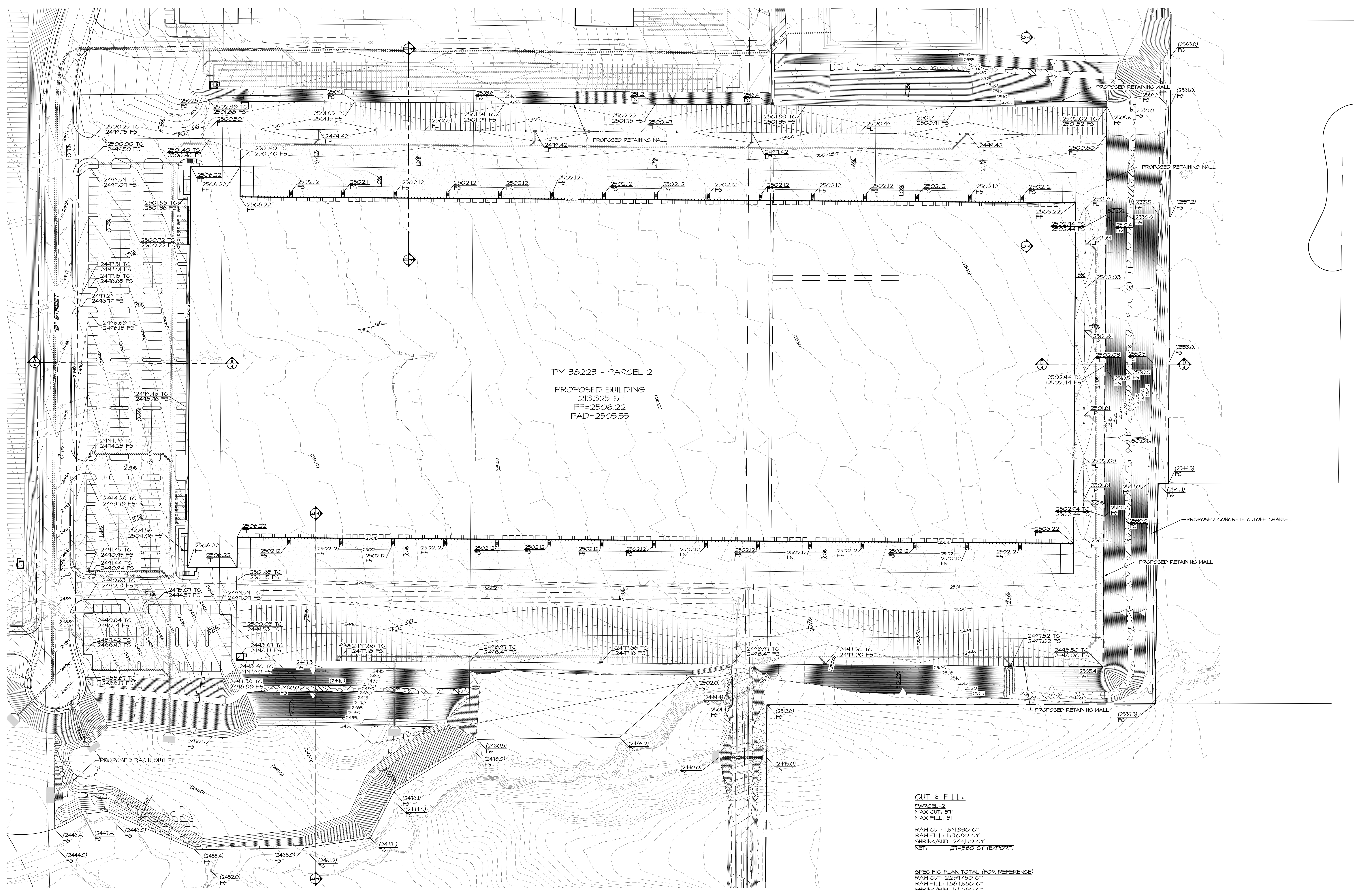
NO.	REVISIONS	DATE	BY

SCALE: 1" = 70'
 DATE: 4/12/22
 DESIGNED: BP
 CHECKED: BLV
 PLN. CK. REF: F.B.

ALBERT A. WEBB ASSOCIATES
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BEAUMONT SUMMIT STATION
 PROPOSED SITE PLAN
 BUILDING 2 - PLOT PLAN

NO. 21-0044
 SHEET 2
 OF 4 SHEETS
 DWG. NO.

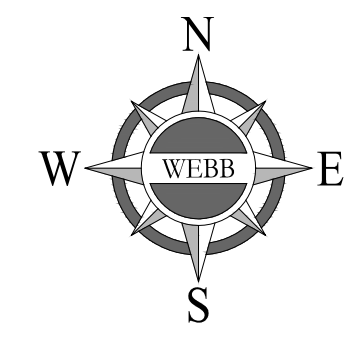
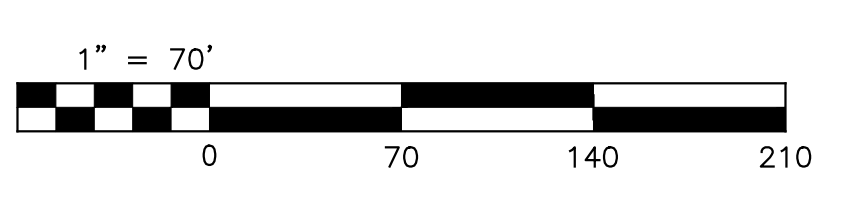


TPM 38223 - PARCEL 2
 PROPOSED BUILDING
 1,213,325 SF
 FF=2506.22
 PAD=2505.55

CUT & FILL:
 PARCEL-2
 MAX CUT: 5'
 MAX FILL: 3'
 RAW CUT: 1,641,230 CY
 RAW FILL: 1,133,080 CY
 SHRINK/SUB: 244,170 CY
 NET: 1,214,580 CY (EXPORT)

SPECIFIC PLAN TOTAL (FOR REFERENCE)
 RAW CUT: 2,254,450 CY
 RAW FILL: 1,664,660 CY
 SHRINK/SUB: 571,280 CY
 NET: 2,347,830 CY (EXPORT)

- LEGEND**
- PROPOSED LOT LINE
 - - - PROPOSED R/W
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - DAYLIGHT LINE
 - CUT/FILL BOUNDARY



REVISIONS	DATE	BY

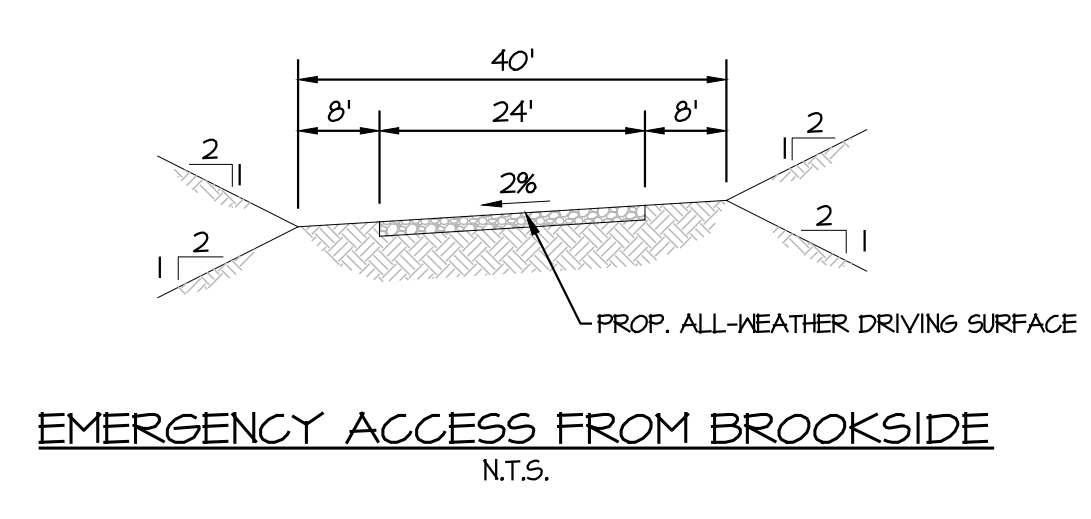
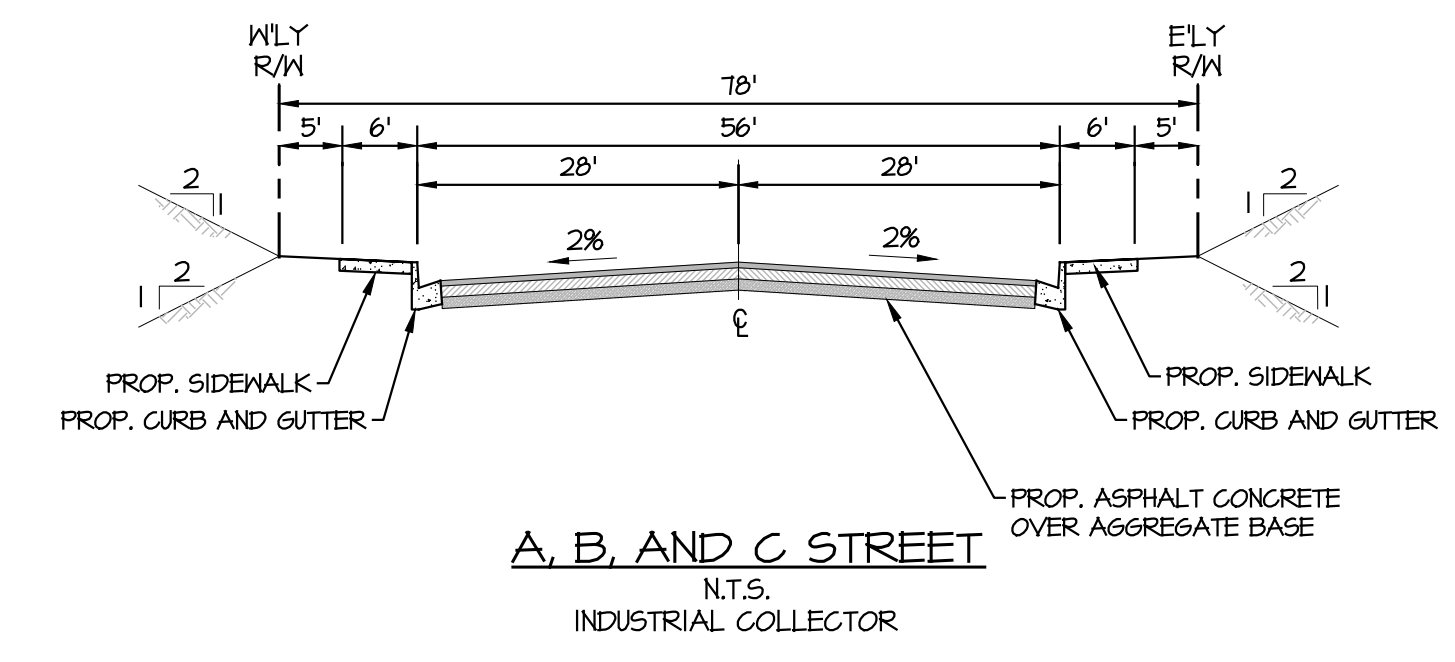
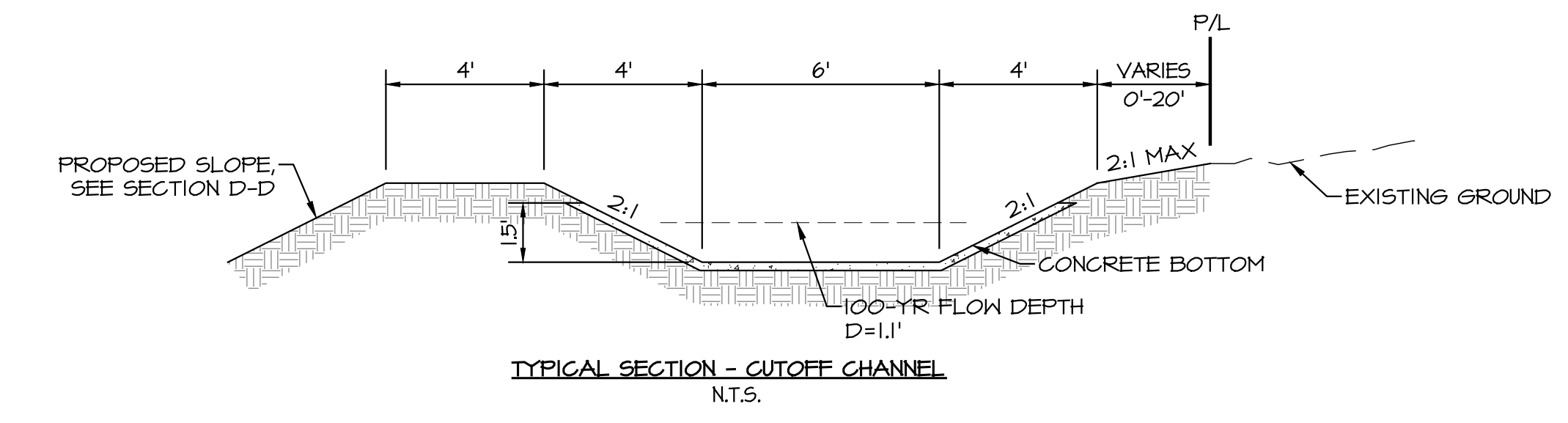
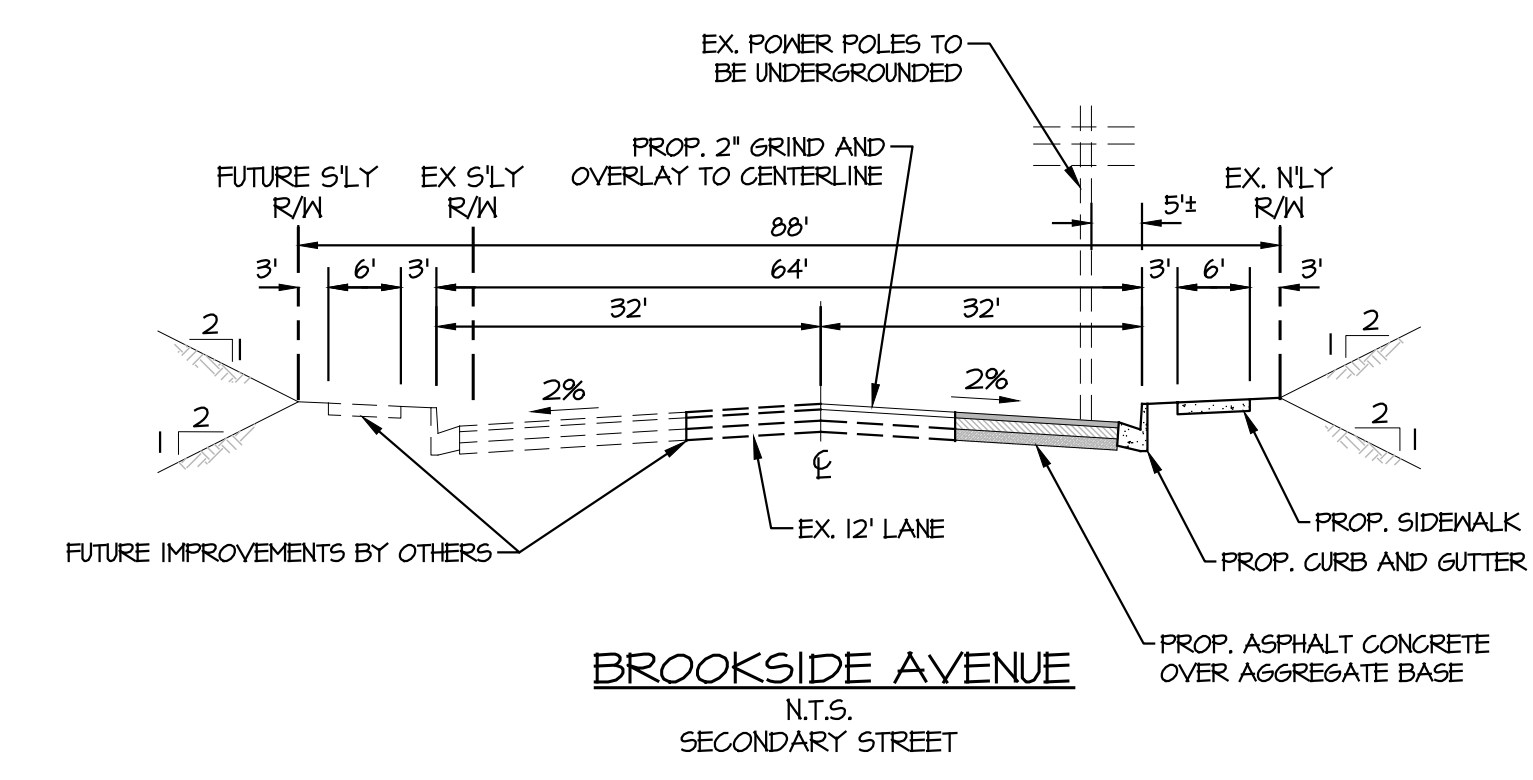
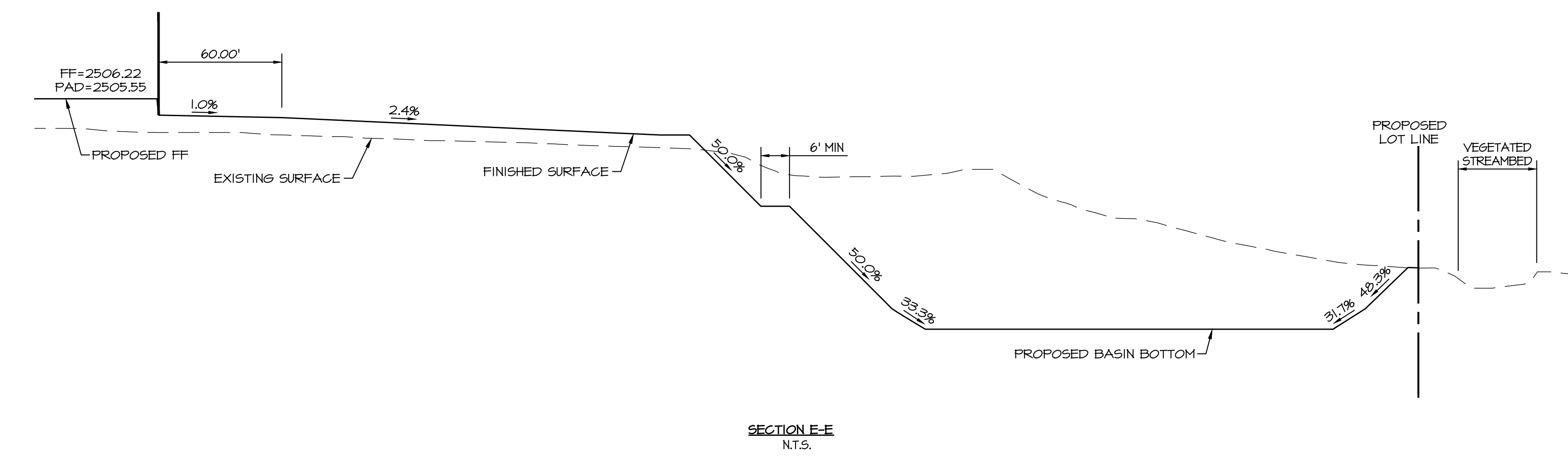
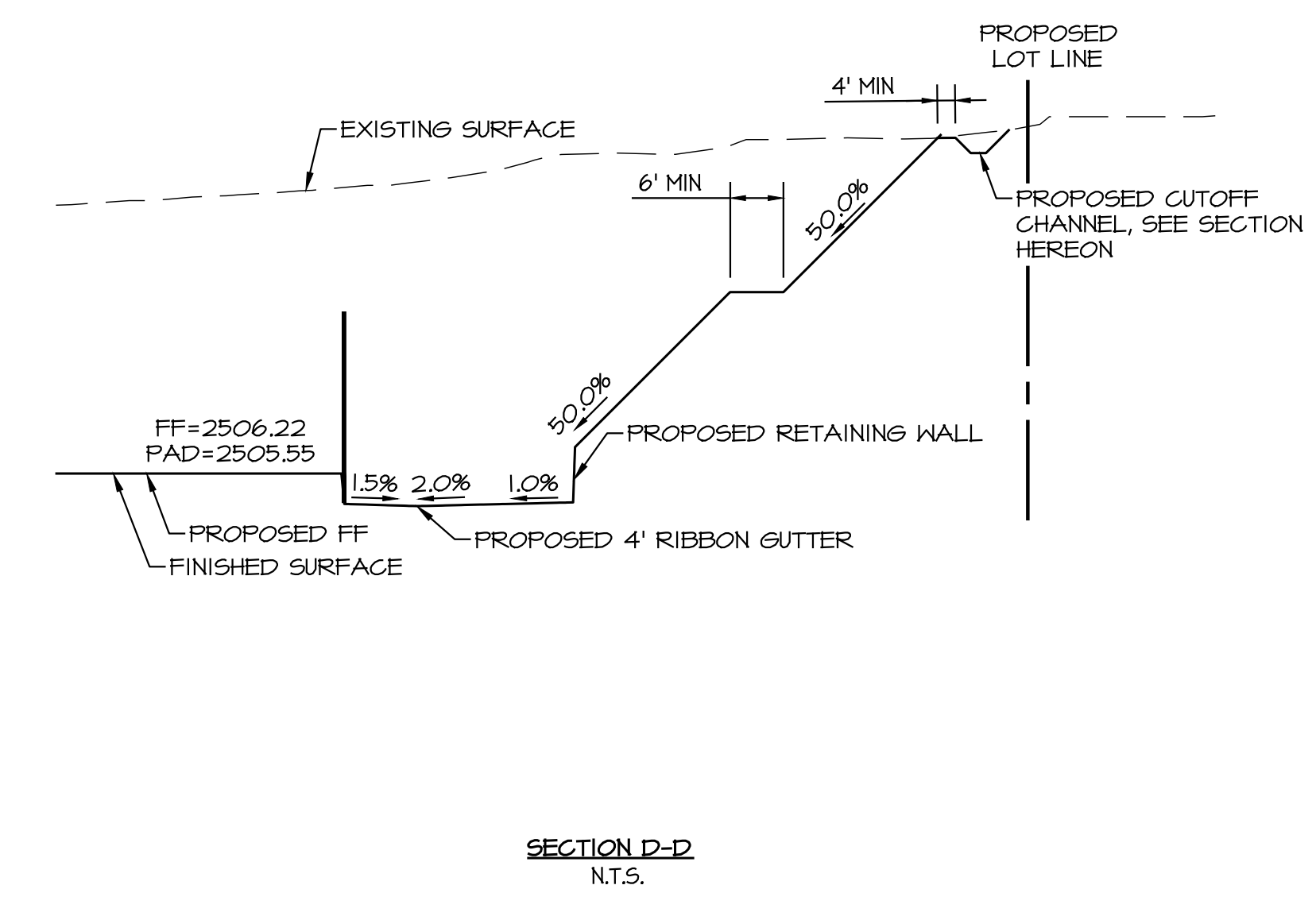
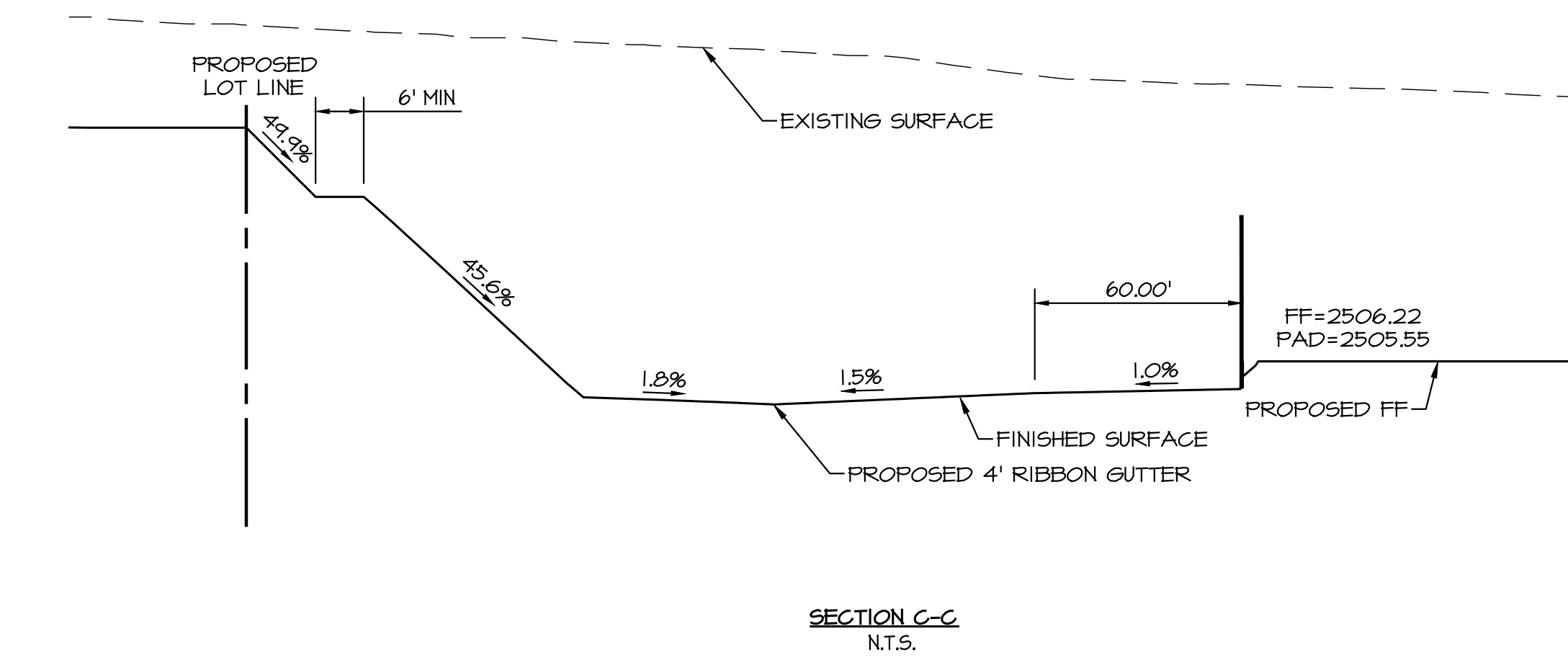
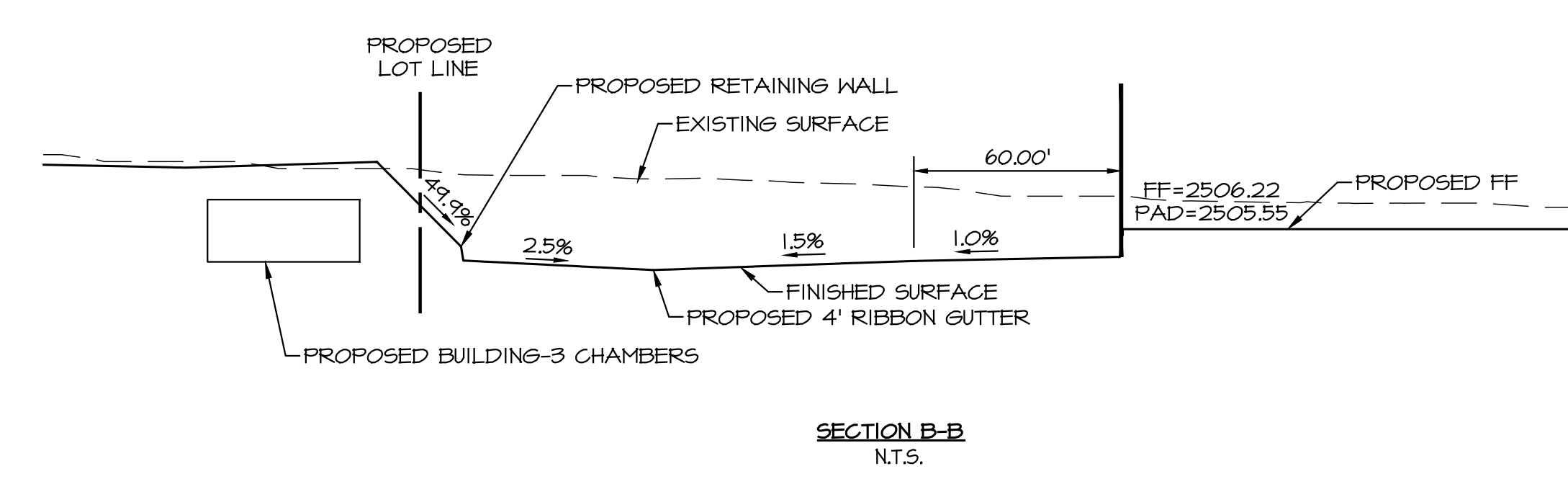
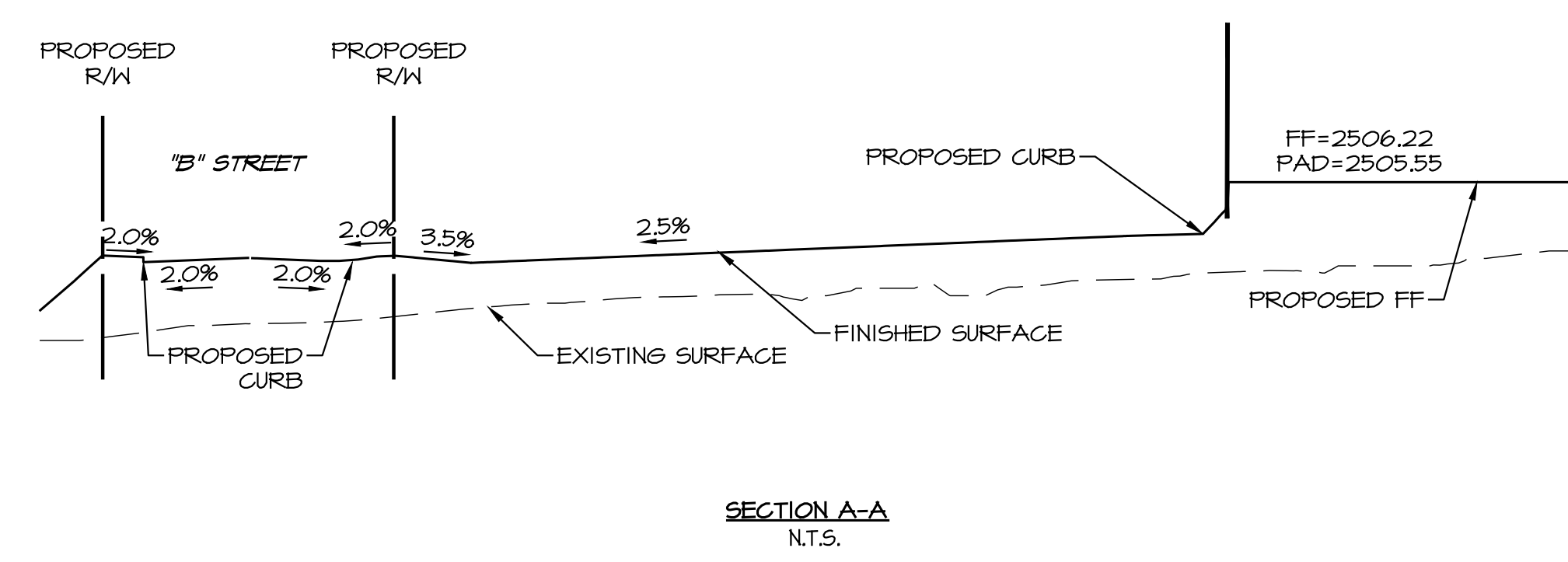
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 DATE: 4/12/22
 DESIGNED: BP
 CHECKED: BJV
 PLN. CK. REF: F.B.



BEAUMONT SUMMIT STATION
 CONCEPTUAL GRADING
 BUILDING 2 - PLOT PLAN

H.O. 21-0044
 SHEET 3
 OF 4 SHEETS
 DWS. NO.

PRELIMINARY
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REVISIONS		DATE	BY	SCALE: N/A	DATE: 4/12/22	DESIGNED: BP	CHECKED: BJV	PLN CK REF:	DATE	BY	F.B.	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA 92506 PH. (951) 686-1070 FAX (951) 788-1256		BEAUMONT SUMMIT STATION CROSS-SECTIONS BUILDING 2 - PLOT PLAN		H.C. 21-0044 SHEET 4 OF 4 SHEETS DWG. NO.
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BEAUMONT SUMMIT STATION | BUILDING 2

CONCEPTUAL LANDSCAPE PLANS

BEAUMONT SUMMIT STATION IS AN INDUSTRIAL WAREHOUSE SITE IN BEAUMONT CALIFORNIA, LOCATED OFF CHERRY VALLEY BOULEVARD, NORTH OF BROOKSIDE AVENUE AND EAST OF HIGHWAY 10. THE SITE AREA TOTALS 188 ACRES WITH A NET AREA OF 181.30 ACRES, SPLIT INTO 5 PARCELS WITH CONCEPTUAL PLANNING FOR 3 PARCELS.

BUILDING 2, LOCATED ON PARCEL 2, HAS A NET AREA OF 66.71 ACRES AND HAS 15.76 ACRES OF LANDSCAPE AREA (23%).

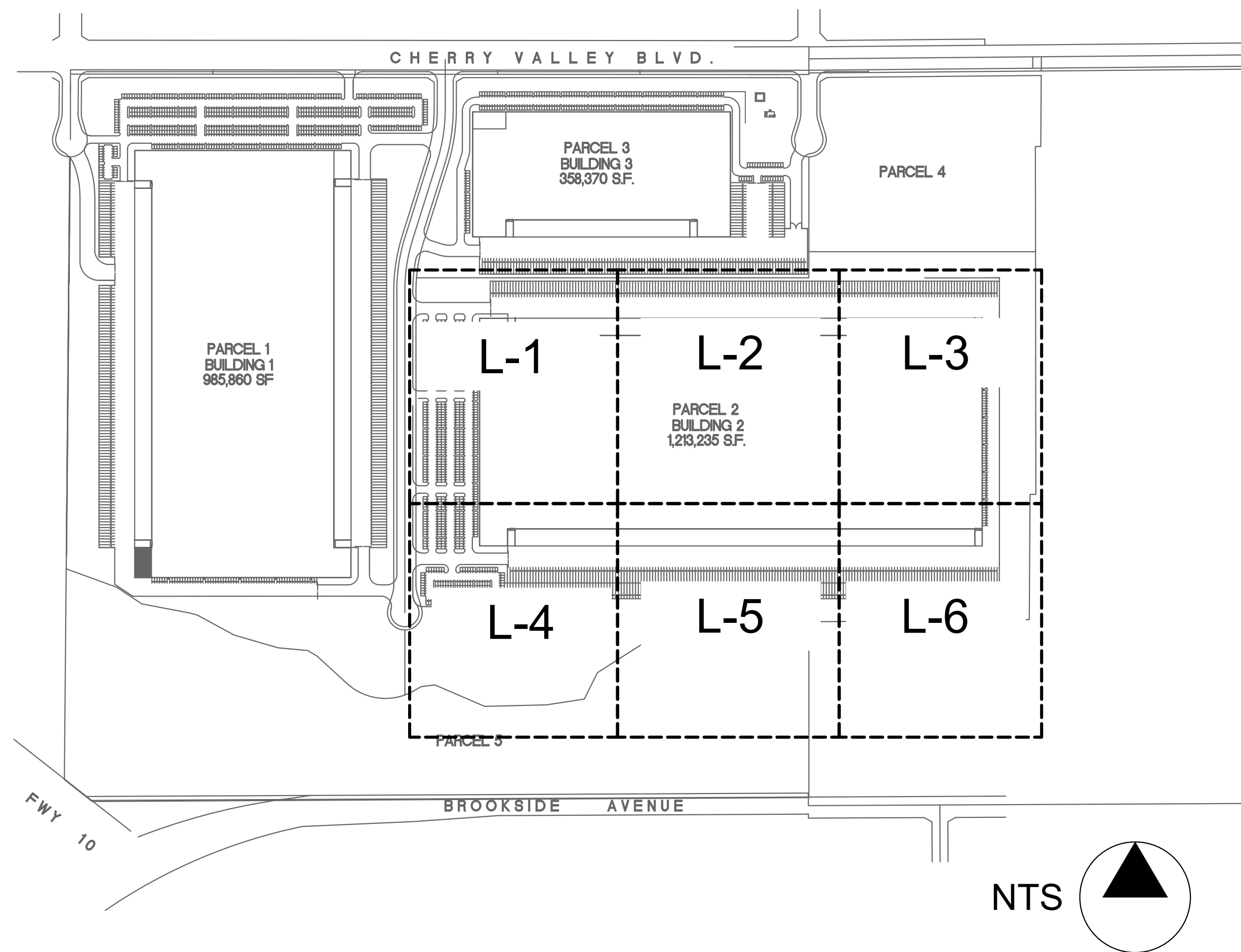
THE SELECTION OF PLANT MATERIAL IS BASED ON SITE MICRO-CLIMATE CONDITIONS WITH A MAJORITY OF PLANTS BEING OF NATIVE SELECTION. PLANTING DESIGN IS BASED ON AESTHETIC, SLOPE EROSION CONTROL, STORM WATER MANAGEMENT AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED ON AN AGRONOMIC SOILS REPORT FROM AN SOIL SAMPLE TAKEN FROM THE SITE, AFTER MASS GRADING, AND EXAMINED FROM AN APPROVED SOILS LAB. PREMIUM SHREDDED WOOD MULCH SHALL BE INSTALLED IN ALL LANDSCAPE AREAS, UNLESS OTHERWISE NOTED IN THE PLANS, AND FILL IN BETWEEN SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN-OFF. ALL SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE WEED GROWTH. COLORED MULCH IS NOT ACCEPTABLE. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF BEAUMONT MUNICIPAL CODE.

NOTE: THIS IS A CONCEPTUAL PLAN AND IS BASED ON PRELIMINARY INFORMATION. ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS THE PROJECT DEVELOPS FURTHER.

NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER

STATE OF CALIFORNIA ESTIMATED WATER USE (PRELIMINARY)					
TOTAL WATER USE IS CALCULATED BY SUMMING THE AMOUNT OF WATER ESTIMATED FOR EACH HYDROZONE. WATER USE FOR EACH HYDROZONE IS ESTIMATED WITH THE FOLLOWING FORMULA: EWU (HYDROZONE) = ESTIMATED WATER USE (GAL / YEAR) ETO = REFERENCE EVAPOTRANSPIRATION (INCHES / YEAR) PF = PLANT ETO ADJUSTMENT FACTOR HA = HYDROZONE AREA (S.F.) IE = IRRIGATION EFFICIENCY SLA = SPECIAL LANDSCAPE AREA (S.F.) EWU (HYDROZONE) = (ETO * PF * HA * IE) / (IE)					
HYDROZONE A (LOW WATER DRIP)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
55.1	.2	320000	.81	.62	2699220
HYDROZONE B (LOW WATER BUBBLER)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
55.1	.2	10000	.75	.62	91099
HYDROZONE C (LOW WATER SPRAY)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
55.1	.2	350000	.75	.62	3188453
ESTIMATED TOTAL WATER USE (ETWU)					5978772
MAWA (MAXIMUM APPLIED WATER ALLOWANCE)					
ETO	ET ADJUSTMENT FACTOR	TOTAL HA	CONVERSION FACTOR	MAWA	
55.1	.45	680000	.62	10453572	
ESTIMATED ANNUAL WATER USE (% OF MAWA)					57%

OVERALL MAP | BUILDING 2



CITY OF BEAUMONT LANDSCAPE COMPLIANCE

LANDSCAPING WITH REQUIRED SETBACKS ADJACENT TO THE PUBLIC RIGHT-OF-WAY SHALL BE PROVIDED AND MAINTAINED, SUBJECT TO THE FOLLOWING CONDITIONS:

REQUIRED: A DISTINCT DEMARCATION BETWEEN ASPHALT PAVING AND LANDSCAPED AREA SHALL BE PROVIDED.
PROVIDED: YES

REQUIRED: AT LEAST ONE-THIRD OF THE TOTAL LANDSCAPED AREA SHALL BE PROVIDED BY TREES, SHRUBS, AND OTHER PLANT MATERIAL.
PROVIDED: YES, EXCEEDS ONE-THIRD

REQUIRED: AN AUTOMATIC IRRIGATION SYSTEM FOR THE LANDSCAPED AREA SHALL BE PROVIDED.
PROVIDED: NOTED, DESIGN WILL BE PROVIDED IN CONSTRUCTION DRAWINGS

REQUIRED: NO OTHER USAGE OR STORAGE IS PERMITTED WITHIN THE REQUIRED LANDSCAPED AREA
PROVIDED: COMPLIES

BEAUMONT MUNICIPAL CODE, SECTION 17.06.050.A.

REQUIRED: PARKING LOT DIVIDERS, ISLANDS, PLANTERS, AND PLANTING AREAS SHALL BE A MINIMUM OF FIVE (5) FEET WIDE AND TEN (10) FEET LONG
PROVIDED: YES

BEAUMONT MUNICIPAL CODE, SECTION 17.06.040.E.1:

REQUIRED: MINIMUM OF 15 PERCENT OF THE TOTAL OFF-STREET OPEN PARKING AREA SHALL BE LANDSCAPED WITH A MIXTURE OF TREES, SHRUBS, VINES, GROUND COVER, HEDGES, FLOWERS, BARK, CHOPS DECORATING CINDERS, GRAVEL AND SIMILAR MATERIAL. A MINIMUM OF ONE-THIRD OF THE REQUIRED LANDSCAPING SHALL BE DISTRIBUTED WITHIN THE INTERIOR OF THE PARKING FACILITY AND THE REMAINING TWO-THIRDS OF THE REQUIRED LANDSCAPING SHALL BE PROVIDED AS PERIPHERAL PLANTING ON THE EXTERIOR EDGES OF THE PARKING AREA.
PROVIDED: YES

REQUIRED: ALL PLANTER BEDS AND TREE PLANTERS SHALL BE BORDERED BY A CONCRETE CURB NOT LESS THAN 6 INCHES IN HEIGHT ADJACENT TO THE PARKING SURFACE.
PROVIDED: YES

REQUIRED: THE LANDSCAPE PLAN SHALL INCORPORATE WATER-CONSERVING PLANT MATERIAL AND IRRIGATION TECHNOLOGY
PROVIDED: YES

BEAUMONT MUNICIPAL CODE, SECTION 17.06.040.F:

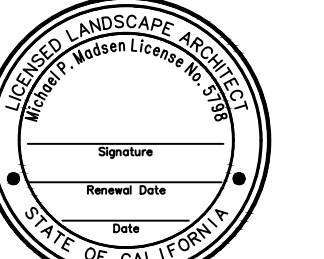
PROVIDE 30 PERCENT OR MORE OF SHADE COVERAGE IN TEN YEARS BY INCORPORATING THE FOLLOWING:

- REQUIRED:** PLANT SINGLE TRUNK, LOW BRANCHING TREES
PROVIDED: YES
- REQUIRED:** ONE MEDIUM OR LARGE-SCALE TREE IS PLANTED FOR EVERY SIX (6) PARKING STALLS.
PROVIDED: YES (620 PARKING STALLS / 6 = 103 TREES // PROVIDED 111 TREES)
- REQUIRED:** DIVERSITY OF TREE SPECIES
PROVIDED: YES

CONCEPTUAL PLANT SCHEDULE BUILDING 2				
ACCENT TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	25	PRUNUS CERASIFERA 'KRAUTER VESUVIUS' / KRAUTER VESUVIUS PURPLE-LEAF PLUM	24" BOX	MOD WATER
	7	SEARSIA LANCEA / AFRICAN SUMAC	24" BOX	LOW WATER
DRIVE ISLE TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	62	PLATANUS X HISPANICA / LONDON PLANE TREE	24" BOX	MOD WATER
LARGE SHADE TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	17	QUERCUS AGRIFOLIA / COAST LIVE OAK	24" BOX	LOW WATER
	25	QUERCUS ENGELMANNII / ENGELMANN OAK	24" BOX	LOW WATER
PARKING LOT TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	56	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	24" BOX	LOW WATER
	45	ULMUS PARVIFOLIA 'DRAKE' / DRAKE LACEBARK ELM	24" BOX	LOW WATER
SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	204	ABUTILON PALMERI / INDIAN MALLOW	5 GAL.	LOW WATER
	18	AGAVE ATTENUATA / FOXTAIL AGAVE	5 GAL.	LOW WATER
	162	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' / HOWARD MCMINN VINE HILL MANZANITA	5 GAL.	LOW WATER
	166	BERBERIS AQUIFOLIUM REPENS / CREEPING OREGON GRAPE	5 GAL.	LOW WATER
	43	BERBERIS LOMARIFOLIA / CHINESE HOLLY GRAPE	5 GAL.	LOW WATER
	121	CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEeping BOTTLEBRUSH	5 GAL.	LOW WATER
	42	FRANGULA CALIFORNICA 'MOUND SAN BRUNO' / MOUND SAN BRUNO COFFEEBERRY	5 GAL.	LOW WATER
	452	GREVILLEA X 'NOELLII' / NOEL GREVILLEA	5 GAL.	LOW WATER
	165	HESPERALOE PARVIFLORA / RED YUCCA	1 GAL.	LOW WATER
	436	HETEROMELES ARBUTIFOLIA / TOYON	5 GAL.	LOW WATER
	116	LAVANDULA ANGUSTIFOLIA / ENGLISH LAVENDER	5 GAL.	LOW WATER
	286	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM / GREEN CLOUD TEXAS RANGER	5 GAL.	LOW WATER
	254	RHUS INTEGRIFOLIA / LEMONADE BERRY	5 GAL.	LOW WATER
	50	ROSMARINUS OFFICINALIS / ROSEMARY	1 GAL.	LOW WATER
	402	SALVIA CLEVELANDII / CLEVELAND SAGE	5 GAL.	LOW WATER
	384	TAGETES LEMMONII 'COMPACTA' / COMPACT COPPER CANYON DAISY	1 GAL.	LOW WATER
	105	WESTRINGIA FRUTICOSA 'BLUE GEM' / COAST ROSEMARY	5 GAL.	LOW WATER
GROUND COVERS	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	1,504	ACACIA REDOLENS 'LOW BOY' / LOW BOY BANK CATCLAW	5 GAL.	LOW WATER
	460	ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL.	LOW WATER
	237	ARISTIDA PURPUREA / PURPLE THREEAWN	1 GAL.	LOW WATER
	633	BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	5 GAL.	LOW WATER
	399	BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION BLUE GRAMA	1 GAL.	LOW WATER
	728	CAREX DIVULSA / EUROPEAN GREY SEDGE	1 GAL.	LOW WATER
	1,540	CEANOOTHUS MARITIMUS 'VALLEY VIOLET' / VALLEY VIOLET MARITIME CEANOOTHUS	5 GAL.	LOW WATER
	75	LANTANA MONTEVIDENSIS / TRAILING LANTANA	5 GAL.	LOW WATER
	170	LANTANA X 'NEW GOLD' / NEW GOLD LANTANA	5 GAL.	LOW WATER
	197	LOMANDRA LONGIFOLIA 'BREEZE' TM / BREEZE MAT RUSH	1 GAL.	LOW WATER
	2,023	SALVIA X 'GRACIAS' / GRACIAS SAGE	1 GAL.	LOW WATER
HYDROSEED	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	275,069 SF	DETENTION BASIN HYDROSEED MIX / NATIVE BLEND	HYDROSEED	LOW WATER
INERTS	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	19,759 SF	DECOMPOSED GRANITE / 3/8" MINUS. COLOR TO BE CALIFORNIA GOLD	-	



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Kimley-Horn

Owner:

EXETER



Project:

Beaumont Summit
 Station Building 2

Beaumont, CA

Consultants:

- | | |
|-----------------|-------------|
| CIVIL | WEBB |
| STRUCTURAL | - |
| MECHANICAL | - |
| PLUMBING | - |
| ELECTRICAL | KIMLEY-HORN |
| LANDSCAPE | - |
| FIRE PROTECTION | - |
| SOILS ENGINEER | - |

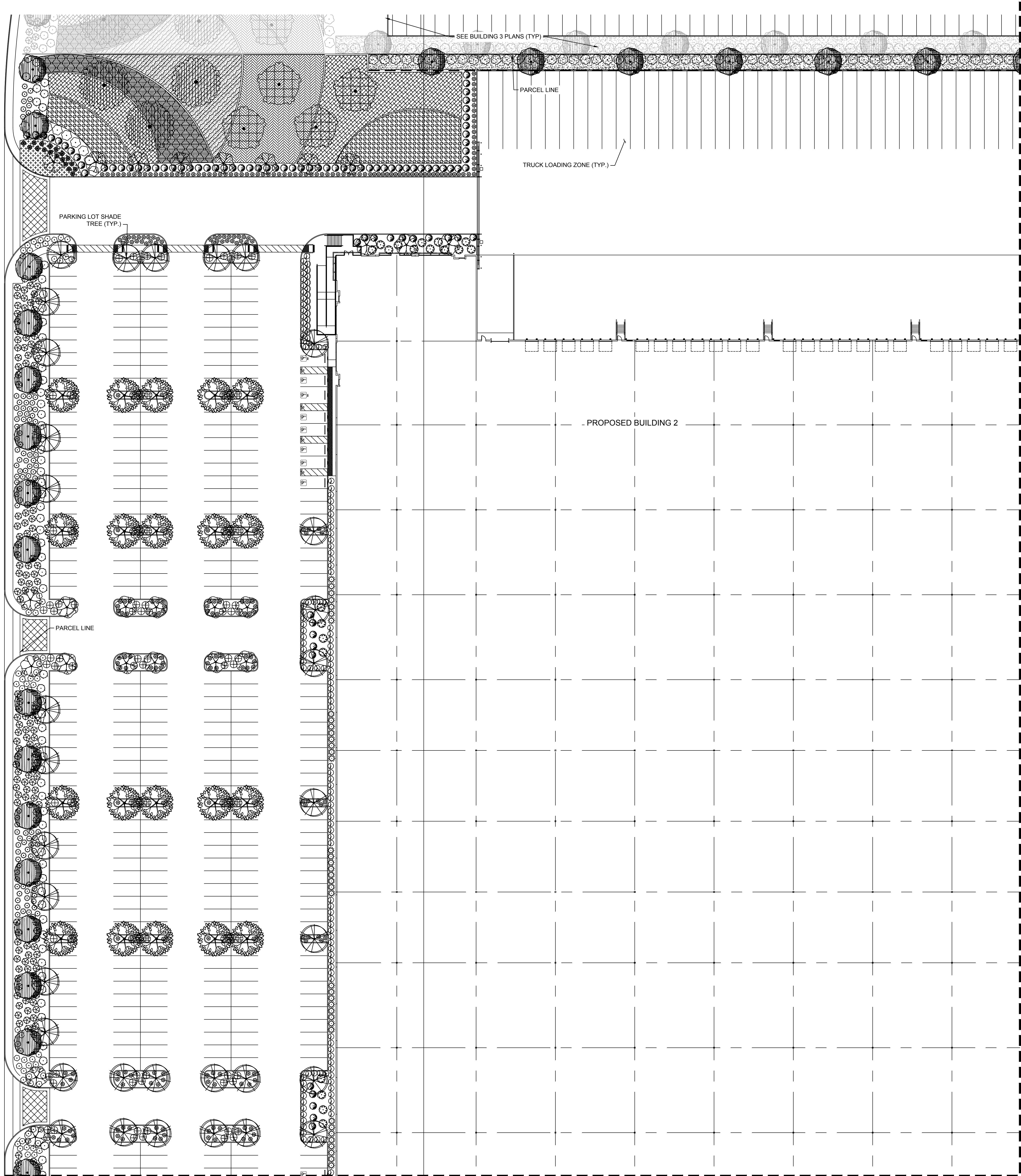
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 COVER SHEET**

Project Number: 21085
 Drawn by: SLM
 Date: 08/02/21

Revision:

Sheet:

L-0

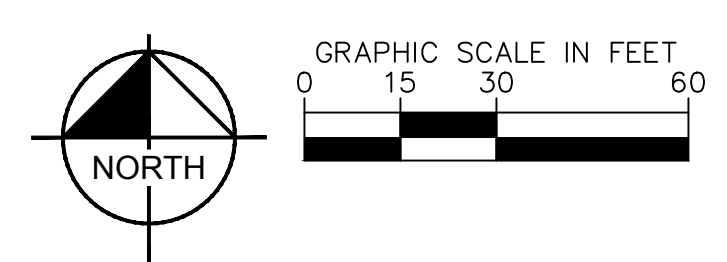


CONCEPT PLANT LEGEND | BUILDING 2

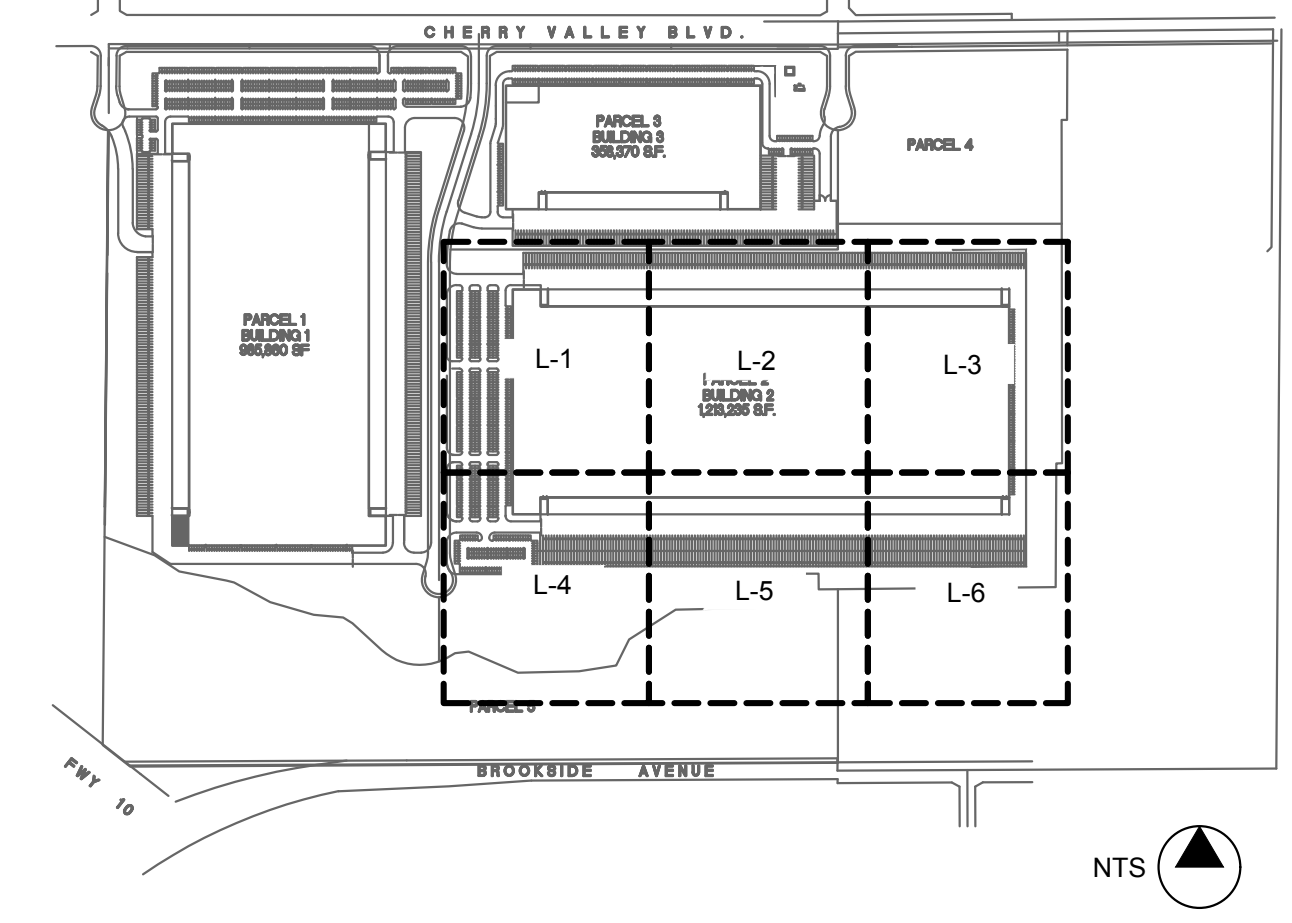
ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ACACIA REDOLENS 'LOW BOY'
	SEARSIA LANCEA		ACHILLEA MILLEFOLIUM
	BOTANICAL NAME		ARISTIDA PURPUREA
	BOTANICAL NAME		BACCHARIS PILULARIS 'PIGEON POINT'
	QUERCUS AGRIFOLIA		BOUTELOUA GRACILIS 'BLONDE AMBITION'
	QUERCUS ENGELMANNII		CAREX DIVULSA
	BOTANICAL NAME		CEANOTHUS MARITIMUS 'VALLEY VIOLET'
	KOELREUTERIA PANICULATA		LANTANA MONTEVIDENSIS
	ULMUS PARVIFOLIA 'DRAKE'		LANTANA X 'NEW GOLD'
	BOTANICAL NAME		LOMANDRA LONGIFOLIA 'BREEZE'™
	ABUTILON PALMERI		SALVIA X 'GRACIAS'
	AGAVE ATTENUATA		BOTANICAL NAME
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'		DETENTION BASIN HYDROSEED MIX
	BERBERIS AQUIFOLIUM REPENS		BOTANICAL NAME
	BERBERIS LOMARIFOLIA		DECOMPOSED GRANITE
	CALLISTEMON VIMINALIS 'LITTLE JOHN'		
	FRANGULA CALIFORNICA 'MOUND SAN BRUNO'		
	GREVILLEA X 'NOELLI'		
	HESPERALOE PARVIFLORA		
	HETEROMELES ARBUTIFOLIA		
	LAVANDULA ANGUSTIFOLIA		
	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD'™		
	RHUS INTEGRIFOLIA		
	ROSMARINUS OFFICINALIS		
	SALVIA CLEVELANDII		
	TAGETES LEMMONII 'COMPACTA'		
	WESTRINGIA FRUTICOSA 'BLUE GEM'		

MATCHLINE - SEE SHEET L-2

MATCHLINE - SEE SHEET L-4



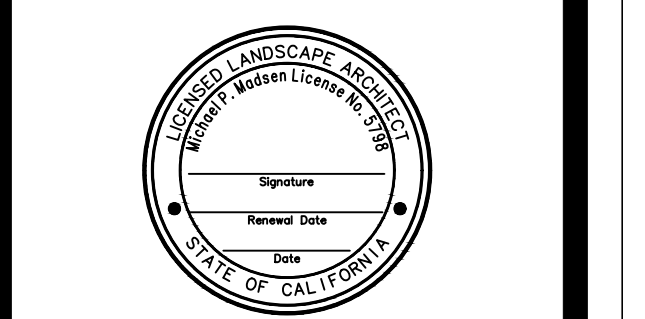
KEY MAP | BUILDING 2



NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER



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Kimley-Horn

Owner:

EXETER



Project:

Beaumont Summit Station Building 2

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

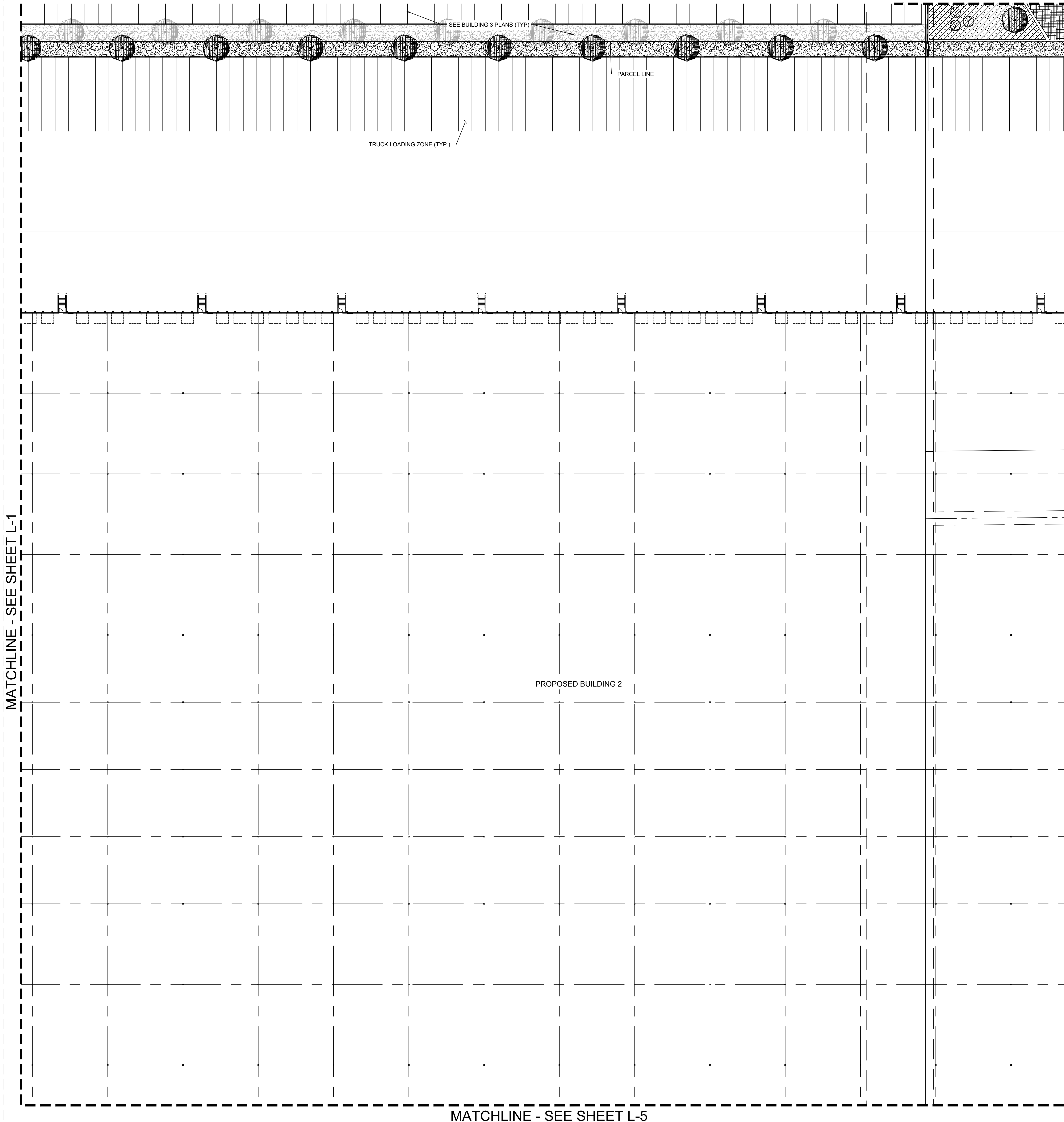
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CONCEPTUAL LANDSCAPE PLAN

Project Number: 21085
Drawn by: SLM
Date: 08/02/21
Revision:

Sheet:

L-1

MATCHLINE - SEE SHEET L-6



CONCEPT PLANT LEGEND | BUILDING 2

ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ACACIA REDOLENS 'LOW BOY'
	SEARSIA LANCEA		ACHILLEA MILLEFOLIUM
	DRIVE ISLE TREE		ARISTIDA PURPUREA
	BOTANICAL NAME		BACCHARIS PILULARIS 'PIGEON POINT'
	PLATANUS X HISPANICA		BOUTELOUA GRACILIS 'BLONDE AMBITION'
	BOTANICAL NAME		CAREX DIVULSA
	QUERCUS AGRIFOLIA		CEANOTHUS MARITIMUS 'VALLEY VIOLET'
	QUERCUS ENGELMANNII		LANTANA MONTEVIDENSIS
	PARKING LOT TREE		LANTANA X 'NEW GOLD'
	BOTANICAL NAME		LOMANDRA LONGIFOLIA 'BREEZE'™
	KOELREUTERIA PANICULATA		SALVIA X 'GRACIAS'
	ULMUS PARVIFOLIA 'DRAKE'		DETENTION BASIN HYDROSEED MIX
	SHRUBS		BOTANICAL NAME
	BOTANICAL NAME		DECOMPOSED GRANITE
	ABUTILON PALMERI		
	AGAVE ATTENUATA		
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'		
	BERBERIS AQUIFOLIUM REPENS		
	BERBERIS LOMARIIFOLIA		
	CALLISTEMON VIMINALIS 'LITTLE JOHN'		
	FRANGULA CALIFORNICA 'MOUND SAN BRUNO'		
	GREVILLEA X 'NOELLI'		
	HESPERALOE PARVIFLORA		
	HETEROMELES ARBUTIFOLIA		
	LAVANDULA ANGUSTIFOLIA		
	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD'™		
	RHUS INTEGRIFOLIA		
	ROSMARINUS OFFICINALIS		
	SALVIA CLEVELANDII		
	TAGETES LEMMONII 'COMPACTA'		
	WESTRINGIA FRUTICOSA 'BLUE GEM'		

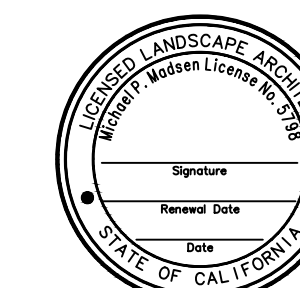
MATCHLINE - SEE SHEET L-1

MATCHLINE - SEE SHEET L-3

MATCHLINE - SEE SHEET L-5



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Kimley»Horn

Owner:

EXETER



Project:

Beaumont Summit
Station Building 2

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title:
CONCEPTUAL
LANDSCAPE PLAN

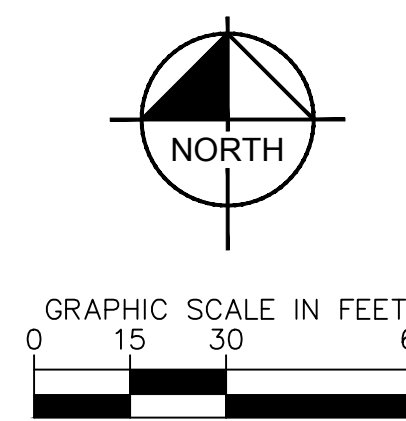
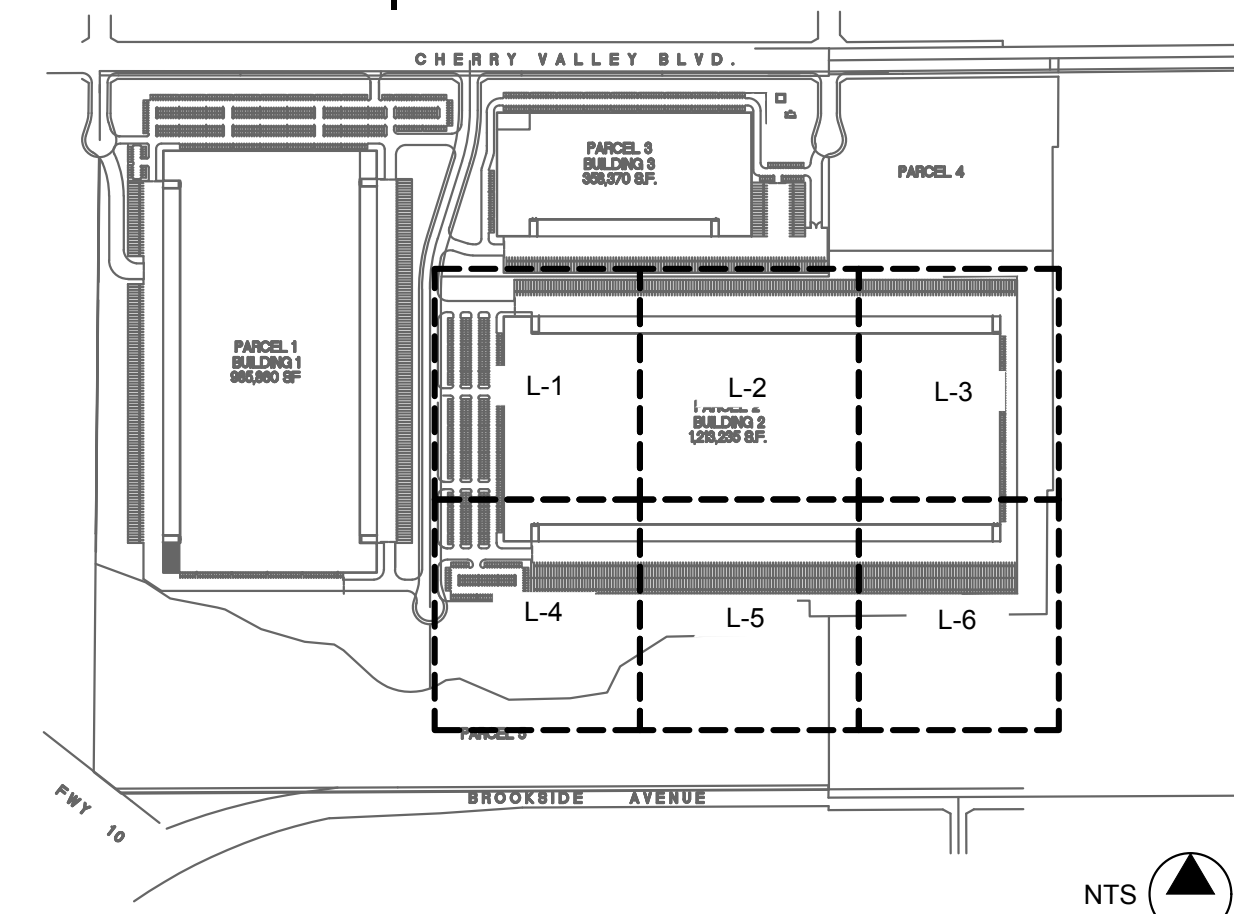
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Drawn by: SLM
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Revision:

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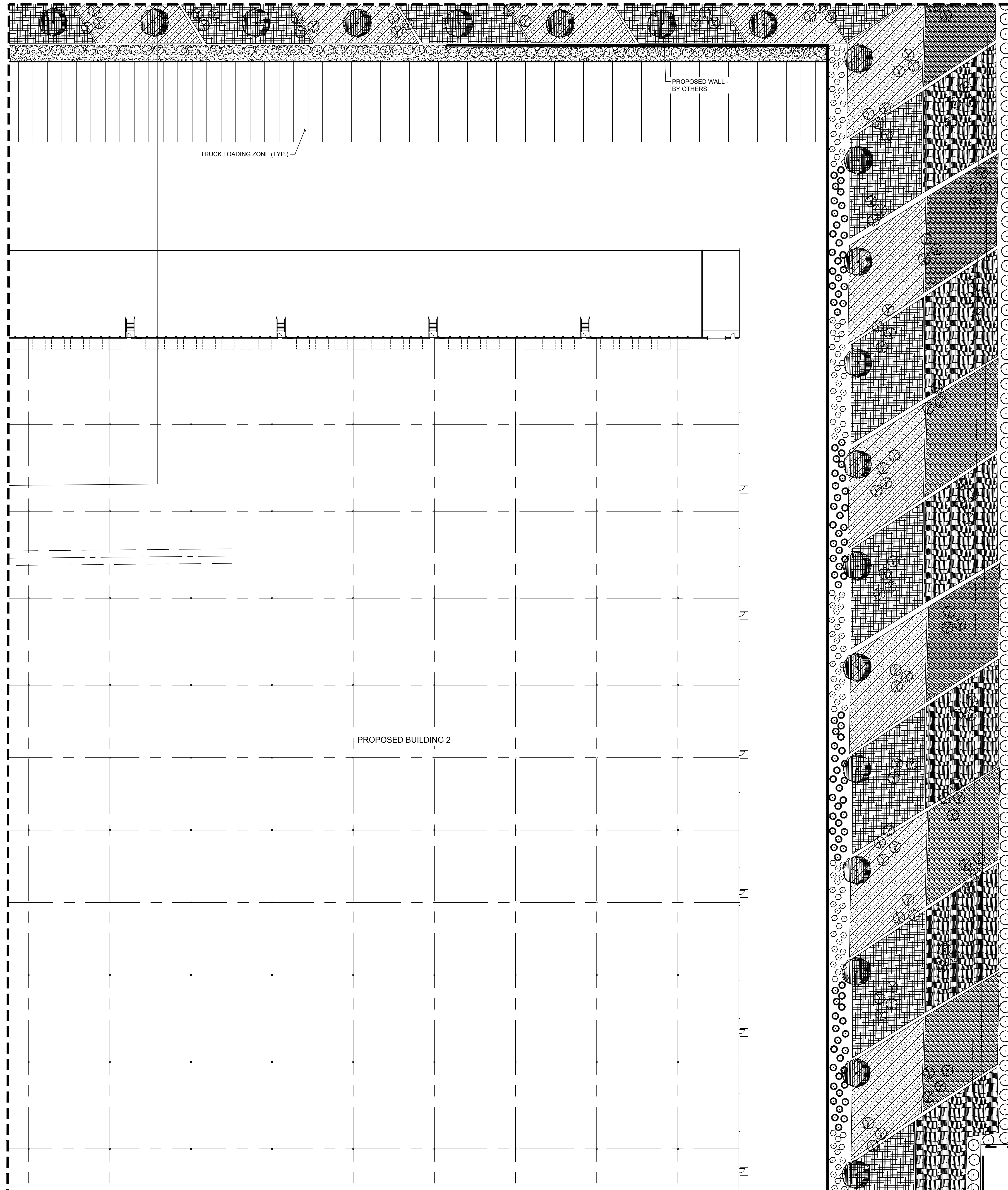
L-2

NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER

KEY MAP | BUILDING 2



MATCHLINE - SEE SHEET L-6



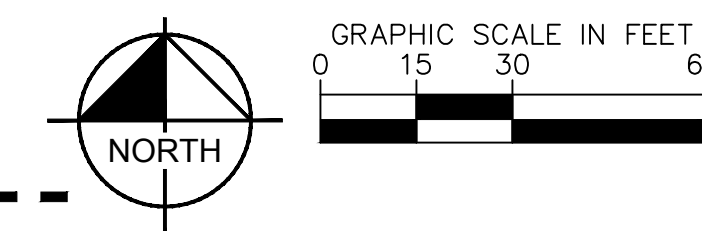
CONCEPT PLANT LEGEND | BUILDING 2

ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ACACIA REDOLENS 'LOW BOY'
	SEARSIA LANCEA		ACHILLEA MILLEFOLIUM
	PLATANUS X HISPANICA		ARISTIDA PURPUREA
	QUERCUS AGRIFOLIA		BACCHARIS PILULARIS 'PIGEON POINT'
	QUERCUS ENGELMANNII		BOUTELLOUA GRACILIS 'BLONDE AMBITION'
	ULMUS PARVIFOLIA 'DRAKE'		CAREX DIVULSA
	FRANGULA CALIFORNICA 'MOUND SAN BRUNO'		CEANOTHUS MARITIMUS 'VALLEY VIOLET'
	GREVILLEA X 'NOELLI'		LANTANA MONTEVIDENSIS
	HESPERALOE PARVIFLORA		LANTANA X 'NEW GOLD'
	HETEROMELES ARBUTIFOLIA		LOMANDRA LONGIFOLIA 'BREEZE'™
	LAVANDULA ANGUSTIFOLIA		SALVIA X 'GRACIAS'
	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD'™		DETECTION BASIN HYDROSEED MIX
	RHUS INTEGRIFOLIA		
	ROSMARINUS OFFICINALIS		
	SALVIA CLEVELANDII		
	TAGETES LEMMONII 'COMPACTA'		
	WESTRINGIA FRUTICOSA 'BLUE GEM'		

MATCHLINE - SEE SHEET L-3

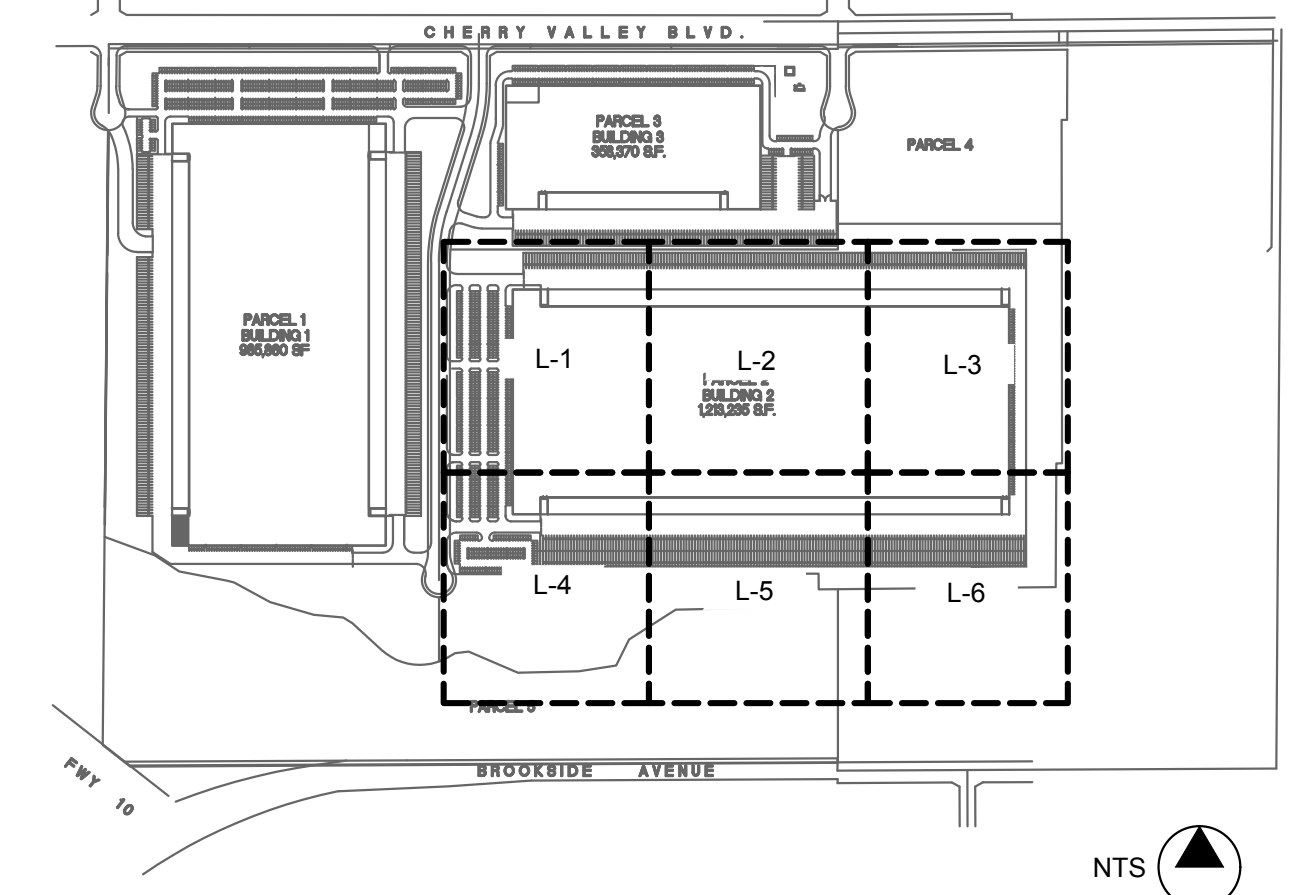
PROPOSED BUILDING 2

MATCHLINE - SEE SHEET L-6

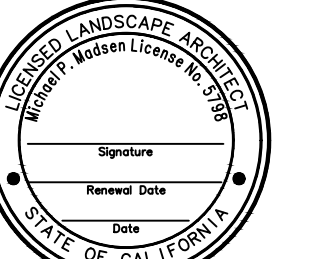


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KEY MAP | BUILDING 2



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irvine, ca 92612
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fax: 949-863-0851
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Kimley-Horn

Owner:

EXETER



Project:

Beaumont Summit Station Building 2

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

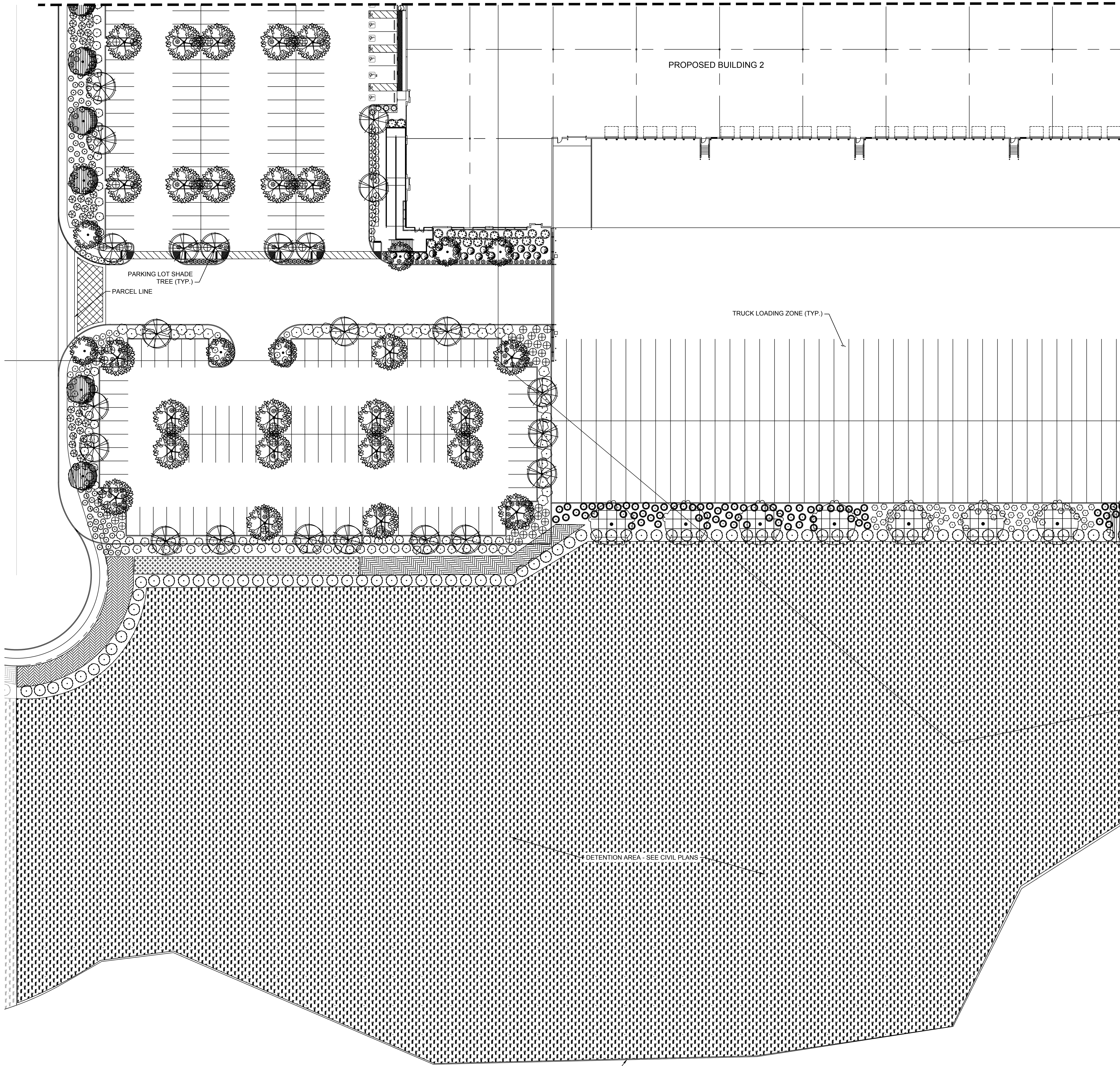
Title:
CONCEPTUAL LANDSCAPE PLAN

Project Number: 21085
Drawn by: SLM
Date: 08/02/21
Revision:

Sheet:

L-3

MATCHLINE - SEE SHEET L-1



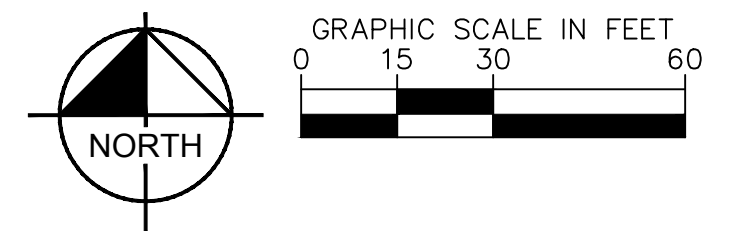
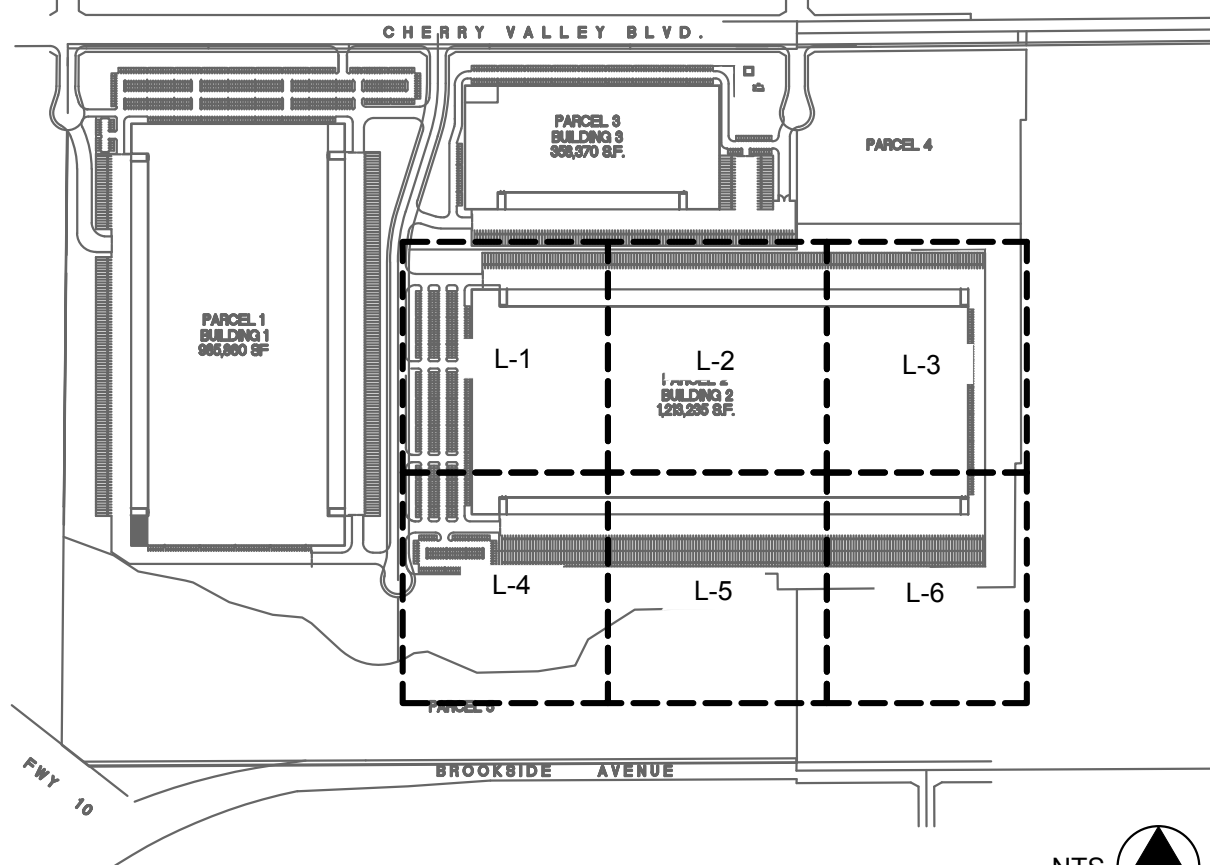
CONCEPT PLANT LEGEND | BUILDING 2

ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ACACIA REDOLENS 'LOW BOY'
	SEARSIA LANCEA		ACHILLEA MILLEFOLIUM
	PLATANUS X HISPANICA		ARISTIDA PURPUREA
	QUERCUS AGRIFOLIA		BACCHARIS PILULARIS 'PIGEON POINT'
	QUERCUS ENGELMANNII		BOUTELOUA GRACILIS 'BLONDE AMBITION'
	QUERCUS ENGELMANNII		CAREX DIVULSA
	ULMUS PARVIFOLIA 'DRAKE'		CEANOTHUS MARITIMUS 'VALLEY VIOLET'
	ULMUS PARVIFOLIA 'DRAKE'		LANTANA MONTEVIDENSIS
	ULMUS PARVIFOLIA 'DRAKE'		LANTANA X 'NEW GOLD'
	ULMUS PARVIFOLIA 'DRAKE'		LOMANDRA LONGIFOLIA 'BREEZE'™
	ULMUS PARVIFOLIA 'DRAKE'		SALVIA X 'GRACIAS'
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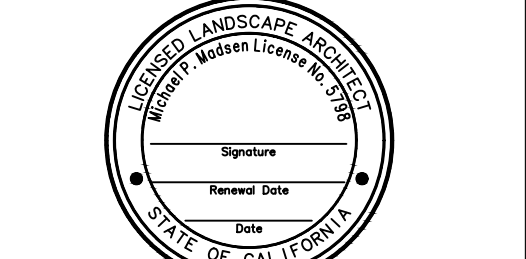
MATCHLINE - SEE SHEET L-5

NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER

KEY MAP | BUILDING 2



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Kimley»Horn

Owner:

EXETER



Project:

Beaumont Summit
Station Building 2

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title:

CONCEPTUAL
LANDSCAPE PLAN

Project Number: 21085

Drawn by: SLM

Date: 08/02/21

Revision:

Sheet:

L-4

MATCHLINE - SEE SHEET L-2

PROPOSED BUILDING 2

TRUCK LOADING ZONE (TYP.)

DETENTION AREA - SEE CIVIL PLANS

PROPERTY LINE

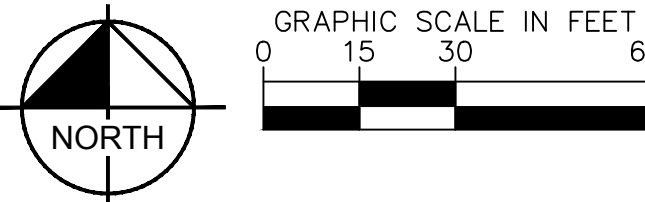
PARCEL 5 OPEN SPACE

CONCEPT PLANT LEGEND | BUILDING 2

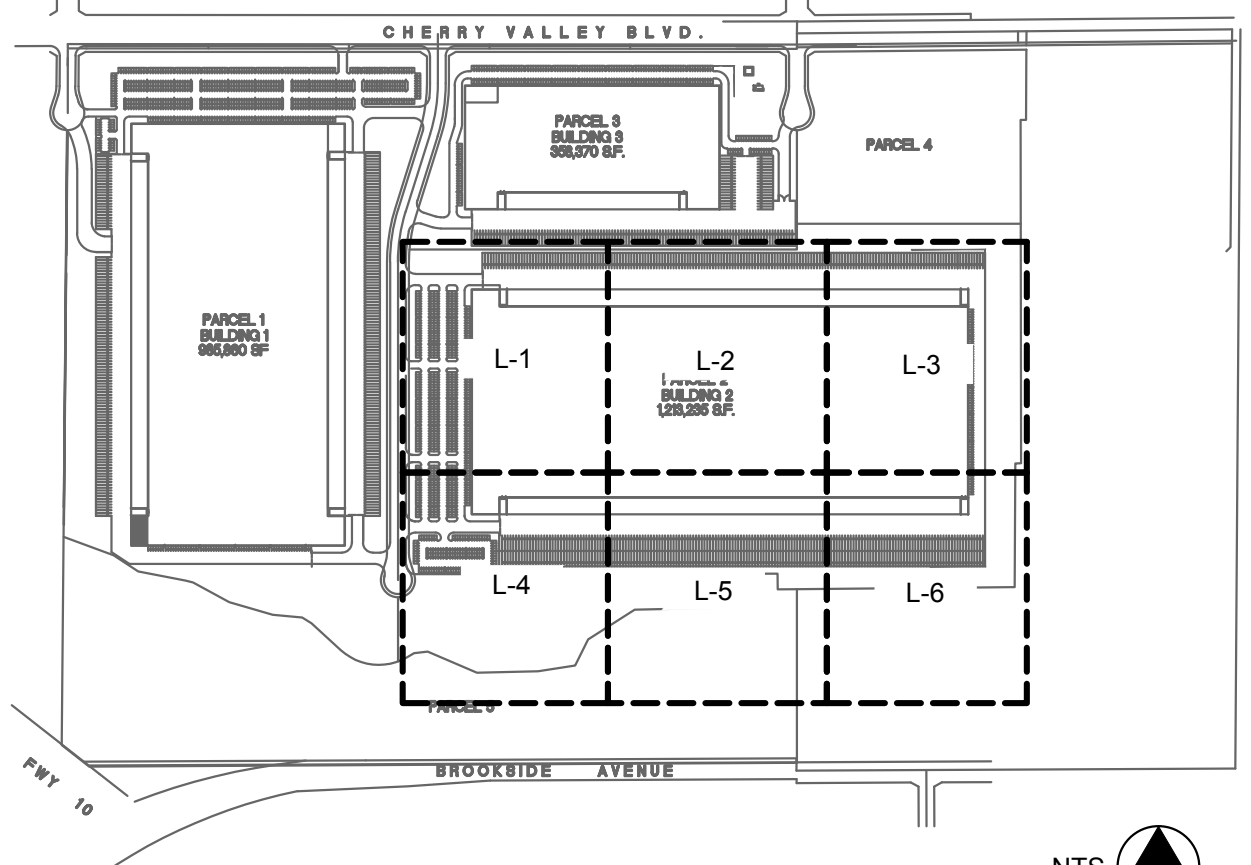
ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ACACIA REDOLENS 'LOW BOY'
	SEARSIA LANCEA		ACHILLEA MILLEFOLIUM
	PLATANUS X HISPANICA		ARISTIDA PURPUREA
	QUERCUS AGRIFOLIA		BACCHARIS PILULARIS 'PIGEON POINT'
	QUERCUS ENGELMANNII		BOUETOLOUA GRACILIS 'BLONDE AMBITION'
	QUERCUS AGRI-FOLIA		CAREX DIVULSA
	QUERCUS ENGELMANNII		CEANOTHUS MARITIMUS 'VALLEY VIOLET'
	QUERCUS AGRI-FOLIA		LANTANA MONTEVIDENSIS
	QUERCUS ENGELMANNII		LANTANA X 'NEW GOLD'
	QUERCUS AGRI-FOLIA		LOMANDRA LONGIFOLIA 'BREEZE' TM
	QUERCUS ENGELMANNII		SALVIA X 'GRACIAS'
	QUERCUS AGRI-FOLIA		HYDROSEED
	QUERCUS ENGELMANNII		BOTANICAL NAME
	QUERCUS AGRI-FOLIA		DETENTION BASIN HYDROSEED MIX
	QUERCUS ENGELMANNII		BOTANICAL NAME
	QUERCUS AGRI-FOLIA		DECOMPOSED GRANITE
	QUERCUS ENGELMANNII		
	QUERCUS AGRI-FOLIA		
	QUERCUS ENGELMANNII		
	QUERCUS AGRI-FOLIA		
	QUERCUS ENGELMANNII		
	QUERCUS AGRI-FOLIA		
	QUERCUS ENGELMANNII		
	QUERCUS AGRI-FOLIA		
	QUERCUS ENGELMANNII		
	QUERCUS AGRI-FOLIA		
	QUERCUS ENGELMANNII		
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	QUERCUS ENGELMANNII		
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	QUERCUS ENGELMANNII		
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	QUERCUS AGRI-FOLIA		
	QUERCUS ENGELMANNII		
	QUERCUS AGRI-FOLIA		
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	QUERCUS AGRI-FOLIA		
	QUERCUS ENGELMANNII		
	QUERCUS AGRI-FOLIA		
	QUERCUS ENGELMANNII		
	QUERCUS AGRI-FOLIA		
	QUERCUS ENGELMANNII		
	QUERCUS AGRI-FOLIA		

MATCHLINE - SEE SHEET L-6

MATCHLINE - SEE SHEET L-4



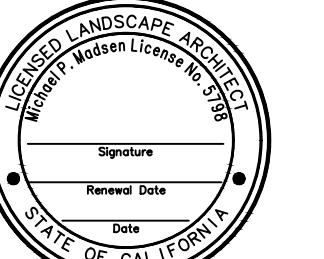
KEY MAP | BUILDING 2



NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER



hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca 92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com



Kimley»Horn

Owner:

EXETER



Project:

Beaumont Summit Station Building 2

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: CONCEPTUAL LANDSCAPE PLAN

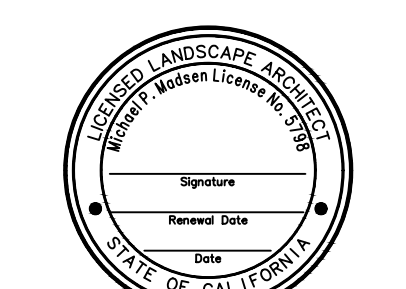
Project Number: 21085
Drawn by: SLM
Date: 08/02/21
Revision:

Sheet:

L-5



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Kimley-Horn

Owner:

EXETER



Project:

**Beaumont Summit
Station Building 2**

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title:

**CONCEPTUAL
LANDSCAPE PLAN**

Project Number: 21085

Drawn by: SLM

Date: 08/02/21

Revision:

Sheet:

L-6

MATCHLINE - SEE SHEET L-3

PROPOSED BUILDING 2

TRUCK LOADING ZONE (TYP.)

PROPOSED WALL -
BY OTHERS

PROPERTY LINE

PROPERTY LINE

PARCEL 5
OPEN SPACE

PROPERTY LINE

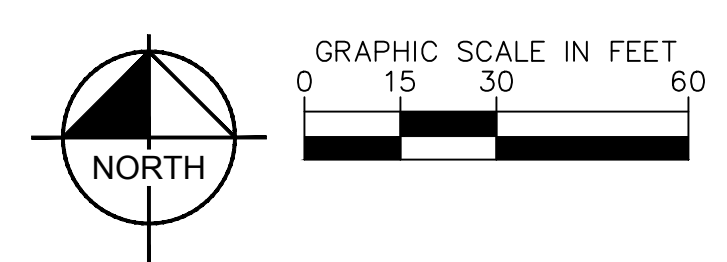
MATCHLINE - SEE SHEET L-5

MATCHLINE - SEE SHEET L-2

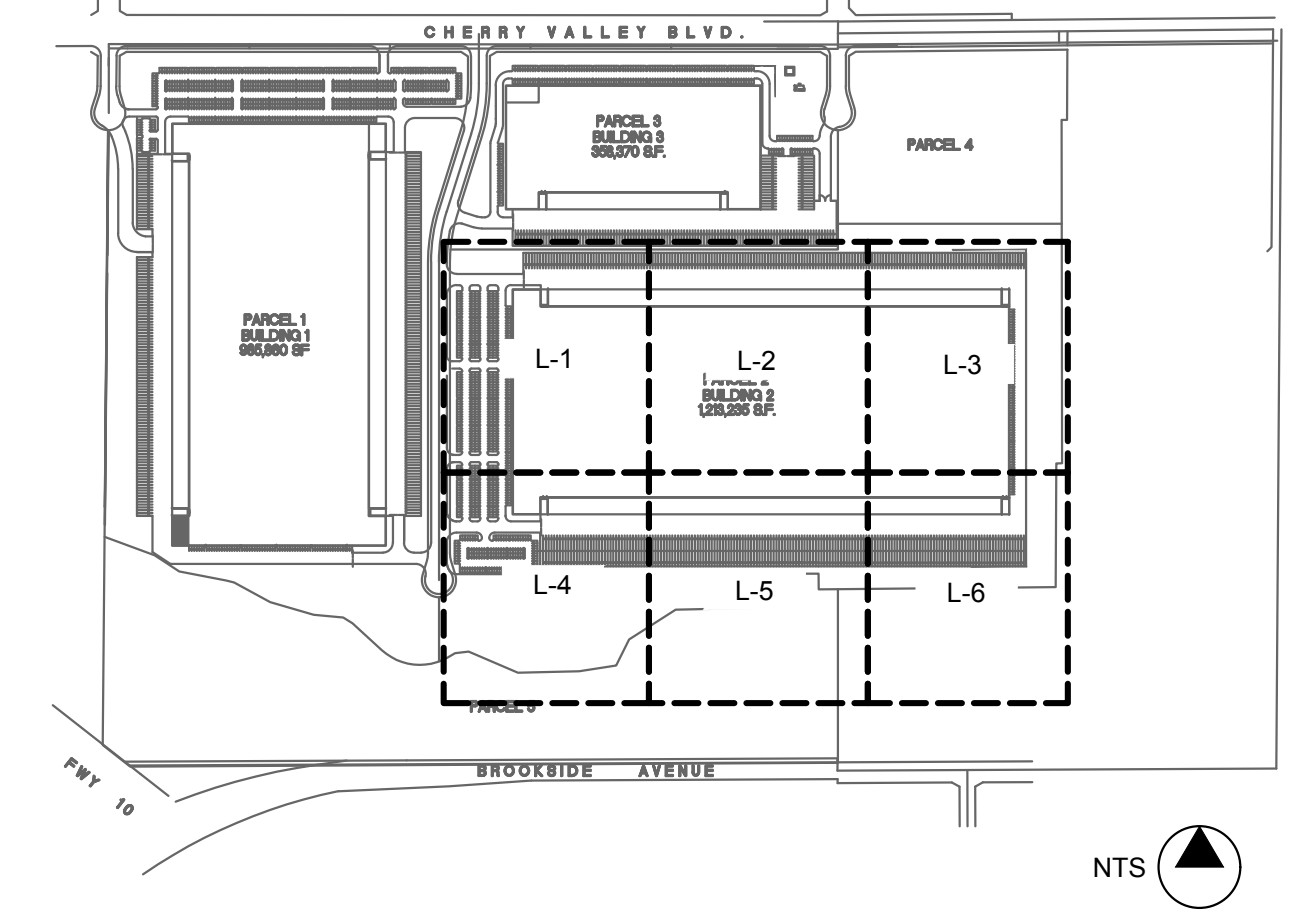
MATCHLINE - SEE SHEET L-3

CONCEPT PLANT LEGEND | BUILDING 2

ACCENT TREE	BOTANICAL NAME	GROUND COVERS	BOTANICAL NAME
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS'		ACACIA REDOLENS 'LOW BOY'
	SEARSIA LANCEA		ACHILLEA MILLEFOLIUM
	BOTANICAL NAME		ARISTIDA PURPUREA
	PLATANUS X HISPANICA		BACCHARIS PILULARIS 'PIGEON POINT'
	BOTANICAL NAME		BOUTELOUA GRACILIS 'BLONDE AMBITION'
	QUERCUS AGRIFOLIA		CAREX DIVULSA
	QUERCUS ENGELMANNII		CEANOTHUS MARITIMUS 'VALLEY VIOLET'
	BOTANICAL NAME		LANTANA MONTEVIDENSIS
	KOELREUTERIA PANICULATA		LANTANA X 'NEW GOLD'
	BOTANICAL NAME		LOMANDRA LONGIFOLIA 'BREEZE' TM
	ABUTILON PALMERI		SALVIA X 'GRACIAS'
	AGAVE ATTENUATA		BOTANICAL NAME
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'		DETENTION BASIN HYDROSEED MIX
	BERBERIS AQUIFOLIUM REPENS		BOTANICAL NAME
	BERBERIS LOMARIFOLIA		DECOMPOSED GRANITE
	CALLISTEMON VIMINALIS 'LITTLE JOHN'		
	FRANGULA CALIFORNICA 'MOUND SAN BRUNO'		
	GREVILLEA X 'NOELLI'		
	HESPERALOE PARVIFLORA		
	HETEROMELES ARBUTIFOLIA		
	LAVANDULA ANGUSTIFOLIA		
	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM		
	RHUS INTEGRIFOLIA		
	ROSMARINUS OFFICINALIS		
	SALVIA CLEVELANDII		
	TAGETES LEMMONII 'COMPACTA'		
	WESTRINGIA FRUTICOSA 'BLUE GEM'		

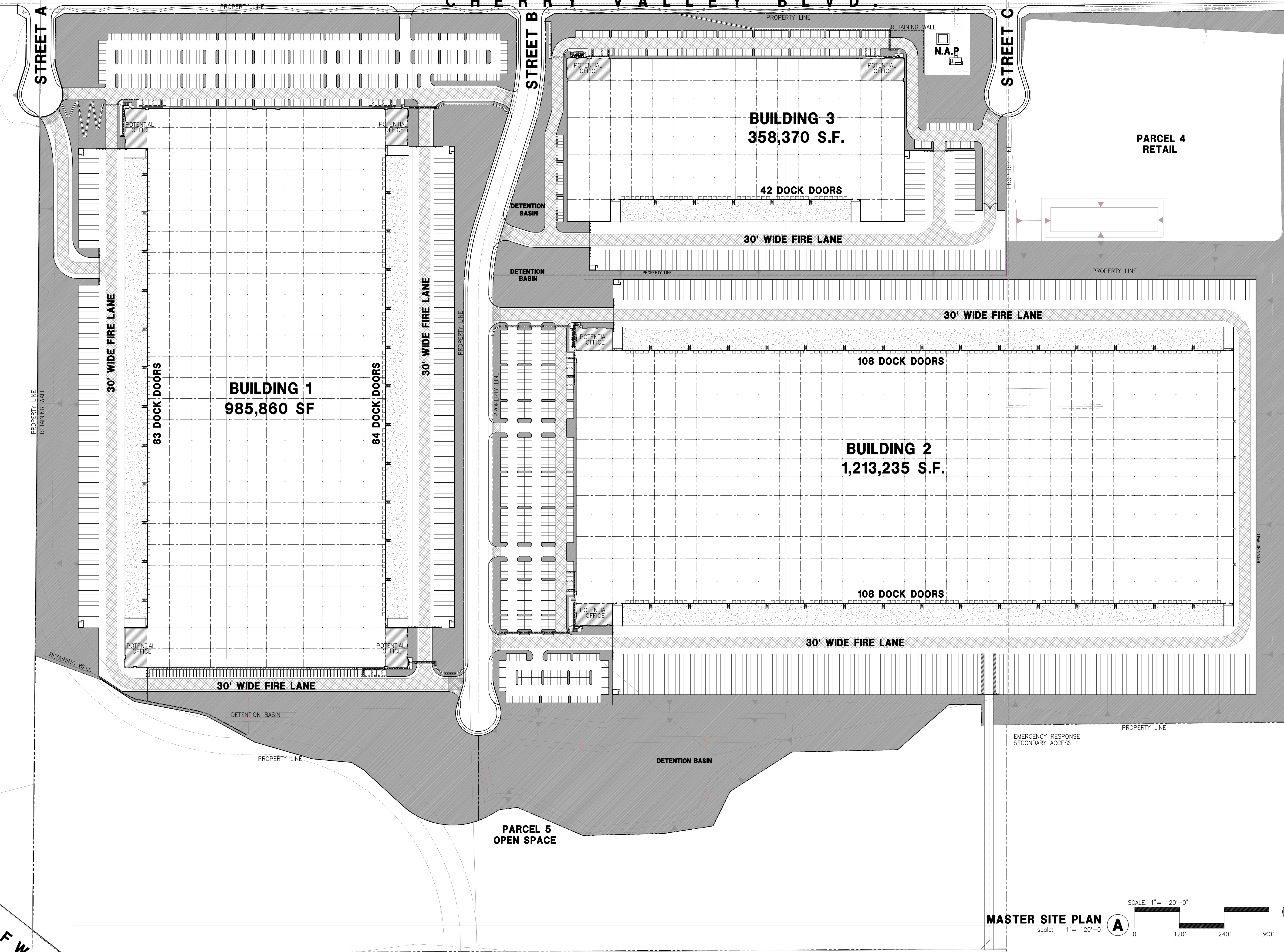


KEY MAP | BUILDING 2



NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER

CHERRY VALLEY BLVD.



PROPERTY OWNER

EXETER PROPERTY GROUP
4602 EAST UNIVERSITY DRIVE, SUITE 185
PHOENIX, AZ 85034
PHONE: (708) 341-9821
CONTACT: ANDREW GREYBAR

ADDRESS OF THE PROPERTY

TBD
ASSESSOR'S PARCEL NUMBER
APNs: 407-230-022 THRU -028, 407-190-016 AND 407-190-017

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEAUMONT (AREA), IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 1: APN 407-190-016
THE WESTERLY 208.71 FEET OF THE NORTHERLY 1,073.55 FEET OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.
EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146636.
PARCEL 2: APN 407-190-017
PARCEL 2A:
THAT PORTION OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF SECTION 29, SAID POINT BEING ALSO A POINT IN THE CENTER OF WOODLAND AVENUE;
THENCE NORTH 89°33' 30" EAST ON THE CENTER LINE OF WOODLAND AVENUE, 786.12 FEET, MORE OR LESS, TO A POINT DISTANT SOUTH 89°33' 30" WEST, 791 FEET, FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNON AND JEREMIAH C. HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS;
THENCE SOUTH 0°28' 50" WEST AND PARALLEL WITH THE WESTERLY LINE OF SAID PARCEL CONVEYED TO FRANK J. FABIAN AND MARY R. FABIAN BY DEED RECORDED NOVEMBER 4, 1939 IN BOOK 434, PAGE 587 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS, 203.5 FEET OF THE SOUTHWEST CORNER OF SAID PARCEL, SO CONVEYED TO FRANK J. FABIAN AND WIFE, SAID POINT BEING DISTANT 899.50 FEET WESTERLY, MEASURED ALONG SAID SOUTHERLY LINE, BEING PARALLEL WITH SAID NORTHERLY LINE OF THE SOUTHWEST QUARTER, FROM SAID WESTERLY LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON;
THENCE WEST ON SAID SOUTH LINE 20.5 FEET;
THENCE NORTH 1,221.5 FEET TO THE POINT OF BEGINNING.

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca 92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:
EXETER
EXETER PROPERTY GROUP

Project:
Beaumont Summit Station Building 1
Beaumont, CA

Consultants:
CIVIL WEBB
STRUCTURAL -
MECHANICAL -
PLUMBING -
ELECTRICAL -
LANDSCAPE KIMLEY-HORN
FIRE PROTECTION -
SOILS ENGINEER -

Title: MASTER SITE PLAN
Project Number: 21085
Drawn by: CW
Date: 03/04/22
Revision:

Sheet:
DAB-A1.0
OFFICIAL USE ONLY

SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONCRETE PAVEMENT.
- 2 PAVING PER CIVIL
- 3 CONCRETE WALKWAY.
- 4 DECORATIVE DRIVEWAY APRONS.
- 5 5'-6"XS-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS AND STAIR LANDINGS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
- 6 8" WROUGHT IRON FENCE
- 7A SLIDING GATE 8" H
- 7B SWING GATE 8" H
NOTE: ALL GATES ARE BLACK PAINTED METAL GATES WITH KNOX-PAD LOCK PER FRS DEPARTMENT STANDARDS PER DRIVEWAY. GATE DESIGNED FOR WIND LOAD, EXPOSURE "C". CONTRACTOR TO DESIGN AND DETAIL GATES.
- 8 TRASH ENCLOSURE.
- 9 NOT USED.
- 10 CONCRETE FILLED GUARD POST 6" DIA. U.N.O. 42" H.
- 11 EXTERIOR CONCRETE STAIR.
- 12 12' X 14' DRIVE-IN DOOR.
- 13 LANDSCAPE. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
- 14 HANDICAPPED ENTRY SIGN.
- 15 HANDICAPPED PARKING STALL SIGN.
- 16 MONUMENT SIGN. AT THE SCREEN WALL ON THE CORNER.
- 17 GRADE LEVEL RAMP.
- 18 BICYCLE RACKS.

SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 19')
- TRAILER PARKING
- ACCESSIBLE PARKING STALL (9' X 19') + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING STALL (9' X 19') + 8' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA

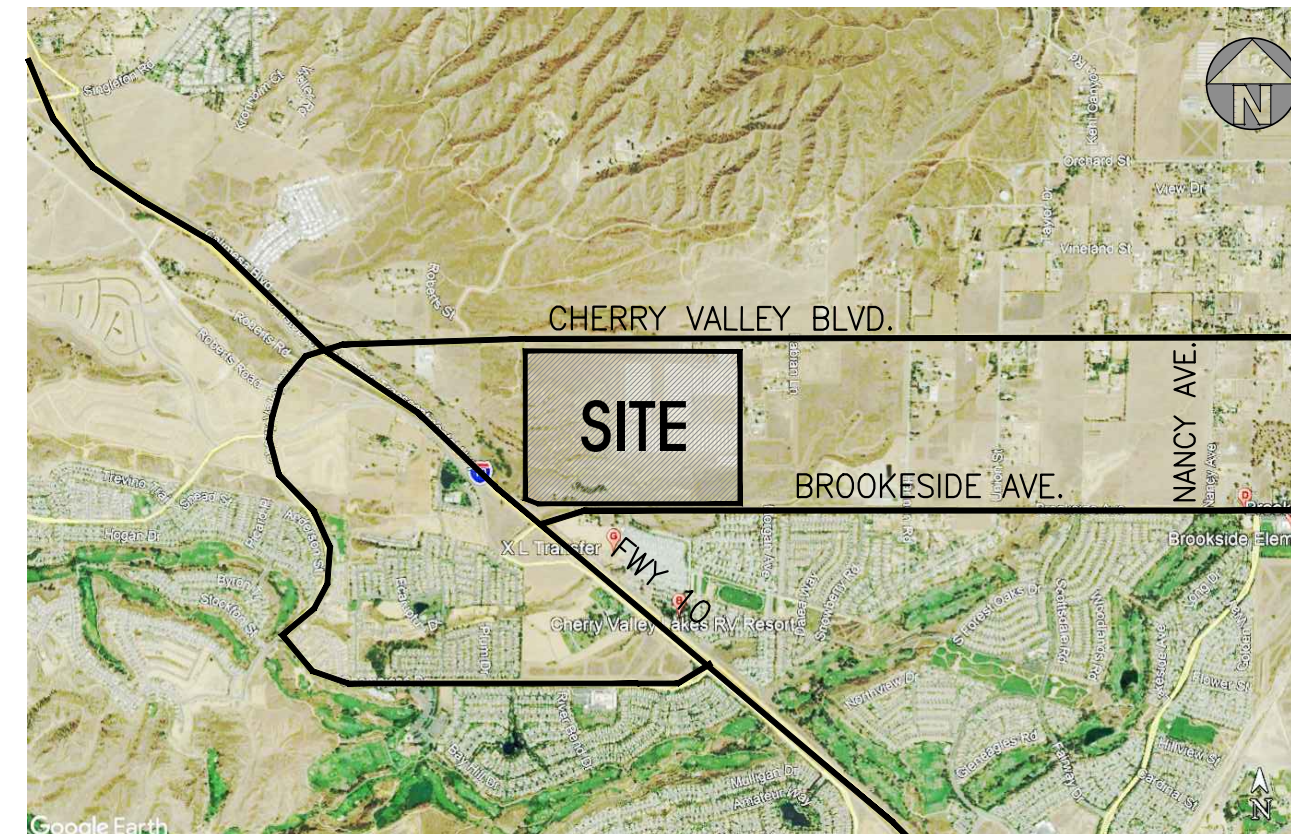
SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY _____ DATED ON _____ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
2. IN SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM IF REQUIRED.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND FINISHING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDINGS PERMITS.
13. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
14. TRANSFORMER TO BE PAINTED DARK GREEN TO MATCH LANDSCAPING.
15. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
16. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
17. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

PROJECT DATA

	BLDG. 1	BLDG. 2	BLDG. 3	Parcel 4	Parcel 5	Dedication	TOTAL
SITE AREA							
Net Area (A/C)	52.39	66.71	20.72	10.89	30.50	6.73	181.30 ac
Gross Area (A/C)	55.19	67.86	22.37	11.44	31.17		188.03 ac
BUILDING AREA							
Office	20,000	20,000	10,000				50,000 s.f.
Vehicue	665,860	1,193,235	358,370				2,217,465 s.f.
TOTAL	685,860	1,213,235	368,370				2,267,465 s.f.
	43.2%	41.8%	39.7%				32.4%
COVERAGE							
AUTO PARKING REQUIRED							
1/1000th First 40K SF	40	40	40				120 stalls
1/4000th over 40K	236	293	80				609 stalls
TOTAL	276	333	120				729 stalls
AUTO PARKING PROVIDED							
Standard (9' x 19')	528	495	158				1,181 stalls
Compact (6'6" x 18')	0	0	26				26 stalls
Accessible Parking (9' x 19')	10	9	5				24 stalls
Accessible Van Parking (12' x 19')	3	2	2				7 stalls
BV Parking (9' x 19')	56	47	21				124 stalls
BV Standard Accessible (9' x 19')	2	2	1				5 stalls
BV Van Accessible (12' x 19')	1	1	1				3 stalls
BV Amplebury (10' x 18')	2	2	0				4 stalls
Clean Air Van pool (8.5' x 18')	13	11	5				29 stalls
Total	616	529	219				1,364 stalls
TRAILER PARKING PROVIDED							
Trailer (10' x 55')	236	499	143				878 stalls
TOTAL	1,466	1,557	561				3,684 stalls
ZONING ORDNANCE FOR CITY							
Zoning Designation: LIGHT INDUSTRIAL to be proposed under specific plan							
Height - 60' to be proposed under specific plan							
MAXIMUM FLOOR AREA RA TO							
RA-1.0							
SETBACKS							
Front - 25'							
Side - 10'							

VICINITY MAP





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irvine, ca
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tel: 949-863-1770
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email: hpa@hparchs.com

Owner:

EXETER



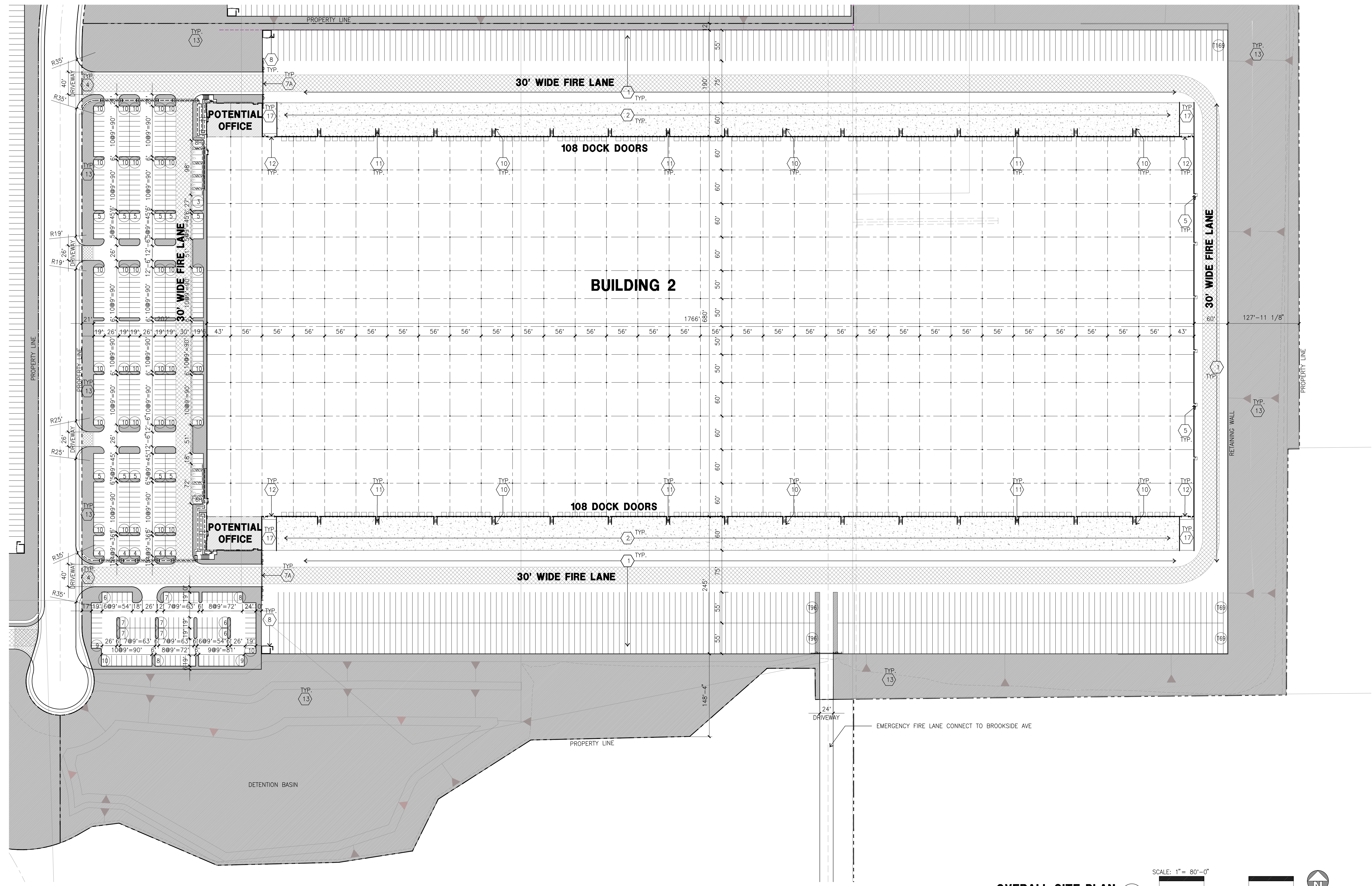
Project:

Beaumont Summit
Station Building 2

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-



OVERALL SITE PLAN
scale: 1" = 80'-0" A

SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONCRETE PAVEMENT.
- 2 PAVING PER CIVIL
- 3 CONCRETE WALKWAY.
- 4 DECORATIVE DRIVEWAY APRONS.
- 5 5'-6" X 5'-6" X 4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS AND STAIR LANDINGS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
- 6 8" WROUGHT IRON FENCE
- 7A SLIDING GATE 8'H
- 7B SWING GATE 8'H
- NOTE: ALL GATES ARE BLACK PAINTED METAL GATES WITH KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. GATE DESIGNED FOR WIND LOAD. EXPOSURE "C". CONTRACTOR TO DESIGN AND DETAIL GATES.
- 8 TRASH ENCLOSURE.
- 9 NOT USED.
- 10 CONCRETE FILLED GUARD POST 6" DIA. U.N.O. 42" H.
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- 14 HANDICAPPED ENTRY SIGN.
- 15 HANDICAPPED PARKING STALL SIGN.
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SITE PLAN GENERAL NOTES

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- 3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
- 4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
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- 6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- 7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- 8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- 9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- 10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12" EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.

VICINITY MAP



Title: OVERALL SITE PLAN

Project Number: 21085
Drawn by: SLM
Date: 08/02/21
Revision:

Sheet:
2-DAB-A1.1



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irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:

EXETER



Project:

Beaumont Summit
Station Building 2

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

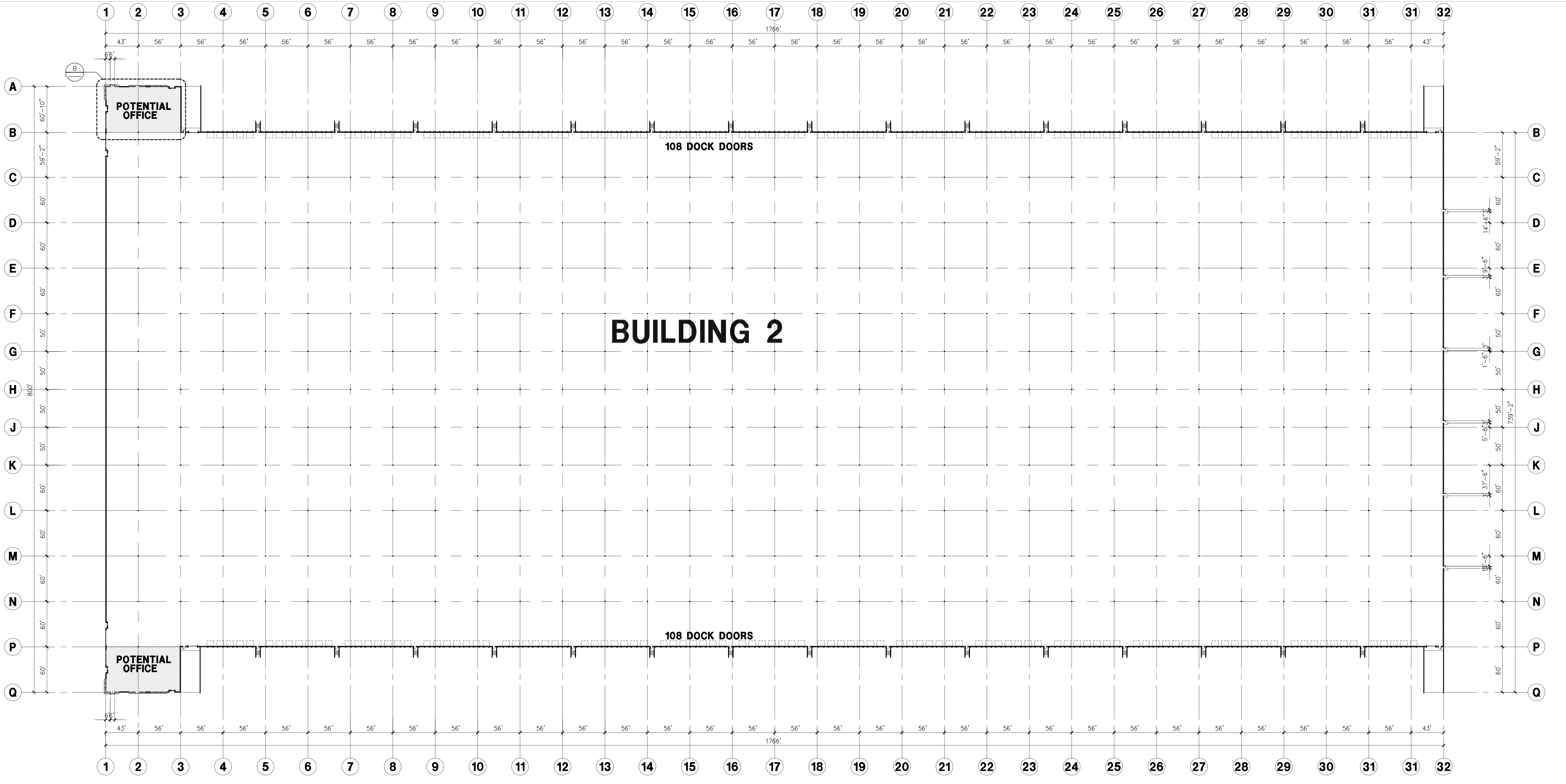
Title: OVERALL FLOOR PLAN

Project Number: 21085
Drawn by: CW
Date: 03/14/2022
Revision:

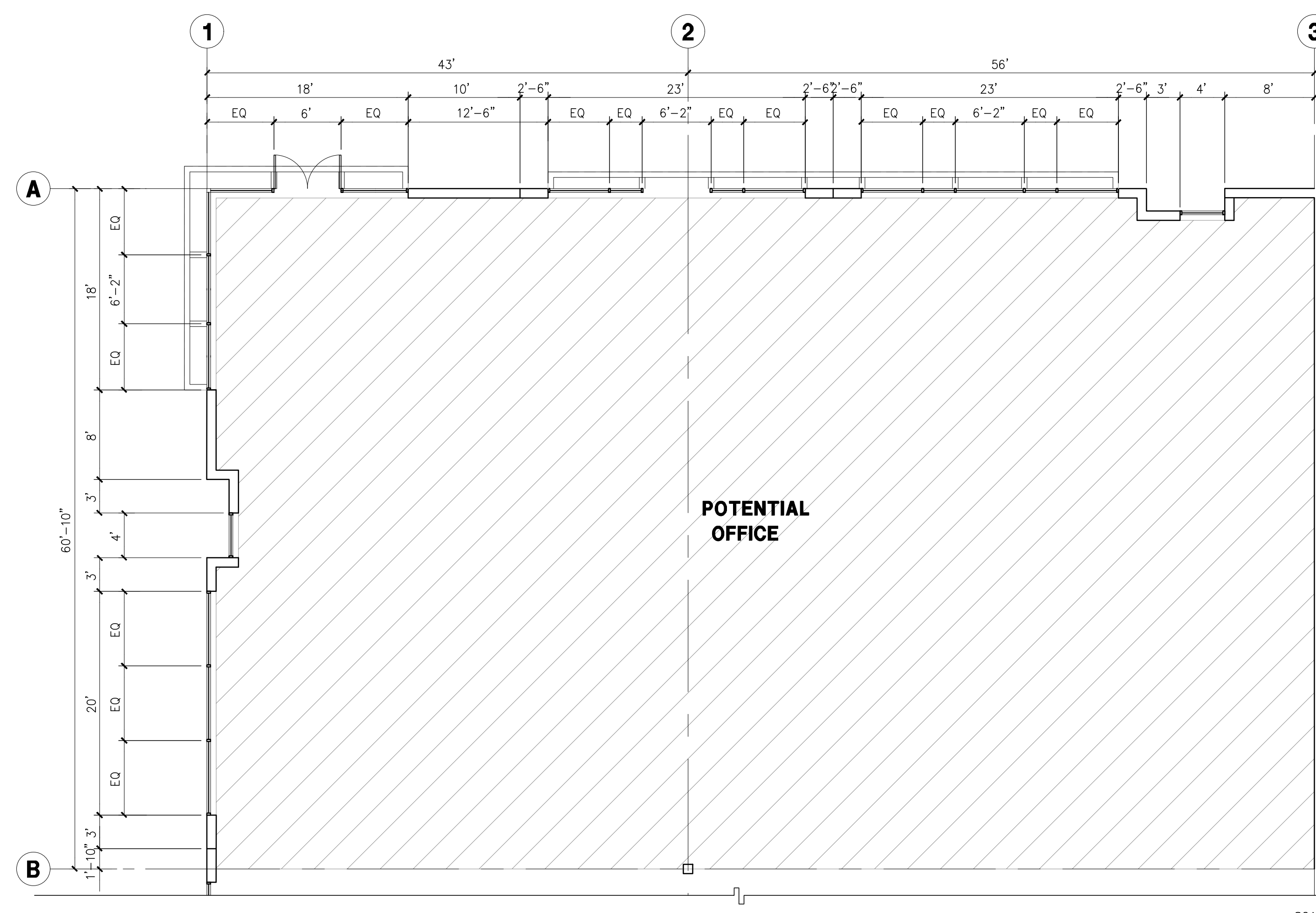
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2-DAB-A2.1

OFFICIAL USE ONLY



OVERALL FLOOR PLAN
scale: 1" = 60'-0"



ENLARGED FLOOR PLAN
scale: 1/8" = 1'-0"

KETNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL. SEE "S" DWGS. FOR THICKNESS AND STEEL REQUIREMENTS.
2. STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42" HIGH CONC. TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP. SEE "S" DWG FOR DETAIL.
5. 8'-0" X 10' TRUCK DOOR. SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST WIND 129 MPH, EXPOSURE "C".
6. EXTERIOR CONCRETE STAIR.
7. 4'-6"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12' MAX. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
8. LOUVERED OPENING FOR VENTILATION.
9. DOOR DOOR BUMPER.
10. 12' X 14' DRIVE THRU. SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST WIND 129 MPH, EXPOSURE "C".
11. 3'X7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST WIND 129 MPH, EXPOSURE "C".
12. SOFFIT LINE ABOVE.
13. NOT USED.
14. CONC. FILLED GUARD POST. 6" DIA. U.N.O. 42".
15. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
16. Z GUARD.

GENERAL NOTES - FLOOR PLAN

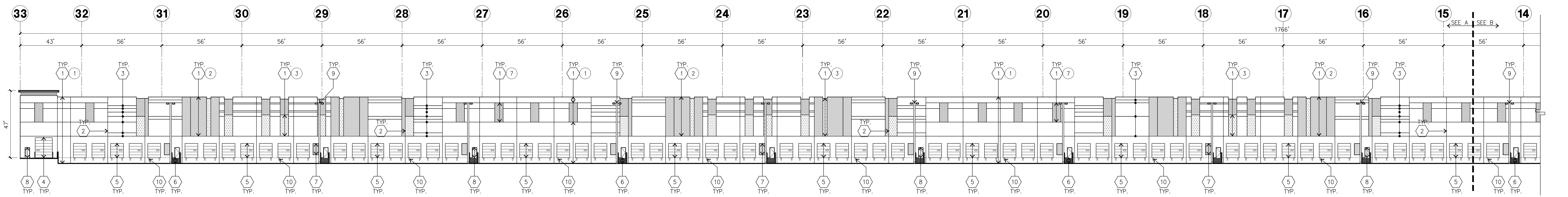
- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- D. NOT USED.
- E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
- G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
- H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- I. PLUMBING/ELECTRICAL COORDINATION.
- J. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET AD.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- K. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
- L. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE.
- M. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- N. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SIGN SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- O. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 11338.1.1.1.
- P. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW. SEE A/A4.1 OFFICE SECTION.

FLOOR SLAB AND POUR STRIPS REQ.

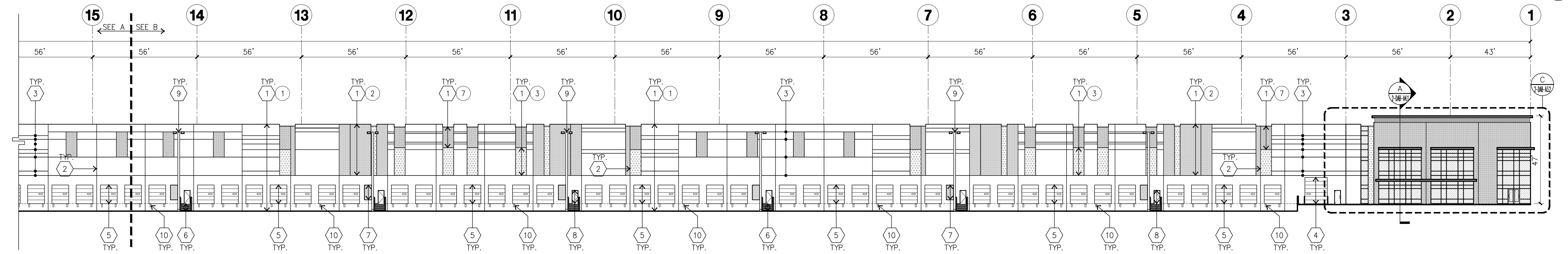
- THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS
1. FLOOR COMPACTION - 95%
 2. TRENCH COMPACTION - 90%
 3. BUILDING FLOOR SLAB:
 - A. 6" THICK MIN. UNREINFORCED CONCRETE OVER COMPACTED SOILS
 - B. 3/4" - 16" LONG @ 12" O.C. DOWELS AT ALL CONSTRUCTION JOINTS
 - C. 3/4" - 16" LONG @ 24" O.C. DOWELS IN DOWEL BASKET AT ALL CONTROL JOINTS.
 - D. 4,000 P.S.I. REQUIREMENT.
 - E. SLUMP TO BE 4" +/- 1"
 - F. JOINT SPACING PER A.C.I. 302-IR-96
 - G. SAW-CUT DEPTH 1/4 T. SOFT SAW-CUTTING WITHIN 2 HRS OF FINISHING
 - H. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-IR-96
 4. NOT USED
 5. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL, BURNISHED FINISH.
 6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLINE FOR 7 DAYS MIN.
 7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED.
 8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB.
 9. SLAB TO BE FF35 FL24 MEASURED WITHIN 24 HOURS.
 10. NO FLY ASH IN THE CONCRETE.
 11. WHERE INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.
 12. CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER VOIDEN ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF BURLINE, CURING COMPOUND, OR RELEASE AGENTS. CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS.
 13. SEAL CONCRETE SLAB W/ "LIPDOLITH" SEALER

SCALE: 1/8" = 1'-0"

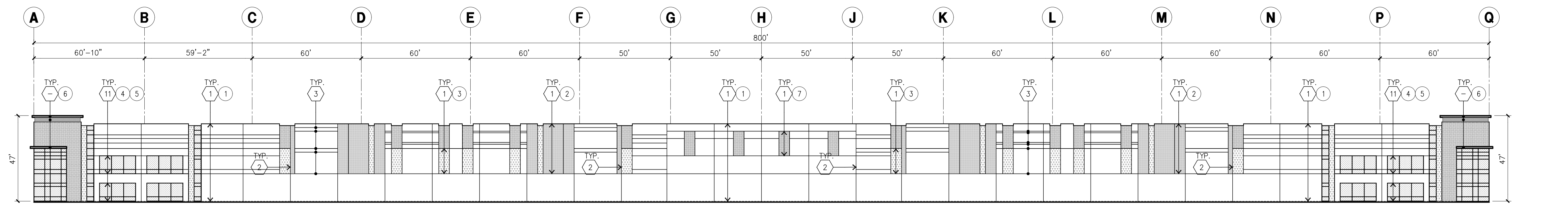




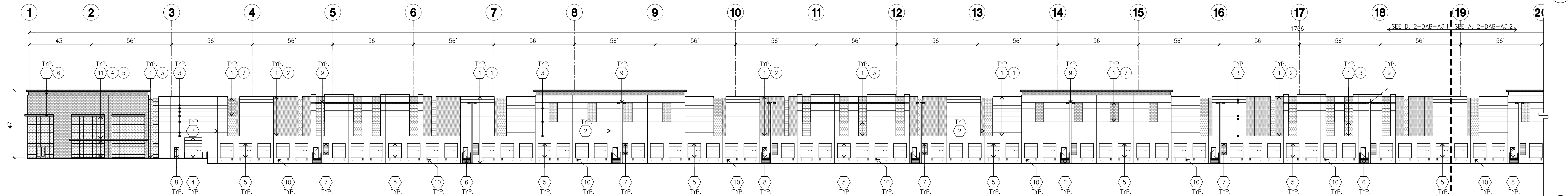
NORTH ELEVATION
scale: 1" = 30'-0"



NORTH ELEVATION CONT
scale: 1" = 30'-0"



WEST ELEVATION
scale: 1" = 30'-0"



SOUTH ELEVATION
scale: 1" = 30'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER (ONE SIDE). WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 8" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN. NOT REQUIRED AT DOCK HIGH CONDITION OR AT RAMP WALLS.
- 2 PANEL JOINT.
- 3 PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
- 4 OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 90 MPH WIND EXPOSURE "C".
- 5 OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 110 MPH WIND EXPOSURE "C".
- 6 CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON-SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
- 7 METAL LOUVER. DESIGN TO RESIST 90 MPH WIND EXPOSURE "C". PAINT TO MATCH BUILDING COLOR.
- 8 HOLLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR. DESIGN TO RESIST 90 MPH WIND EXPOSURE "C".
- 9 EXTERIOR DOWNSPOUT AND OVERFLOW SCUPPER.
- 10 DOCK BUMPER.
- 11 ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS. SILLIES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION. DESIGN TO RESIST 90 MPH WIND EXPOSURE "C".

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. - E.L. = TOP OF PARAPET ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE.
- J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
- K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

COLOR SCHED. - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL PAINT BRAND_SHERWIN WILLIAMS SW 7071 GRAY SCREEN
- 2 CONCRETE TILT-UP PANEL PAINT BRAND_SHERWIN WILLIAMS SW 7073 NETWORK GRAY
- 3 CONCRETE TILT-UP PANEL PAINT BRAND_SHERWIN WILLIAMS SW 7074 SOFTWARE
- 4 MULLIONS PAINT BRAND_BLACK ANODIZED ALUMINUM MULLIONS
- 5 GLAZING COLOR_BLUE ON BLUE REFLECTIVE GLAZING
- 6 CANOPY SHERWIN WILLIAMS PRO-INDUSTRIAL WATERBASED B53-1150 SEM-GLOSS SW 7069 IRON ORE PAINT BRAND_#1-BEAM METAL CANOPY
- 7 CONCRETE TILT-UP PANEL PAINT BRAND_CREAM CORONADO STONE VENEER 6" SPLIT LIMESTONE CREAM
- 8 SHERWIN WILLIAMS SW 7005 PURE WHITE
- 9 CONCRETE TILT-UP PANEL PAINT BRAND_# MAIL DOORS

GLAZING LEGEND

- V VISION GLASS
- IV INSULATED VISION GLASS
- S SPANDREL GLASS



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18831 bardeen avenue - ste. #100
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92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:

EXETER



Project:

Beaumont Summit
Station Building 2

Beaumont, CA

Consultants:

- CIVIL WEBB
- STRUCTURAL
- MECHANICAL
- PLUMBING
- ELECTRICAL
- LANDSCAPE KIMLEY-HORN
- FIRE PROTECTION
- SOILS ENGINEER

Title: ELEVATIONS

Project Number: 21085

Drawn by: CW

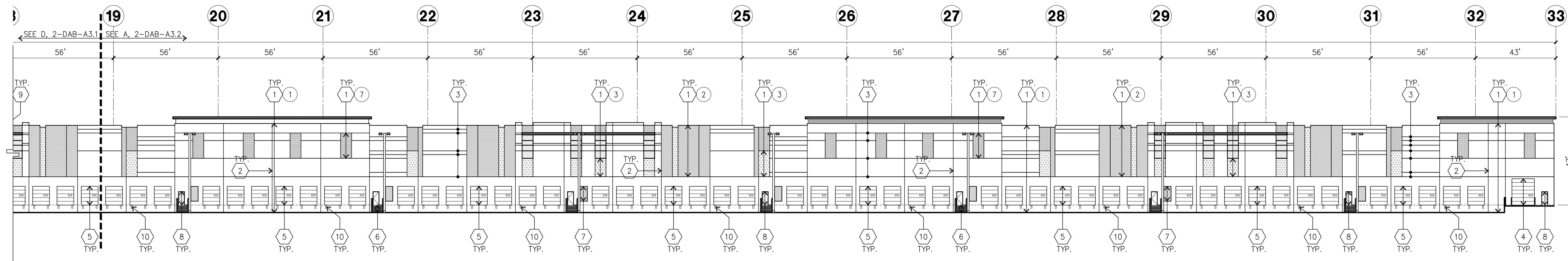
Date: 03/14/2022

Revision:

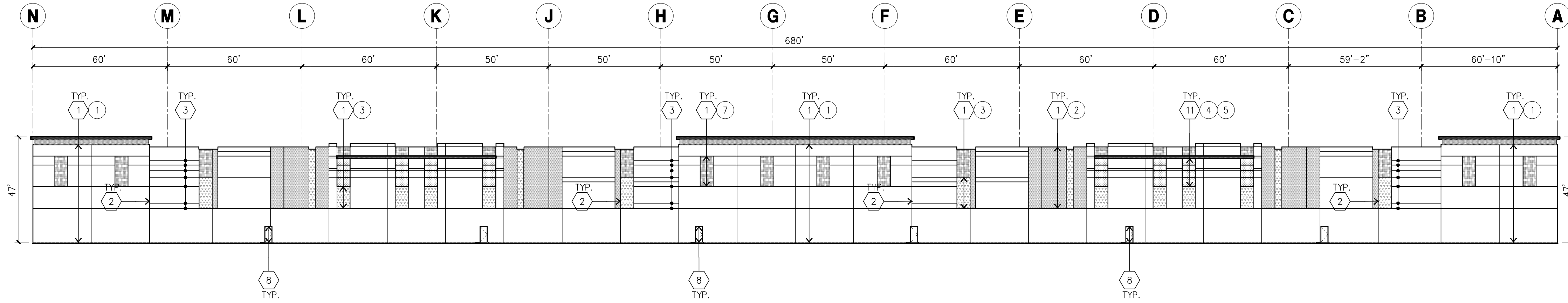
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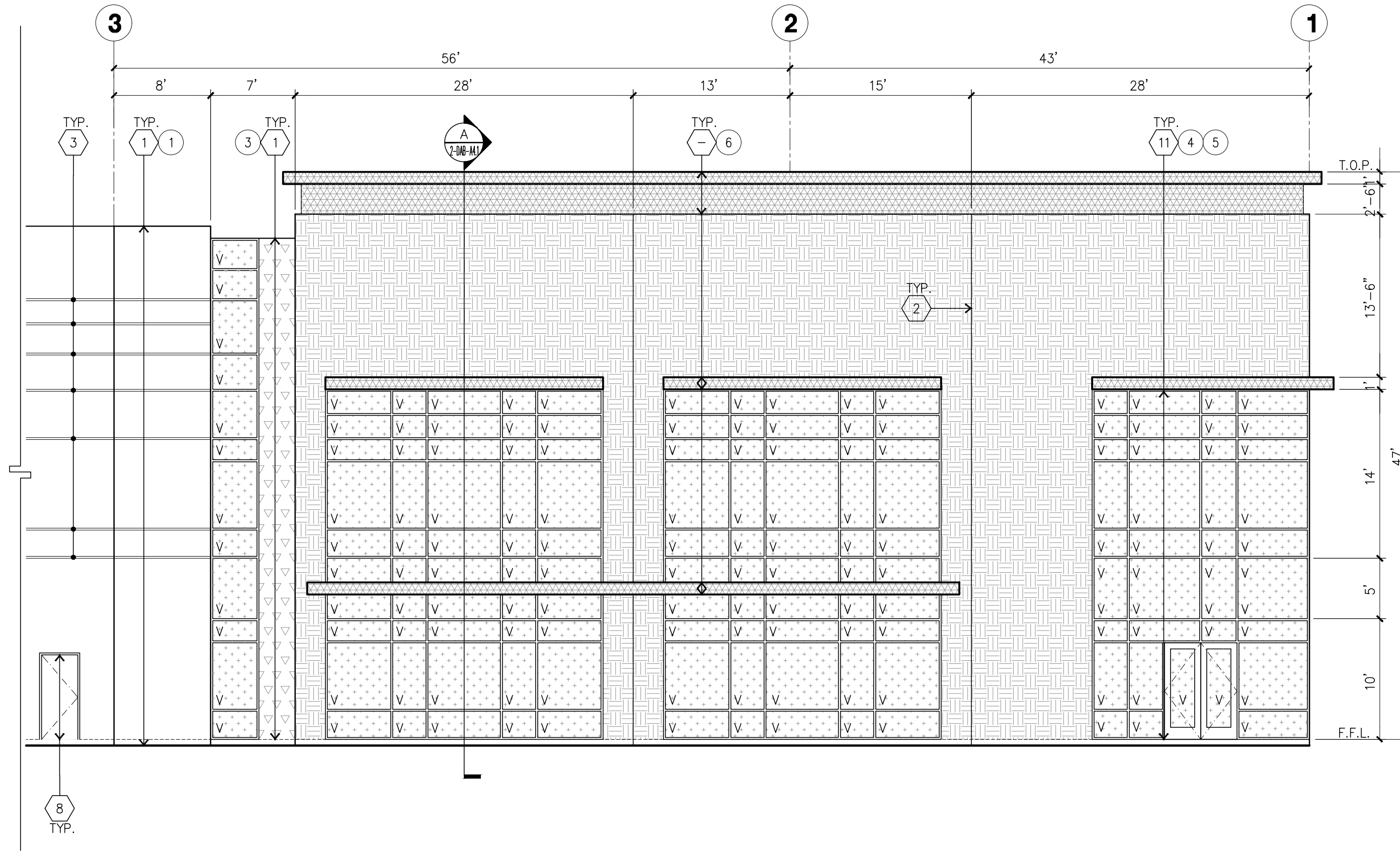
OFFICIAL USE ONLY



SOUTH ELEVATION CONT. scale: 1" = 30'-0"



EAST ELEVATION scale: 1" = 30'-0"



ENLARGED NORTH ELEVATION scale: 1/8" = 1'-0"

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Beaumont Summit Station Building 2

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Title: ELEVATIONS

Project Number: 21085
Drawn by: CW
Date: 03/14/2022
Revision:

Sheet:

2-DAB-A3.2

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NORTH ELEVATION



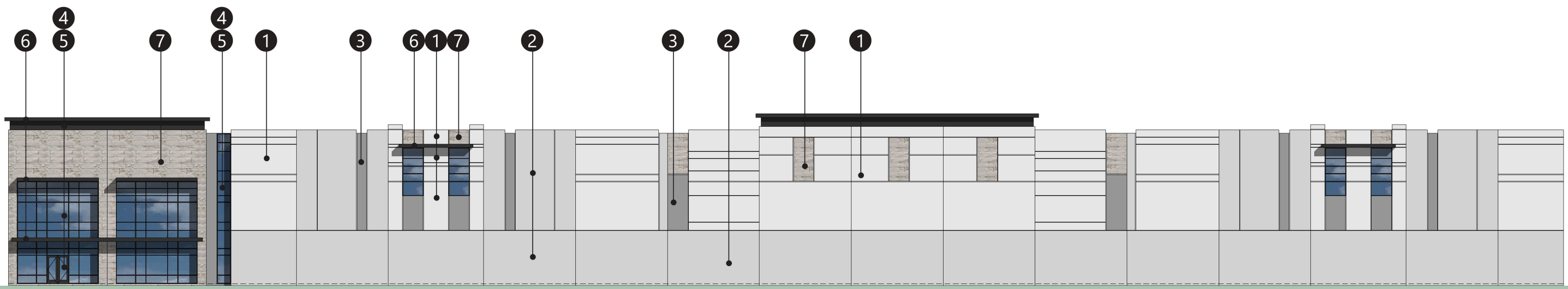
WEST ELEVATION



SOUTH ELEVATION



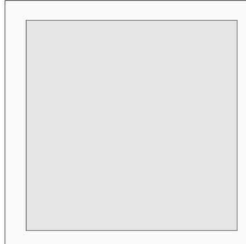
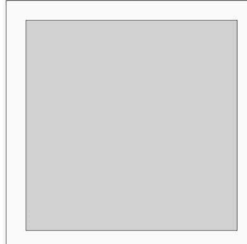
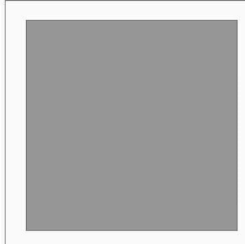
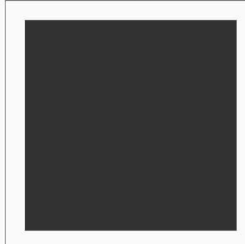
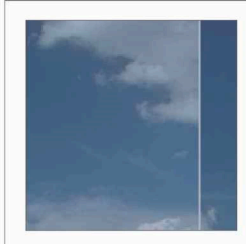
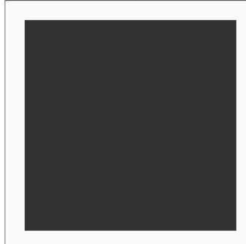

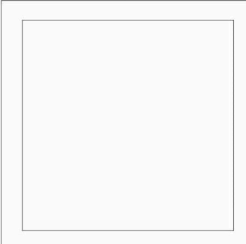
EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

1	2	3	4	5	6	7	8
							
Sherwin Williams SW 7071 Gray Screen	Sherwin Williams SW 7073 Network Gray	Sherwin Williams SW 7074 Software	Black Anodized Aluminum MULLIONS	Blue Reflective GLAZING	Sherwin Williams Pro-Industrial, Waterbased B53-1150 Semi-Gloss - SW 7069 Iron Ore @ I-beam Metal Canopy	Coronado Stone Veneer 6" Split Limestone Cream	Sherwin Williams SW 7005 Pure White @ man doors



**CITY OF BEAUMONT
PLANNING DEPARTMENT
DRAFT CONDITIONS OF APPROVAL**

PLANNING COMMISSION DATE: June 28, 2022

PROJECT NAME: Beaumont Summit Station Building 2

PROJECT NO.: PP2021-0390

DESCRIPTION: To construct a 1,213,235 square foot industrial building on a 67.86-acre lot that is proposed as Parcel 2 of Tentative Parcel Map 38223.

APPLICANT: Exeter Cherry Valley Land, LLC

LOCATION: South of Cherry Valley Boulevard, east of B Street

APN: Portions of 407-230-024, -025, -026 and 407-190-017

PROJECT

Note: Any conditions revised at a hearing will be noted by ~~strikeout~~ (for deletions) and/or underline (for additions), and any newly added conditions will be added at the end of all conditions regardless of the Department originating the condition.

STANDARD CONDITIONS

1. The permit for the above referenced Plot Plan and property consists of all Conditions of Approval herein.
2. The use hereby permitted is the construction of a 1,213,235 square foot building on 67.86-acres located on portions of Assessor Parcel Numbers 407-230-024, -025, -026 and 407-190-017.
3. The Community Development Director may approve minor modifications to Plot Plan PP2021-0390 that are in substantial conformance with the Beaumont Summit Station Specific Plan to the approved project and that do not increase impacts. All copies of the revised plans shall be dated and signed by the Director and made a part of the record.
4. Any modifications not considered in substantial conformance with the Beaumont Summit Station Specific Plan and PP2021-0390 are subject to separate review and approval by the Planning and Building Departments and may require additional permits and fees.
5. The permittee shall defend, indemnify, and hold harmless the City of Beaumont, the Beaumont Redevelopment Agency, its agents, officers, consultants, and employees from any claims, action, or proceeding against the City of Beaumont or its agents, officers, consultants, or employees to attack, set aside, void, or annul, an approval of the City of Beaumont, its advisory agencies, appeal boards, or legislative body concerning Plot Plan PP2021-0390. The City of Beaumont will

PP2021-0390
Draft Conditions of Approval
Page 2

promptly notify the permittee of any such claim, action, or proceeding against the City of Beaumont and will cooperate fully in the defense. If the City fails to promptly notify the permittee of any such claim, action or proceeding or fails to cooperate fully in the defense, the permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Beaumont.

6. This approval is subject to the City of Beaumont Municipal Code Section 17.02.070 Plot Plans are subject to timing specified in Sections (I) Plot Plan Time Limits, and (J) Plot Plan Lapse in Time.
7. The development and uses entitled pursuant to the permit shall comply with the Beaumont Summit Station Specific Plan and the Beaumont Municipal Code when the Specific Plan is silent and all other applicable City of Beaumont ordinances and state and federal codes. The development of the premises shall conform substantially with that as shown on the approved site plan, unless otherwise amended by these conditions of approval.
8. Administrative Plot Plan and business license application review and approval are required prior to building permit final.
9. Final inspections will be required prior to the start of operations by the City of Beaumont Departments including the office of the Fire Marshall and the Riverside County Flood Control District. All inspections shall be performed and approved before a Certificate of Occupancy will be issued.
10. If any of the conditions of approval are violated, or if the use otherwise become a public nuisance as set forth in the Beaumont Municipal Code, the Plot Plan permit may be revoked as prescribed in the Municipal Code.
11. A valid business license shall be maintained in force at all times.
12. The Community Development Director shall monitor the subject use to ensure that the scale of the use does not exceed the limitations of the existing site improvements. In the event the Community Development Director determines that the scale of the use has exceeded site limitations, a hearing shall be scheduled before the Planning Commission to review the permit and consider modification or revocation thereof.
13. After 12 months of operation, the subject matter may, at the discretion of the Community Development Director, be scheduled for review by the Planning Commission. The Commission shall retain the authority to amend these conditions of approval at such time, or to modify the use or revoke the permit if nuisance conditions result from the operation.

PP2021-0390
Draft Conditions of Approval
Page 3

14. The project shall comply the outdoor lighting (night sky) requirements of Beaumont Municipal Code Chapter 8.50.
15. Outdoor storage of motor vehicles is prohibited.
16. No vehicles may be parked on sidewalks, parkways, driveways, or alleys.
17. Buildings or any structures are prohibited from straddling any property lines, unless a parcel merger or lot line adjustment is submitted, approved and recorded.
18. The applicant shall be responsible for securing clearance, permits and approvals from all relevant agencies, including the Building Department, Fire Department, Public Works Department, and any other necessary departments or agencies.
19. Except for safety signage required by other provisions of law, signage is not approved as part of this project. Signage, in accordance with Beaumont Municipal Code, may be approved at a later date under a separate permit.
20. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash, disease, vermin, and debris during the life of this project.
21. Prior to the issuance of a Building Permit, or Certificate of Occupancy (whichever occurs first), landscape plans shall be prepared by a Licensed Landscape Architect and submitted in conjunction with Building plan and this project shall be subject to all the requirements listed in Chapter 17.06. The plans shall indicate species, sizes and spacing of all shrubs, groundcover, and trees.
22. Prior to the issuance of a Certificate of Occupancy, all landscaping shall be installed, and irrigation shall be operational.
23. The landscape plans shall include at a minimum size, 24" box trees on placed 40' on center along the eastern side of "B" Street, and on the south side of the southerly parking area, and the east side of the drive aisle on the east side of the project. All trees shall be a minimum size of a 24" box and shrubs shall be a minimum of at least 5 gallon.
24. Barbed wire, concertina and razor are strictly prohibited. Alternative toppers may be considered on a case-by-case basis, subject to approval by the Community Development Director.
25. An anti-graffiti coating shall be provided on all block walls, and written verification from the developer shall be provided to the City of Beaumont Planning Department.

PP2021-0390
Draft Conditions of Approval
Page 4

26. Per Beaumont Municipal Code, Section 17.11.160.D.3, all structures, appurtenances, parking, and drive aisles shall be paved with asphalt or concrete.
27. Per Beaumont Municipal Code, Section 17.11.160.D.4, all outdoor facilities shall be in compliance with Chapter 8.50 Outdoor Lighting of the Beaumont Municipal Code.

BUILDING DEPARTMENT CONDITIONS

28. 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 Chapter 9 of the Municipal Code, 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.

FIRE DEPARTMENT CONDITIONS

With respect to the conditions of approval for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

PRIOR TO PERMIT ISSUANCE:

29. Public Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the offsite water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow of 4,000 gpm at 20 psi for a 4-hour duration. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2019 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.
30. Private Fire Man: Prior to the issuance of building permits, plans for the private onsite fire main shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow of 4,000 gpm at 20 psi for a 4-hour duration. Fire hydrant(s) location and spacing shall comply with the fire code. Reference 2019 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.

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31. Fire Department Access: Prior to building permit issuance, provide a site plan showing the fire lanes. Access roads shall be provided to within 150 feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24 feet. The construction of the access roads shall be all weather and capable of sustaining 75,000 lbs. over two axels for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction Ref. CFC 503.1.1, 3310.1 and 503.2.1
32. Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal. Ref. CFC 503.4.1
33. Construction Permits Fire Department Review: Submittal of construction plans to the Office of the Fire Marshal for development, construction, installation, and operational use permitting will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code, and related codes, which are in effect at the time of building plan submittal.
34. Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

PRIOR TO FINAL:

35. Fire Sprinkler System: All new commercial structures 3,600 square feet or larger shall be protected with a fire sprinkler system. Ref CFC 903.2 as amended by the City of Beaumont.
36. Fire Alarm and Detection System: A water flow monitoring system and/or fire alarm system may be required and determined at time of building plan review. Ref. CFC 903.4, CFC 907.2 and NFPA 72
37. Knox Box and Gate Access: Buildings shall be provided with a Knox Box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and emergency preemption devices compatible with Opticom. Ref. CFC 506.1
38. Addressing: All commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required. Ref. CFC 505.1 and County of Riverside Office of the Fire Marshal Standard #07-01
39. Emergency Responder Radio Coverage Systems: Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Ref. CFC

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510.1 and Riverside County Office of the Fire Marshal Technical Policy #TP19-002

POLICE DEPARTMENT

40. The address of the business shall be clearly visible from the front of the building and shall be illuminated during hours of darkness.

41. The applicant shall comply with all applicable local, county, state and federal regulations, including the City's Municipal Code and the California Business and Professions Code (B&P).

PUBLIC WORKS

GENERAL

42. The following is a non-inclusive list of items that may be required by the Public Works Department:

A. Plans:

- a. Precise Grading Plan
- b. Erosion Control Plan
- c. Retaining wall Plan (for line and grade only)
- d. Composite Onsite Utility Plan

B. Reports and Studies:

- a. Grading Certification
- b. Compaction Report

C. Permits and Agreements:

- a. WQMP Covenant and Agreement
- b. City Grading Permit
- c. City Dirt Haul Permit
- d. City Encroachment Permit

43. All required plans and studies shall be prepared by a Registered Professional Engineer, Registered Professional Geologist or Registered Professional Surveyor in the State of California, and submitted to the Public Works Department for review and approval.

44. The Applicant shall coordinate with affected utility companies and obtain any permits as necessary for the development of this project.

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45. The Applicant is responsible for resolving any conflicts with existing or proposed easements. All easement(s) of record and proposed easements shall be shown on the grading plan and improvement plans, where applicable.
46. The Applicant shall obtain an Encroachment Permit, as required, for all work within the public right-of-way.
47. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall satisfy all Public Works Conditions of Approval for Tentative Parcel Map 38223.
48. PRIOR TO OBTAINING ANY BUILDING PERMIT: Parcel Map No. 38223 shall be recorded.

SURVEYING AND MAPPING

49. PRIOR TO START OF CONSTRUCTION: Where survey monuments exist, such monuments shall be protected or shall be referenced and reset, pursuant to Business and Professions Code, Sections 8700 to 8805 (Land Surveyors Act).
50. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The Applicant, at its sole expense, shall obtain all right-of-way or easement acquisitions necessary to implement any portion or condition of this project.

GRADING AND DRAINAGE IMPROVEMENTS

51. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design the drainage facilities to capture and convey the 100-year storm event.
52. PRIOR TO ISSUANCE OF A GRADING PERMIT: The Applicant shall design the drainage facilities to collect and convey all on-site drainage flows in a manner consistent with the historic drainage pattern and discharge in a manner which will not increase damage, hazard, or liability to adjacent or downstream properties.
53. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit for stormwater discharges associated with construction activities as required by the California Water Resources Control Board.
54. PRIOR TO ISSUANCE OF A GRADING PERMIT: A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and submitted to the California Water Resources Control Board. The developer shall be responsible for implementation, monitoring, operation, and maintenance of the SWPPP until all improvements have been accepted by Public Works Department or construction is complete, whichever is later.

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55. PRIOR TO ISSUANCE OF A GRADING PERMIT: A copy of the Notice of Intent (NOI) and Waste Discharge Identification (WDID) number from the State Water Resources Control Board shall be provided to the Public Works Department.
56. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall adhere to all Federal Emergency Management Agency (FEMA) regulations and requirements in the event that existing drainage patterns are affected by this development. The applicant shall submit to the City and to any governing Federal agency for review and approval, all necessary calculations.
57. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall submit for review and approval, a Final WQMP (F-WQMP). The F-WQMP shall be in substantial conformance with the approved preliminary Project-Specific WQMP and the document "Water Quality Management Plan – A Guidance Document for the Santa Ana Region of Riverside County," dated October 2012 (Guidance Document)
58. PRIOR TO ISSUANCE OF GRADING PERMIT: The Applicant shall record a "Covenant and Agreement" with the County Recorder, or other instrument acceptable to the City.
59. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design all storm drains, catch basins, and storm water structures with trash capture devices that conform with the approved trash capture list issued by the State Water Board.
60. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design temporary drainage facilities and erosion control measures to minimize erosion and silt deposition during the grading operation.
61. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall ensure that all WQMP BMP's are fully operational and a maintenance mechanism is in place.
62. CONCURRENT WITH GRADING OPERATIONS: Any grading and/or utility excavations and backfilling, both on and off site, shall be done under the continuous direction of a licensed geotechnical/civil engineer who shall obtain all required permits and submit reports on progress and test results to the City Engineer for review and approval as determined by the City. Upon completion of all soils related work, the geotechnical engineer shall submit a final report to the City Engineer for review and approval, which may require additional tests at the expense of the applicant.
63. PRIOR TO FOUNDATION TRENCHING: The applicant shall submit a soil compaction report to the City for review and approval.

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64. PRIOR TO OBTAINING ANY BUILDING PERMIT: The applicant shall submit pad certifications letters and pad compaction reports to the City for review and Approval.

MITIGATION MEASURES

65. MM AQ-1: Prior to issuance of Phase 1 and Phase 2 grading permits, the applicant shall prepare and submit documentation to the City of Beaumont to demonstrate the following:

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.
- Construction equipment shall be properly maintained according to manufacturer specifications.
- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
- On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.

66. MM AQ-2: The Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of Phase 1 and Phase 2 building permits, the Beaumont Building and Safety Department shall confirm the plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC

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emissions.

- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

67. MM AQ-3: Prior to issuance of Phase 1 and Phase 2 occupancy permits (unless otherwise specified), the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site (Phase 1 only).
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided (Phase 1 only).
- Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance (Phase 1 only).

Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.

- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on-site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

68. MM AQ-5: Prior to the issuance of occupancy permits for Phase 1, the Planning Department shall confirm that all truck access gates and loading docks within the project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- For non-essential idling, truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code

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of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged.

- Telephone numbers of the building facilities manager and CARB to report violations.

Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

69. MM AQ-6: Prior to the issuance of Phase 1 occupancy permits, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project’s life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with SCAQMD Rule 2305

MM BIO-1: Project activities shall not be initiated within 100 feet of any least Bell’s vireo suitable habitat area(s) during the species’ breeding season (March 15-August 31) unless a negative USFWS protocol survey has been conducted within one year of construction kickoff and findings were negative. If groundbreaking activities occur outside the least Bell’s vireo nesting season (i.e., September 16-March 14), a qualified biologist shall perform a presence/absence survey within suitable habitat on-site, and shall continue these surveys on a monthly basis, especially as breeding season commences.

If least Bell’s vireo nesting is discovered, either during protocol surveys, monthly presence/absence surveys, or incidentally, no Project activities shall occur within 300 feet of any least Bell’s vireo nest site until it has been confirmed that the young have fledged, and the nest is no longer active. A qualified biologist shall always be present when construction crews are working within 1/8 mile surrounding an identified least Bell’s vireo nest site to ensure that the birds do not react unfavorably to Project activities. If the qualified biologist observes signs of agitation stemming from Project activities, the activities shall cease and not resume until the birds’ behavior normalizes. If the birds continue to exhibit signs of agitation, Project activities shall be adjusted to avoid impacts on nesting least Bell’s vireo. Additionally, in the presence of least Bell’s vireo nests, noise level from Project activities shall not to exceed 65 dBA at the edge of occupied habitat. If this is not possible, a noise barrier shall be constructed to keep noise at or below 65 dBA to avoid adverse impacts to any least Bell’s vireo nest/s.

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During the least Bell's vireo breeding season, artificial light shall not be cast into suitable habitat.

A qualified biologist shall conduct a training session for Project personnel prior to grading in conformance with MSCHP best management practices requirements. The training shall include a description of least Bell's vireo and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished.

70. MM BIO-2: A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are documented on-site, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.
71. MM BIO-3: Vegetation clearing and ground disturbing activities should be conducted outside of the nesting season (February 1 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests.
72. MM BIO-4: Prior to any ground-disturbing activity near jurisdictional features, applicable permits shall be obtained through the USACE, RWQCB, and CDFW for impacts on jurisdictional features. Based on the results of the aquatic resources delineation for the proposed Project, the proposed Project would permanently impact 0.25 acre of USACE-jurisdictional non-wetland waters of the U.S. and RWQCB-jurisdictional non-wetland waters of the State (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1). Additionally, the proposed Project would permanently impact 2.17 acres of CDFW-jurisdictional vegetated streambed (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1) and 0.24 acre of CDFW-jurisdictional riparian habitat (i.e., NWW-2A and NWW-3B). The Project applicant shall be obligated to implement/comply with the permit conditions and mitigation measures required by the resource agencies regarding impacts on their respective jurisdictions.

A minimum 1:1 mitigation ratio (0.25-acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. Compensatory mitigation

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to offset impacts to jurisdictional aquatic resources may be implemented through off-site, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with purchase confirmation.

73.MM CUL-1: A qualified archaeological monitor will be present during Project-related ground-disturbing activities in undisturbed native sediments.

74.MM CUL-2: In the event that potentially significant cultural materials are encountered during Project-related ground-disturbing activities, all work will be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.

75.MM GEO-1: Settlement Monitoring Program. A Settlement Monitoring Program would be implemented, consisting of the surveying of surface monuments to monitor settlement of alluvial soils left in-place and/or proposed fills deeper than 30 feet (design plus remedial grading). Survey monument readings for both deep fill areas and for fill over compressible natural ground (Qal) should be conducted following the completion of fill placement. Survey monument locations should be selected by the geotechnical consultant. Survey readings should be taken weekly for the first month and on a weekly basis thereafter until vertical movement of the fill mass achieve 90 percent of primary compression, begin secondary compression or the estimated remaining settlement is less than one inch. Construction of proposed structures would not commence until approved by the geotechnical consultant based on the results of the settlement monitoring. Survey benchmarks used for the monitoring would be confirmed with the geotechnical consultant prior to initial readings being performed.

Foundation and Grading Plan Review. New retaining walls with maximum heights of up to 50± feet would be constructed as part of the new development. Additional review of the global stability of the proposed site grading be performed by SCG once more detailed rough grading plans become available. An additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations.

Over excavation. Benching of the sidewalls would be required during fill placement. The horizontal extent of the benching should be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. Following completion of the over excavations, the subgrade would be evaluated by the geotechnical engineer to verify its suitability to serve as the structural fill subgrade. Some localized areas of

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deeper excavation may be required if loose, porous, or low-density materials are encountered at the base of the over excavation. Materials suitable to serve as the structural fill subgrade within the building area should consist of moderate strength alluvial soils which possess an in-situ density equal to at least 85 percent of the ASTM D-1557 maximum dry density. These materials would be moisture conditioned to 0 to 4 percent above optimum moisture content prior to placement of any new fill soils. The previously excavated soils may then be replaced as compacted structural fill.

- 76.MM GEO-2: Paleontological Construction Monitoring and Compliance Program. The following measures would be implemented to reduce potential impacts to paleontological resources to less than significant:

Retain a Qualified Paleontologist. Prior to initial ground disturbance, the Applicant shall retain a Project paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources.

Paleontological Monitoring. Ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) in areas mapped as high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. Areas mapped as low to high paleontological sensitivity shall be monitored when ground-disturbing activities exceed five feet in depth, because underlying sensitive sediments could be impacted. Areas considered to have an undetermined paleontological sensitivity shall be inspected and further assessed if construction activities bring potentially sensitive geologic deposits to the surface. The Paleontological Mitigation and Monitoring Program shall be supervised by the Project paleontologist. Monitoring must be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring would be determined by City based on recommendation from the Project paleontologist. If the Project paleontologist determines that full-time monitoring is no longer warranted, they may recommend to the City that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not exceed five feet in depth would not require paleontological monitoring.

Paleontological Mitigation and Monitoring Program. After Project design has been finalized to determine the precise extent and location of planned ground disturbances, and prior to construction activity, a qualified paleontologist would prepare a Paleontological Mitigation and Monitoring Program to be implemented

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during ground disturbance activity for the Project. This program would outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. The program would be prepared in accordance with the standards set forth by current Society of Vertebrate Paleontology guidelines (2010) and with proper implementation, would reduce or eliminate potential impacts to paleontological resources.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Project paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be presented at a preconstruction meeting that a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.

Salvage of Fossils. If fossils are discovered, the Project paleontologist or paleontological monitor should recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist would have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

Preparation and Curation of Recovered Fossils. Once salvaged, the City would ensure that significant fossils would be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Western Science Center), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Project paleontologist. Field collection and preparation of fossil specimens would be performed by the Project paleontologist with further preparation as needed by an accredited museum repository institution at the time of curation.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activity (and curation of fossils, if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the

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location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

77. MM GHG-1: Phase 1 of the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load, conservatively anticipated to be approximately 8.87 kilowatt hours per year [kWh/year] per square foot).

With expected energy consumption at 8.87 kWh/sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to offset consumption.

Should the energy consumption characteristics of a future tenant differ from this projection, there is sufficient space on the rooftop for the system to roughly triple on-site generation. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.

78. MM GHG-2: Prior to the issuance of a Phase 1 or Phase 2 building permit, the Project Applicant or successor in interest shall provide documentation to the City of Beaumont demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) certification and meet or exceed CalGreen Tier 2 standards in effect at the time of building permit application.
79. MM GHG-3: The development (Phase 1 and Phase 2) shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection and load area shall be constructed in compliance with Riverside County Waste Management Department's Design Guidelines for Recyclable Collection and Loading Areas.
80. MM GHG-4: Prior to the issuance of Phase 1 or Phase 2 occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all landscaping equipment used on-site shall be 100 percent electrically powered. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable.

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81. MM HAZ-1: The Applicant shall prepare a Soil Management Plan prior to the redevelopment of the site.

82. MM TCR-1 The Serrano Nation, (currently Mr. Mark Cochrane and/or Mr. Wayne Walker, but the representative could change depending on when a finding may occur), shall be notified if any cultural material is encountered during Project construction.

End of Conditions

OWNER/APPLICANT
 EXETER CHERRY VALLEY LAND, LLC
 4602 EAST UNIVERSITY DRIVE, SUITE 105
 PHOENIX, AZ 85034
 TEL: 708-341-8931
 ATTN: ANDREA GREYBAR
 EMAIL: AGREYBAR@EXETERPG.COM

ENGINEER
 ALBERT A. WEBB ASSOCIATES
 3788 McCRAY STREET
 RIVERSIDE, CA 92506
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 FAX: (951) 788-1256
 ATTN: BYANKA VELASCO
 EMAIL: BYANKA.VELASCO@WEBBASSOCIATES.COM

ASSESSOR'S PARCEL NO.
 401-230-0(24-26)

AREA INFORMATION
 GROSS AREA: 22.31 AC
 NET AREA: 20.12 AC

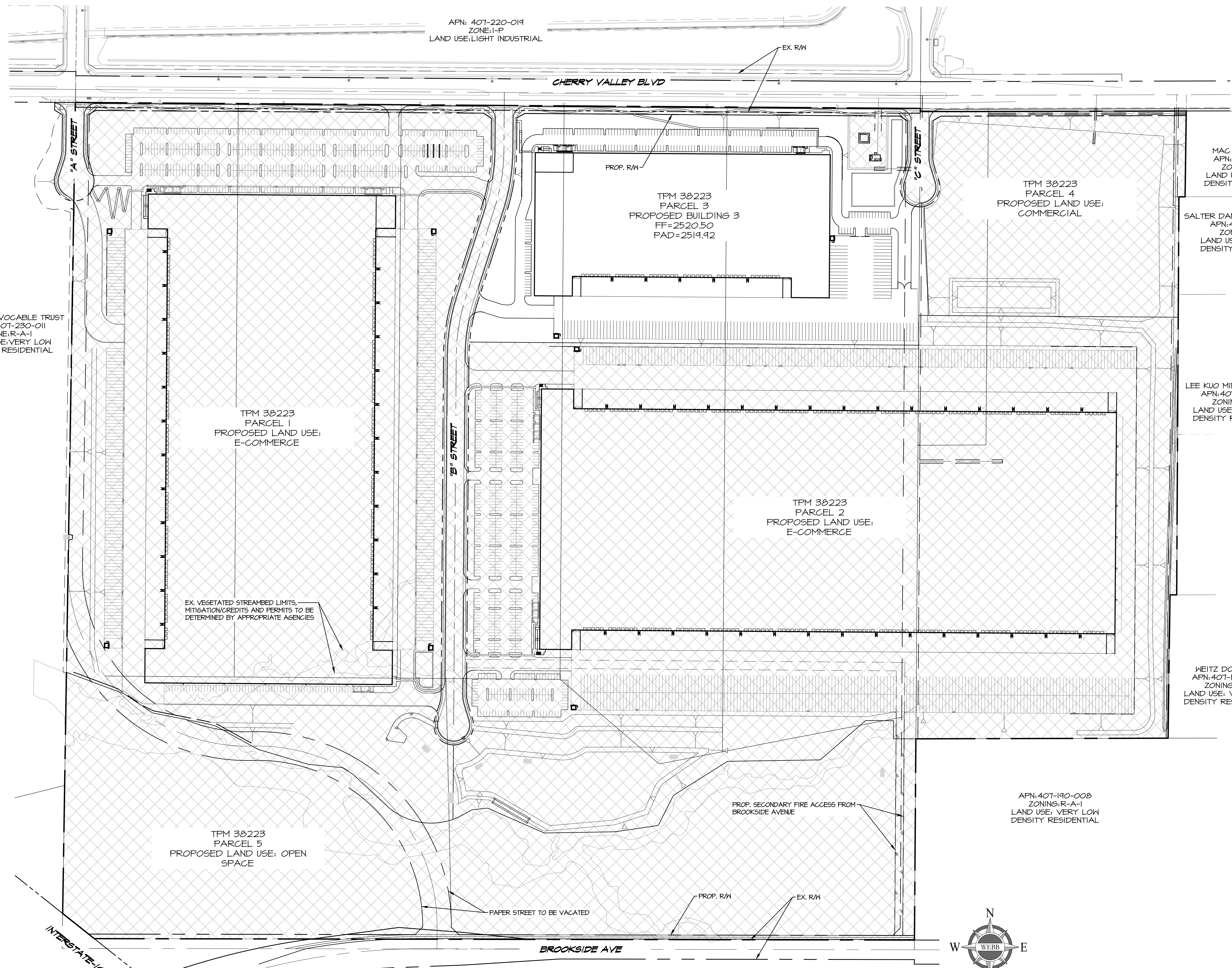
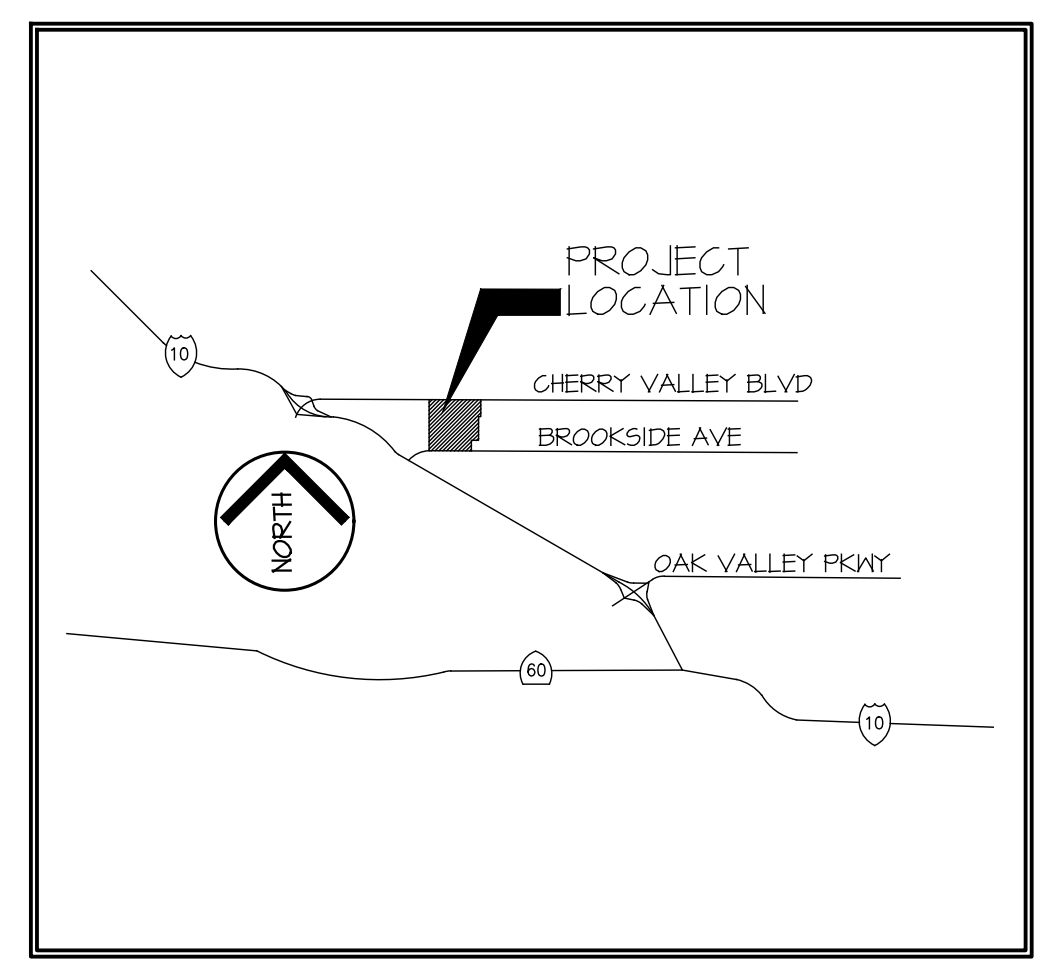
LAND USE
 EXISTING LAND USE: LOW DENSITY RESIDENTIAL
 PROPOSED LAND USE: E-COMMERCE, COMMERCIAL, OPEN SPACE
 EXISTING ZONING: SPECIFIC PLAN
 PROPOSED ZONING: SPECIFIC PLAN

FEMA FLOODZONE
 ZONE X-AREA
 MAP NO. 06065C0185G
 EFFECTIVE 08/28/2008

UTILITIES
 WATER: BEAUMONT CHERRY VALLEY WATER DISTRICT 951-848-1581
 SEWER: CITY OF BEAUMONT 951-764-8920
 GAS: SOUTHERN CALIFORNIA GAS COMPANY 1-800-423-1341
 ELECTRIC: SOUTHERN CALIFORNIA EDISON 1-800-655-8844
 TELEPHONE: AT&T 1-800-241-3624
 TELEVISION: SPECTRUM/CHARTER 1-844-760-6054

LEGAL DESCRIPTION
 THIS PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN EXHIBIT A OF FIDELITY NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT #2501948-011-MA3-BAM, DATED MARCH 12, 2021.
 THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEAUMONT (AREA), IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 PARCEL 1: APN 401-190-016
 THE WESTERLY 208.71 FEET OF THE NORTHERLY 1,073.55 FEET OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.
 EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
 ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146636.
 PARCELS 3 TO 5, INCLUSIVE, AND LOTS C, D, E AND H, INCLUSIVE OF PARCEL MAP NO. 12218, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN PARCEL MAP BOOK 85, PAGE 66 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
BEAUMONT SUMMIT STATION - BUILDING 3
PLOT PLAN AND CONCEPTUAL GRADING
 PP2021-0388 / PW2021-0718
 LOCATED IN SECTION 29 & 30, T. 2 S., R. 1 W.



MAG DADDY DEV
 APN: 401-190-018
 ZONING: R-A-1
 LAND USE: VERY LOW DENSITY RESIDENTIAL

SALTER DANIEL LIVING TRUST
 APN: 401-190-012
 ZONING: A-1-H
 LAND USE: VERY LOW DENSITY RESIDENTIAL

SITE QUANTITIES

BUILDING AREA	
OFFICE	10,000 SF
WAREHOUSE	348,370 SF
TOTAL	358,370 SF
AUTO REQUIRED	
1/1000 SF FOR 40K SF	40
1/4000 SF OVER 40K SF	80
TOTAL	120
AUTO PROVIDED	
STANDARD (9'x19')	158
COMPACT (8.5'x19')	26
ACCESSIBLE (9'x19')	5
ACCESSIBLE VAN (12'x19')	2
EV PARKING (9'x19')	21
EV ACCESSIBLE (9'x19')	1
EV VAN ACCESSIBLE (12'x19')	1
EV AMBULATORY (10'x19')	5
CLEAN AIR/VAN POOL (8.5'x18')	5
TOTAL	214
TRAILER PARKING PROVIDED	
TRAILER (10'x55')	144

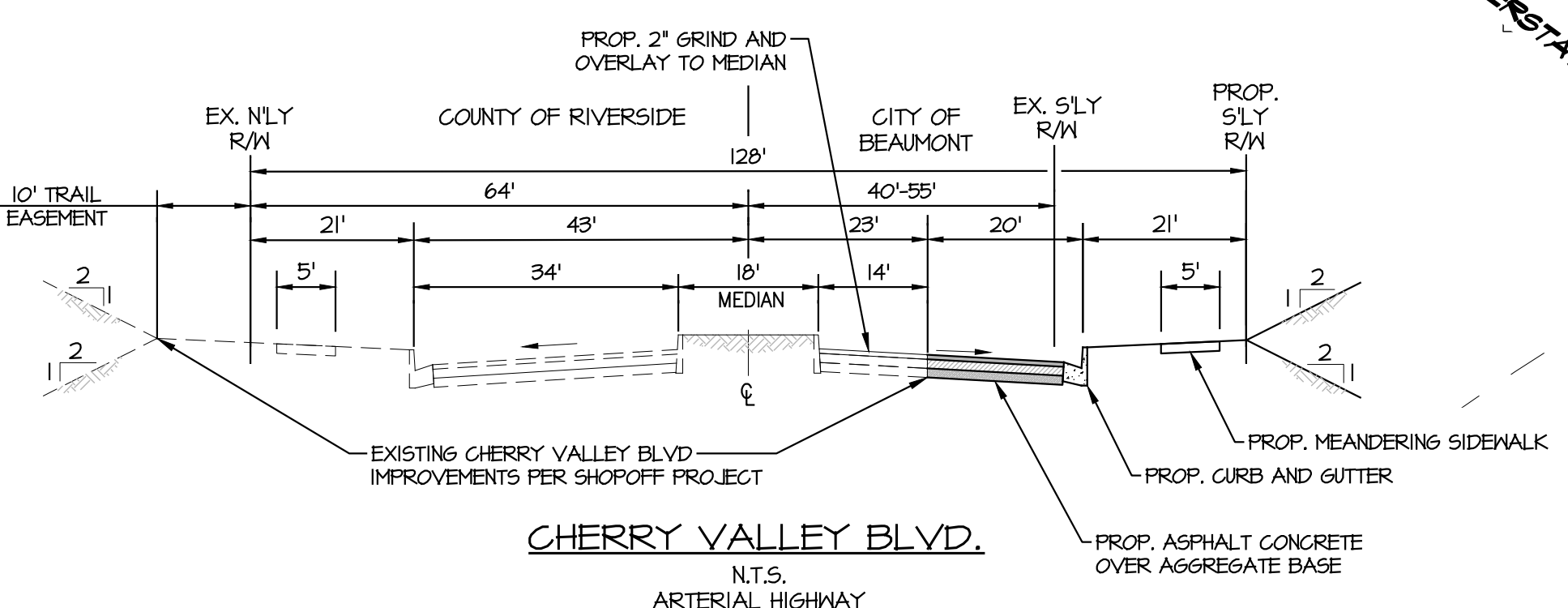
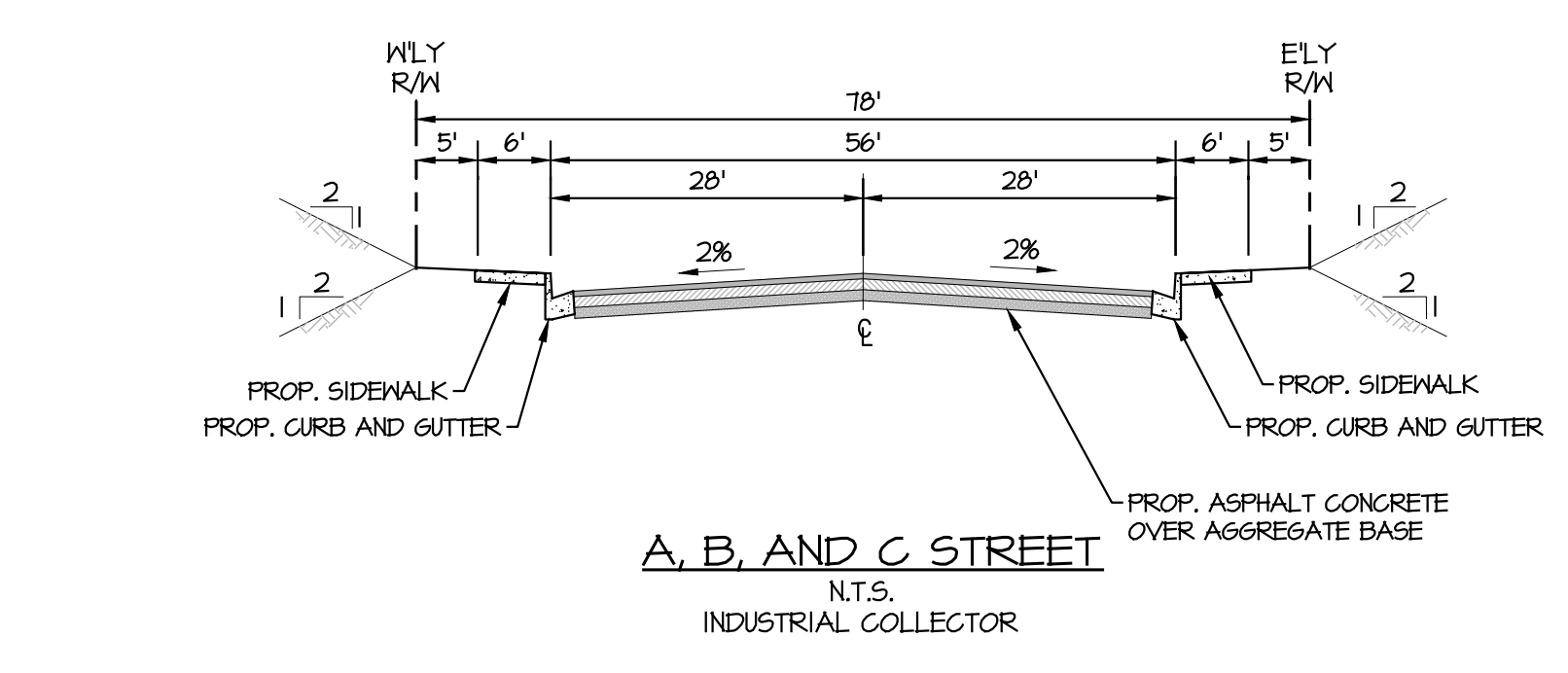
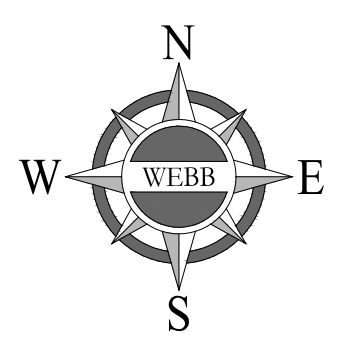
NOTE
 - A, B, AND C STREETS TO BE CONSTRUCTED PER TPM 38223
 - STORM DRAIN GREATER THAN 36" DIAMETER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY RCFCD#NCD
 - STORM DRAIN 36" DIAMETER OR SMALLER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY THE CITY OF BEAUMONT
 - ALL ONSITE STORM DRAIN TO BE OWNED AND OPERATED BY POA

HEITZ DOLORES
 APN: 401-190-007
 ZONING: W-2
 LAND USE: VERY LOW DENSITY RESIDENTIAL

- LEGEND**
- RESTRICTED ACCESS
 - PROPOSED LOT LINE
 - PROPOSED R/W
 - DAYLIGHT LINE
 - CUT/FILL BOUNDARY
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - PROPOSED PRIVATE STORM DRAIN
 - PROPOSED RCFCD#NCD STORM DRAIN
 - PROPOSED CITY OF BEAUMONT STORM DRAIN
 - STORM DRAIN FLOW DIRECTION
 - PROPOSED BACKBONE WATER
 - PROPOSED BACKBONE SEWER
 - PROPOSED BACKBONE STORM DRAIN
 - PROPOSED RETAINING WALL
 - ADA PATH OF TRAVEL
 - PROPOSED LANDSCAPE AREA
 - PROPOSED HEAVY DUTY CONCRETE
 - PROPOSED LIGHT DUTY CONCRETE
 - NOT A PART OF B55 - BUILDING 3 PROJECT
 - PROPOSED CATCH BASIN

SHEET INDEX

1	TITLE SHEET
2	PROPOSED SITE PLAN
3	CONCEPTUAL GRADING
4	CROSS-SECTIONS



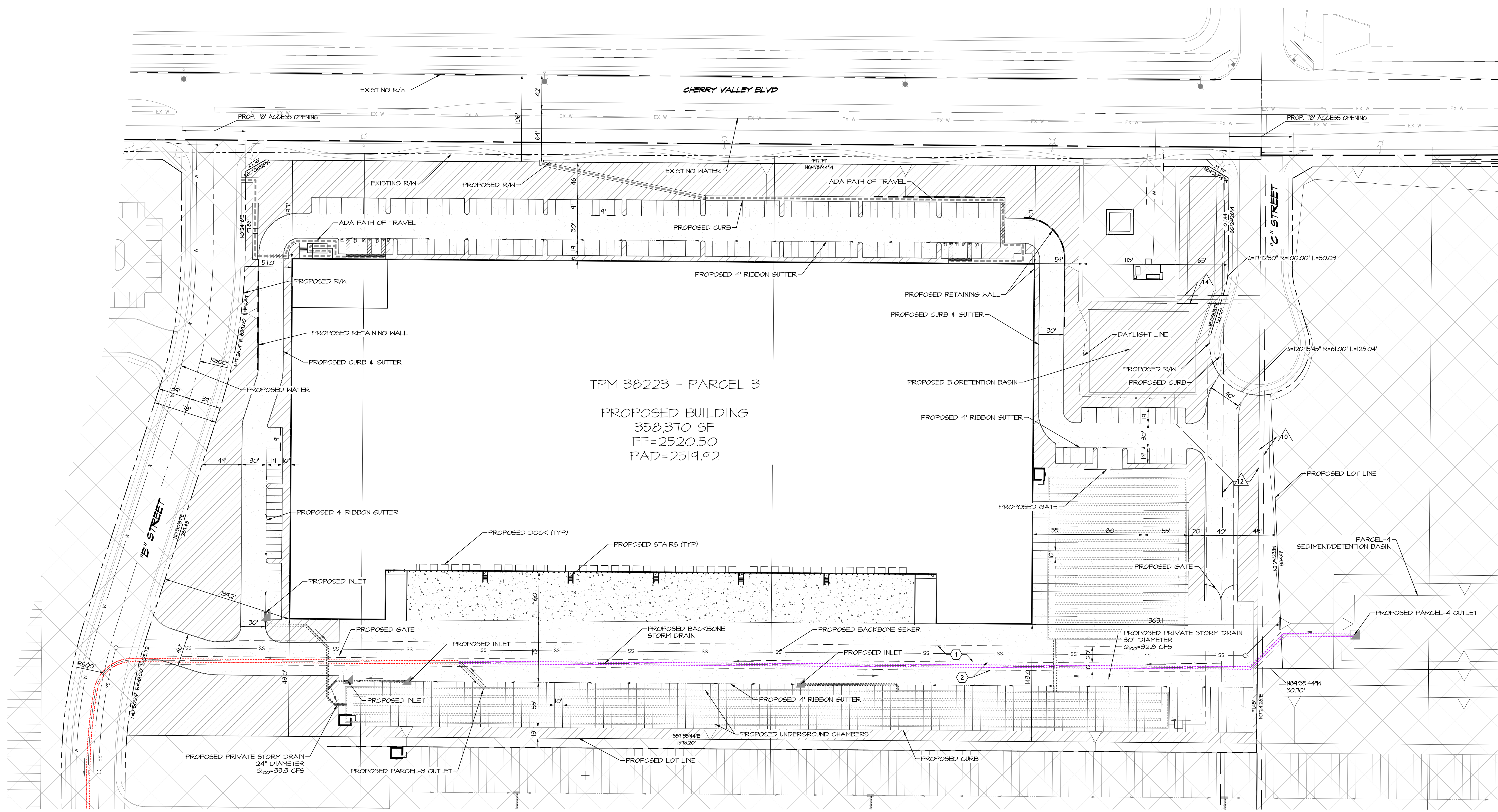
MAO JONG OCK HANG VICTORIA
 APN: 401-010-004
 ZONING: COMMERCIAL COMMUNITY
 LAND USE: NEIGHBORHOOD COMMERCIAL

ADLER MICHAEL, ADLER STEPHANIE
 APN: 401-010-010
 ZONING: COMMERCIAL COMMUNITY
 LAND USE: SINGLE FAMILY RESIDENTIAL

COLORADO RIVER MOBILE HOMES
 APN: 401-010-011
 ZONING: RESIDENTIAL SINGLE-FAMILY
 LAND USE: SINGLE FAMILY RESIDENTIAL

SCALE: 1" = 80'	DATE: 4/2/22	DESIGNED: BP	CHECKED: BLV	PLN CK REF: F.B.
DATE: 4/2/22	BY: F.B.	REVISIONS		
ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA 92506 PH: (951) 686-1070 FAX: (951) 788-1256				
BEAUMONT SUMMIT STATION TITLE SHEET BUILDING 3 - PLOT PLAN				H.C. 21-0044 SHEET 1 OF 4 SHEETS DWS. NO.

PRELIMINARY
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TPM 38223 - PARCEL 3
 PROPOSED BUILDING
 358,370 SF
 FF=2520.50
 PAD=2519.92

EASEMENT NOTES

- 10 EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SCE RECORDED JULY 10, 1974 AS RECORDING NO. 86443 OF OFFICIAL RECORDS
- 12 EASEMENT FOR PUBLIC STREET AND UTILITY PURPOSES AND INCIDENTAL PURPOSES PER PARCEL MAP 12218
- 14 EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SCE RECORDED MARCH 26, 1991 AS RECORDING NO. 91-048044 OF OFFICIAL RECORDS

PROPOSED EASEMENT NOTES

- 1 PROPOSED SEWER EASEMENT
- 2 PROPOSED STORM DRAIN EASEMENT

BACKBONE IMPROVEMENTS FOR TPM 38223

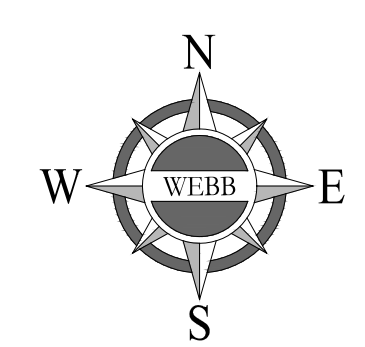
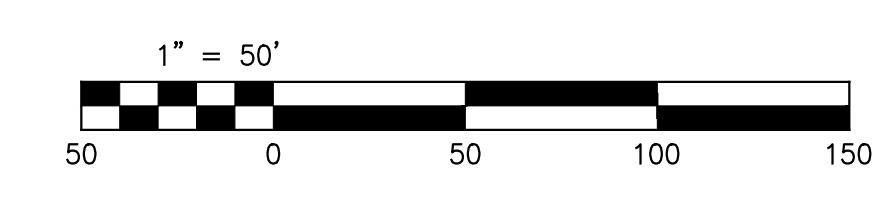
- SITE WILL BE MASS GRADED.
- CONSTRUCT A STREET, B STREET, C STREET, AND EMERGENCY ACCESS ROAD.
- CONSTRUCT BACKBONE UTILITIES: WATER, SEWER, AND STORM DRAIN.
- EACH PARCEL WILL CONSTRUCT FACILITIES FOR INCREASED RUNOFF AS PART OF THEIR DEVELOPMENT DUE TO INTRODUCTION OF IMPERVIOUS AREAS.

NOTE

- A, B, AND C STREETS TO BE CONSTRUCTED PER TPM 38223
- STORM DRAIN GREATER THAN 36" DIAMETER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY RCFCD&NCD
- STORM DRAIN 36" DIAMETER OR SMALLER WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT TO BE OWNED AND OPERATED BY THE CITY OF BEAUMONT
- ALL ONSITE STORM DRAIN TO BE OWNED AND OPERATED BY POA

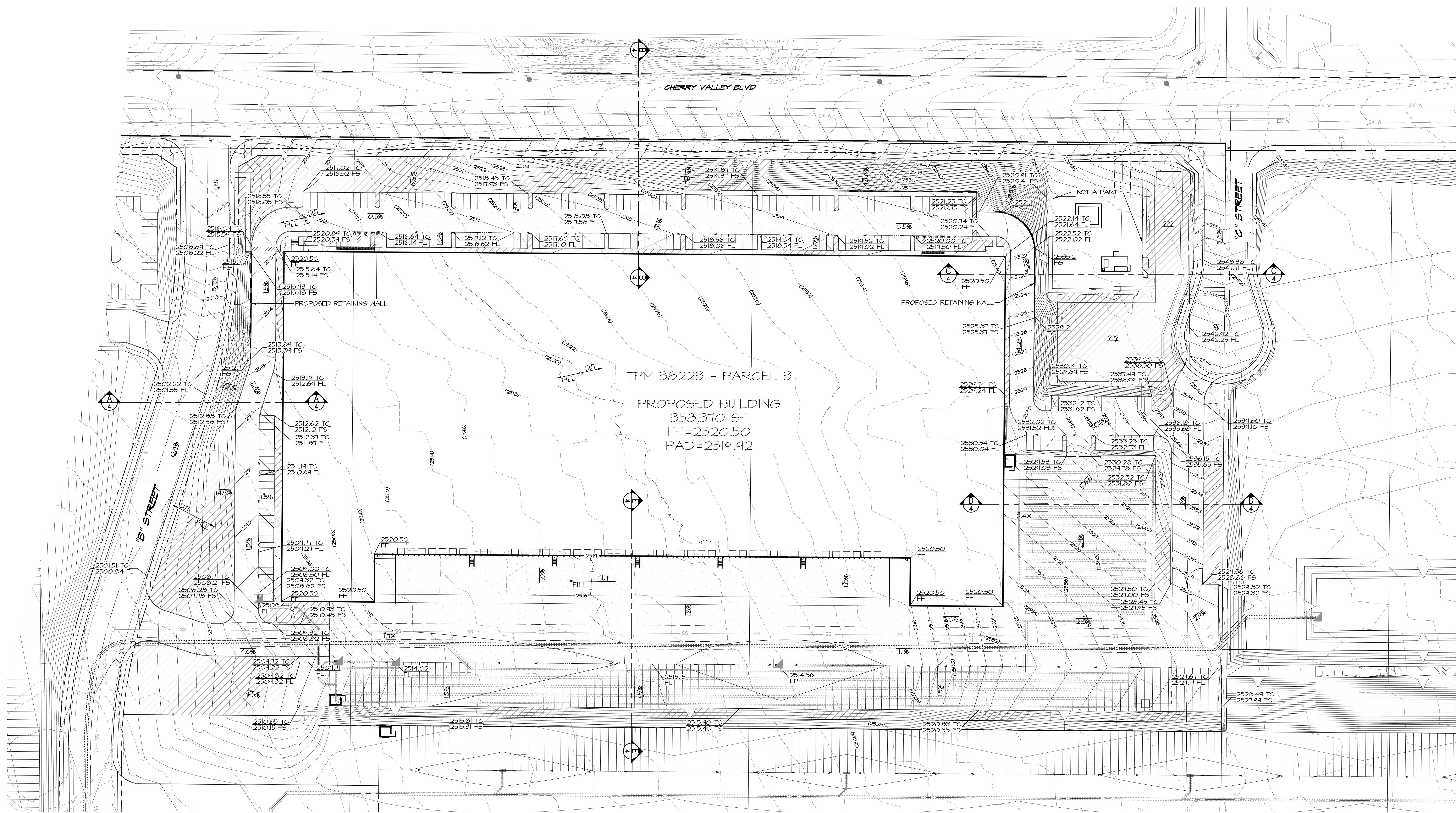
LEGEND

[Symbol]	RESTRICTED ACCESS
[Symbol]	PROPOSED LOT LINE
[Symbol]	PROPOSED R/W
[Symbol]	DAYLIGHT LINE
[Symbol]	CUT/FILL BOUNDARY
[Symbol]	EXISTING CONTOUR
[Symbol]	PROPOSED CONTOUR
[Symbol]	PROPOSED PRIVATE STORM DRAIN
[Symbol]	PROPOSED RCF&NCD STORM DRAIN
[Symbol]	PROPOSED CITY OF BEAUMONT STORM DRAIN
[Symbol]	STORM DRAIN FLOW DIRECTION
[Symbol]	PROPOSED BACKBONE WATER
[Symbol]	PROPOSED BACKBONE SEWER
[Symbol]	PROPOSED BACKBONE STORM DRAIN
[Symbol]	PROPOSED RETAINING WALL
[Symbol]	ADA PATH OF TRAVEL
[Symbol]	PROPOSED LANDSCAPE AREA
[Symbol]	PROPOSED HEAVY DUTY CONCRETE
[Symbol]	PROPOSED LIGHT DUTY CONCRETE
[Symbol]	NOT A PART OF BSS - BUILDING 3 PROJECT
[Symbol]	PROPOSED CATCH BASIN



SCALE: 1" = 50'	DATE: 4/12/22	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA 92506 PH. (951) 686-1070 FAX (951) 788-1256	BEAUMONT SUMMIT STATION PROPOSED SITE PLAN BUILDING 3 - PLOT PLAN	P.C. 21-0044 SHEET 2 OF 4 SHEETS D.W.G. NO.
DESIGNED: BP	CHECKED: BLV		REVISIONS DATE BY	
PLN. C.K. REF:	F.B.			

PRELIMINARY
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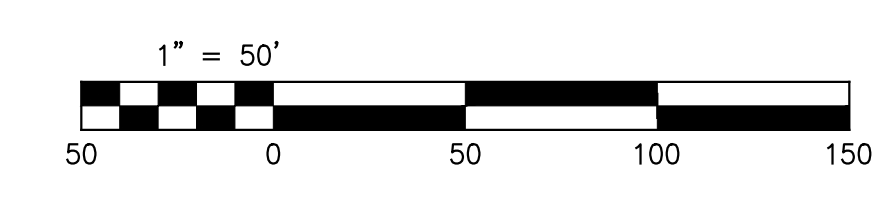
LEGEND

- PROPOSED LOT LINE
- - - PROPOSED R/W
- EXISTING CONTOUR
- PROPOSED CONTOUR
- DAYLIGHT LINE
- CUT/FILL BOUNDARY

CUT & FILL:
 PARCEL-2
 MAX CUT: 35'
 MAX FILL: 16'

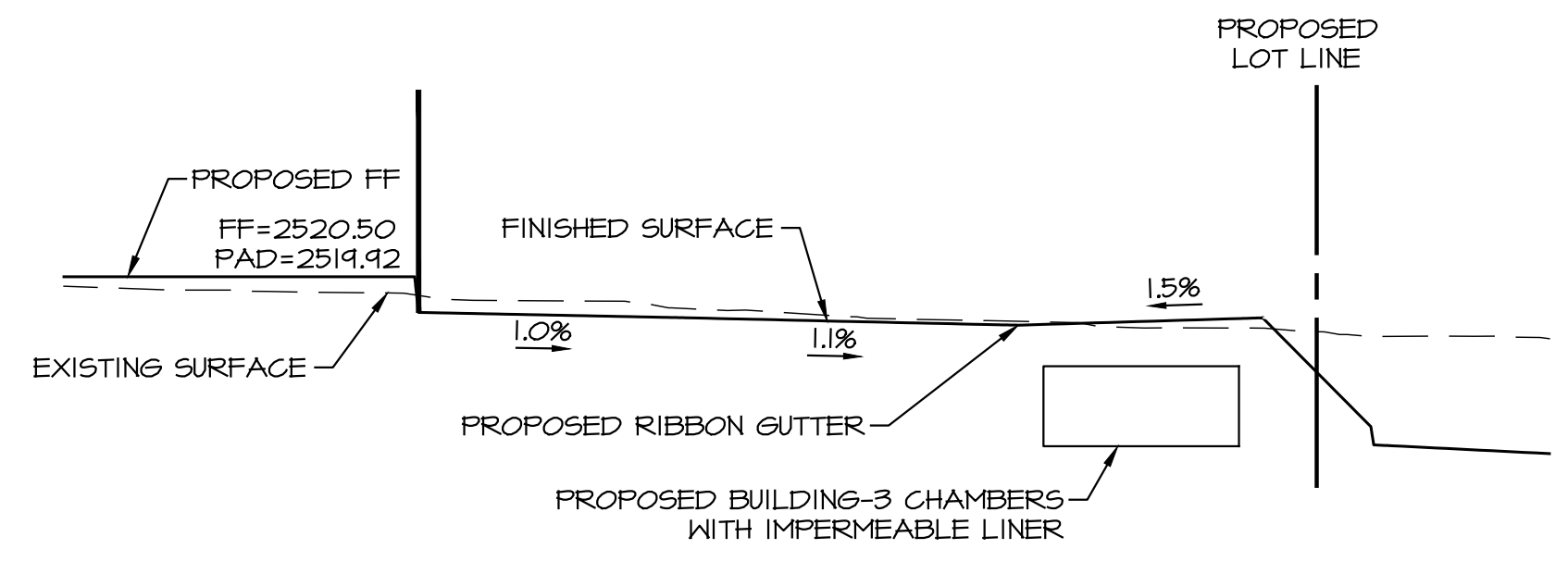
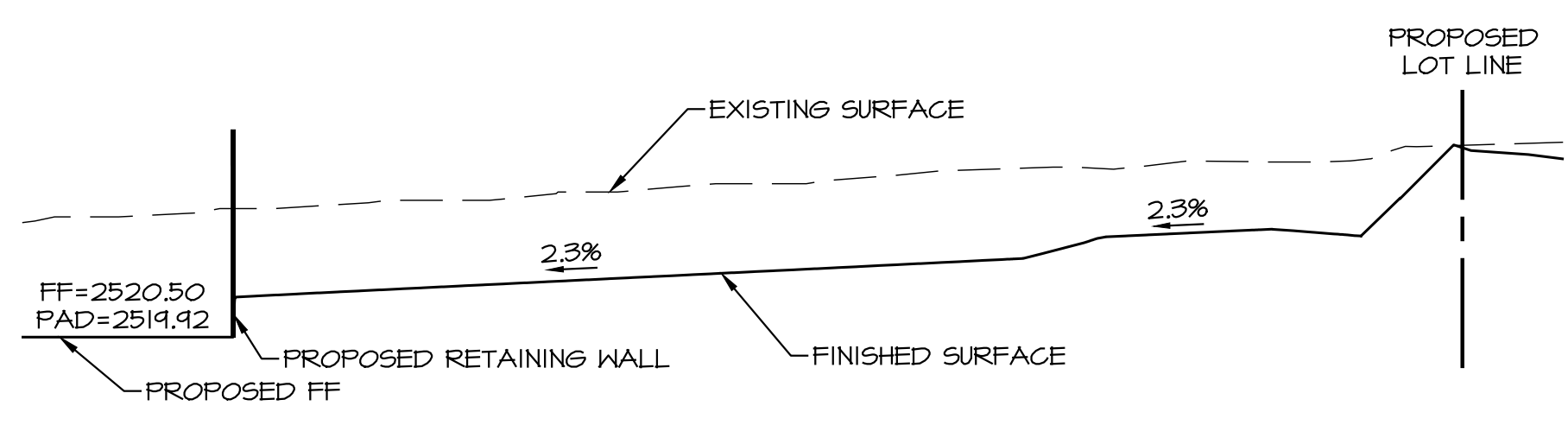
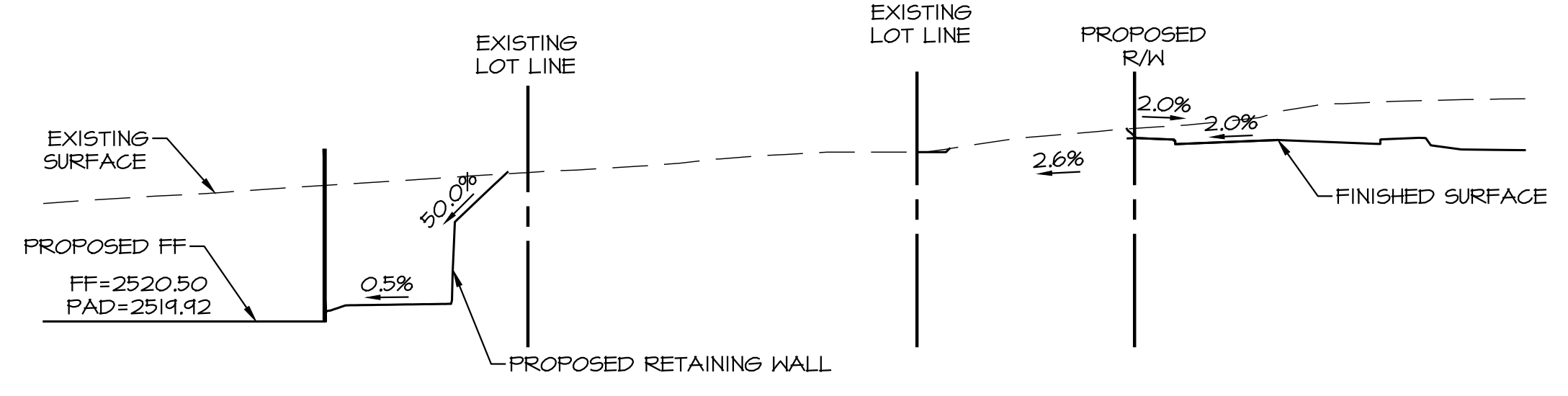
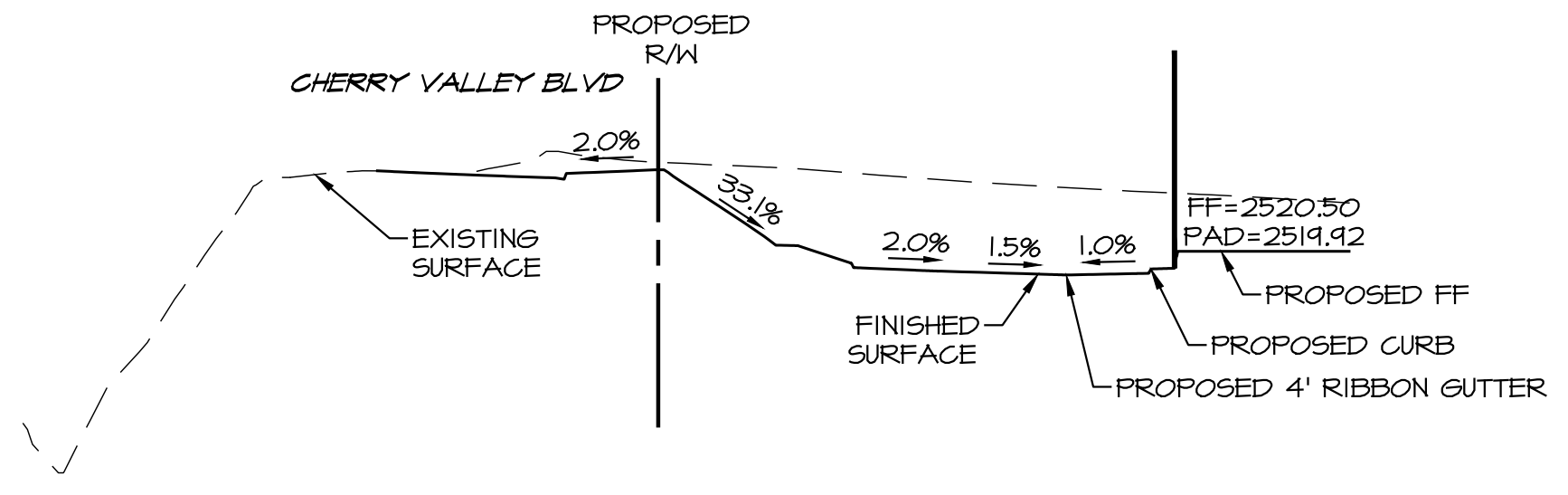
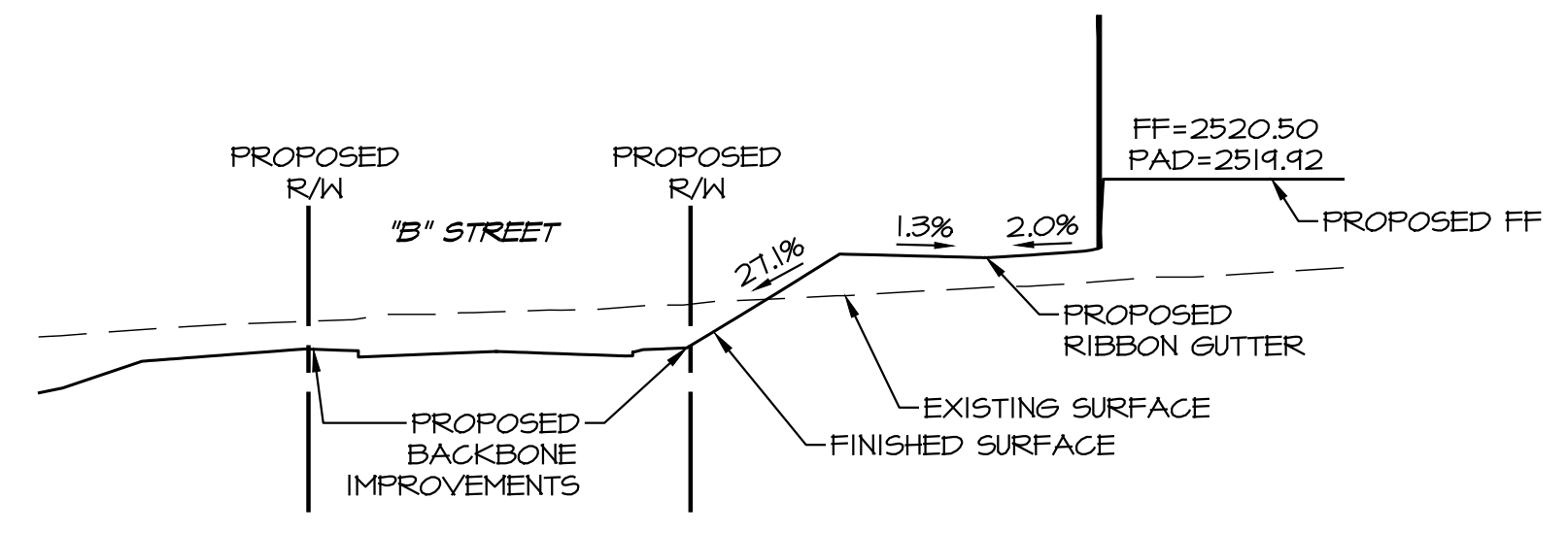
RAW CUT: 208,290 CY
 RAW FILL: 48,340 CY

SPECIFIC PLAN TOTAL (FOR REFERENCE)
 RAW CUT: 2,254,450 CY
 RAW FILL: 1,664,660 CY



REVISIONS	DATE	BY	SCALE: 1" = 50'	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA 92506 PH. (951) 686-1070 FAX (951) 788-1256	BEAUMONT SUMMIT STATION CONCEPTUAL GRADING BUILDING 3 - PLOT PLAN	NO. 21-0044
						SHEET 3
						OF 4 SHEETS
						DWG. NO.

PRELIMINARY
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SCALE:	NA
DATE:	4/12/22
DESIGNED:	BP
CHECKED:	BJV
PLN CK. REF:	
DATE	BY
REVISIONS	

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA 92506
PH. (951) 686-1070
FAX (951) 788-1256

BEAUMONT SUMMIT STATION
CROSS-SECTIONS
BUILDING 3 - PLOT PLAN

M.O.	21-0044
SHEET	4
OF	4 SHEETS
DWG. NO.	

BEAUMONT SUMMIT STATION | BUILDING 3

CONCEPTUAL LANDSCAPE PLANS

BEAUMONT SUMMIT STATION IS AN INDUSTRIAL WAREHOUSE SITE IN BEAUMONT CALIFORNIA, LOCATED OFF CHERRY VALLEY BOULEVARD, NORTH OF BROOKSIDE AVENUE AND EAST OF HIGHWAY 10. THE SITE AREA TOTALS 188 ACRES WITH A NET AREA OF 181.30 ACRES, SPLIT INTO 5 PARCELS WITH CONCEPTUAL PLANNING FOR 3 PARCELS.

BUILDING 3, LOCATED ON PARCEL 3, HAS A NET AREA OF 20.72 ACRES AND HAS 4.14 ACRES OF LANDSCAPE AREA (20%).

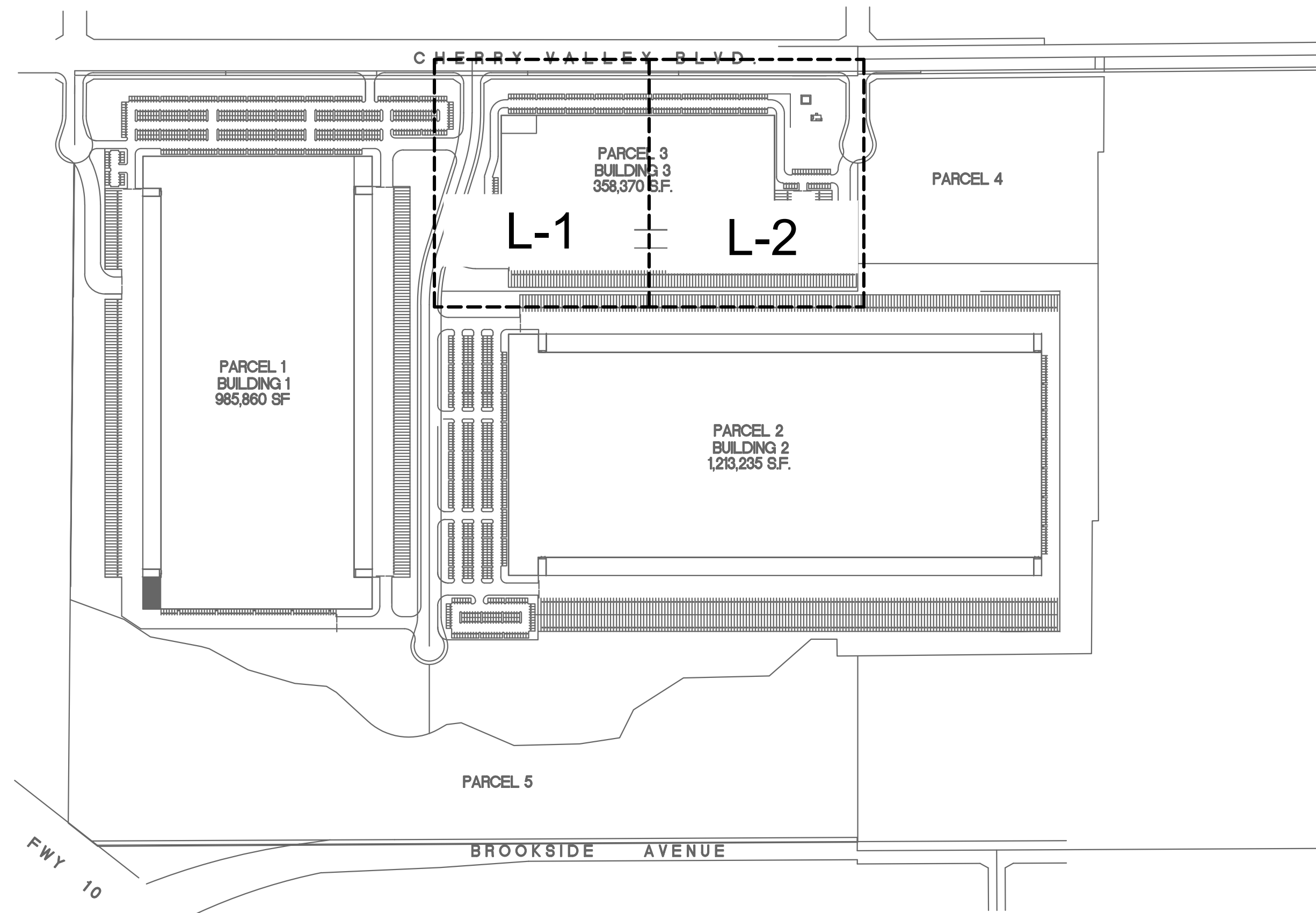
THE SELECTION OF PLANT MATERIAL IS BASED ON SITE MICRO-CLIMATE CONDITIONS WITH A MAJORITY OF PLANTS BEING OF NATIVE SELECTION. PLANTING DESIGN IS BASED ON AESTHETIC, SLOPE EROSION CONTROL, STORM WATER MANAGEMENT AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED ON AN AGRONOMIC SOILS REPORT FROM AN SOIL SAMPLE TAKEN FROM THE SITE, AFTER MASS GRADING, AND EXAMINED FROM AN APPROVED SOILS LAB. PREMIUM SHREDDED WOOD MULCH SHALL BE INSTALLED IN ALL LANDSCAPE AREAS, UNLESS OTHERWISE NOTED IN THE PLANS, AND FILL IN BETWEEN SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN-OFF. ALL SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE WEED GROWTH. COLORED MULCH IS NOT ACCEPTABLE. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF BEAUMONT MUNICIPAL CODE.

NOTE: THIS IS A CONCEPTUAL PLAN AND IS BASED ON PRELIMINARY INFORMATION. ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS THE PROJECT DEVELOPS FURTHER.

NOTE: ALL LANDSCAPE AS SHOWN IN THESE PLANS SHALL BE MAINTAINED BY PROPERTY OWNER

STATE OF CALIFORNIA ESTIMATED WATER USE (PRELIMINARY)					
TOTAL WATER USE IS CALCULATED BY SUMMING THE AMOUNT OF WATER ESTIMATED FOR EACH HYDROZONE. WATER USE FOR EACH HYDROZONE IS ESTIMATED WITH THE FOLLOWING FORMULA: EWU (HYDROZONE) = ESTIMATED WATER USE (GAL / YEAR) ETO = REFERENCE EVAPOTRANSPIRATION (INCHES / YEAR) PF = PLANT ETO ADJUSTMENT FACTOR HA = HYDROZONE AREA (S.F.) IE = IRRIGATION EFFICIENCY SLA = SPECIAL LANDSCAPE AREA (S.F.) EWU (HYDROZONE) = (ETO * PF * HA * IE) / (S.F.)					
HYDROZONE A (LOW WATER DRIP)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
55.1	.2	100000	.81	.62	843506
HYDROZONE B (LOW WATER BUBBLER)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
55.1	.2	5500	.75	.62	50104
HYDROZONE C (LOW WATER SPRAY)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
55.1	.2	75000	.75	.62	683240
ESTIMATED TOTAL WATER USE (ETWU)					1576850
MAWA (MAXIMUM APPLIED WATER ALLOWANCE)					
ETO	ET ADJUSTMENT FACTOR	TOTAL HA	CONVERSION FACTOR	MAWA	
55.1	.45	180500	.62	2774808	
ESTIMATED ANNUAL WATER USE (% OF MAWA)					57%

OVERALL MAP | BUILDING 3



CITY OF BEAUMONT LANDSCAPE COMPLIANCE

LANDSCAPING WITH REQUIRED SETBACKS ADJACENT TO THE PUBLIC RIGHT-OF-WAY SHALL BE PROVIDED AND MAINTAINED, SUBJECT TO THE FOLLOWING CONDITIONS:

REQUIRED: A DISTINCT DEMARCATION BETWEEN ASPHALT PAVING AND LANDSCAPED AREA SHALL BE PROVIDED.
PROVIDED: YES

REQUIRED: AT LEAST ONE-THIRD OF THE TOTAL LANDSCAPED AREA SHALL BE PROVIDED BY TREES, SHRUBS, AND OTHER PLANT MATERIAL.
PROVIDED: YES, EXCEEDS ONE-THIRD

REQUIRED: AN AUTOMATIC IRRIGATION SYSTEM FOR THE LANDSCAPED AREA SHALL BE PROVIDED.
PROVIDED: NOTED, DESIGN WILL BE PROVIDED IN CONSTRUCTION DRAWINGS

REQUIRED: NO OTHER USAGE OR STORAGE IS PERMITTED WITHIN THE REQUIRED LANDSCAPED AREA
PROVIDED: COMPLIES

BEAUMONT MUNICIPAL CODE, SECTION 17.06.050.A.

REQUIRED: PARKING LOT DIVIDERS, ISLANDS, PLANTERS, AND PLANTING AREAS SHALL BE A MINIMUM OF FIVE (5) FEET WIDE AND TEN (10) FEET LONG
PROVIDED: YES

BEAUMONT MUNICIPAL CODE, SECTION 17.06.040.E.1:

REQUIRED: MINIMUM OF 15 PERCENT OF THE TOTAL OFF-STREET OPEN PARKING AREA SHALL BE LANDSCAPED WITH A MIXTURE OF TREES, SHRUBS, VINES, GROUND COVER, HEDGES, FLOWERS, BARK, CHOPS DECORATING CINDERS, GRAVEL AND SIMILAR MATERIAL. A MINIMUM OF ONE-THIRD OF THE REQUIRED LANDSCAPING SHALL BE DISTRIBUTED WITHIN THE INTERIOR OF THE PARKING FACILITY AND THE REMAINING TWO-THIRDS OF THE REQUIRED LANDSCAPING SHALL BE PROVIDED AS PERIPHERAL PLANTING ON THE EXTERIOR EDGES OF THE PARKING AREA.
PROVIDED: YES

REQUIRED: ALL PLANTER BEDS AND TREE PLANTERS SHALL BE BORDERED BY A CONCRETE CURB NOT LESS THAN 6 INCHES IN HEIGHT ADJACENT TO THE PARKING SURFACE.
PROVIDED: YES

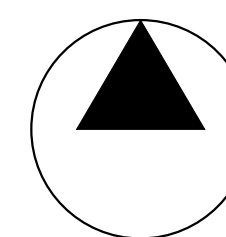
REQUIRED: THE LANDSCAPE PLAN SHALL INCORPORATE WATER-CONSERVING PLANT MATERIAL AND IRRIGATION TECHNOLOGY
PROVIDED: YES

BEAUMONT MUNICIPAL CODE, SECTION 17.06.040.F:

PROVIDE 30 PERCENT OR MORE OF SHADE COVERAGE IN TEN YEARS BY INCORPORATING THE FOLLOWING:

- REQUIRED:** PLANT SINGLE TRUNK, LOW BRANCHING TREES
PROVIDED: YES
- REQUIRED:** ONE MEDIUM OR LARGE-SCALE TREE IS PLANTED FOR EVERY SIX (6) PARKING STALLS.
PROVIDED: YES (230 PARKING STALLS / 6 = 38 TREES // PROVIDED 57 TREES)
- REQUIRED:** DIVERSITY OF TREE SPECIES
PROVIDED: YES

NTS

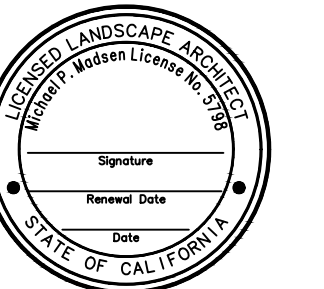


CONCEPTUAL PLANT SCHEDULE | BUILDING 3

ACCENT TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	7	CERCIS OCCIDENTALIS / WESTERN REDBUD	24" BOX	LOW WATE
	13	OLEA EUROPAEA 'SWAN HILL' / SWAN HILL OLIVE	24" BOX	LOW WATE
	10	PRUNUS CERASIFERA 'KRAUTER VESUVIUS' / KRAUTER VESUVIUS PURPLE-LEAF PLUM	24" BOX	MOD WATE
	33	SEARSIA LANCEA / AFRICAN SUMAC	24" BOX	LOW WATE
DRIVE ISLE TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	31	PLATANUS X HISPANICA / LONDON PLANE TREE	24" BOX	MOD WATE
LARGE SHADE TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	11	QUERCUS AGRIFOLIA / COAST LIVE OAK	24" BOX	LOW WATE
	9	QUERCUS ENGELMANNII / ENGELMANN OAK	24" BOX	LOW WATE
PARKING LOT TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	38	KOELERUTERIA PANICULATA / GOLDEN RAIN TREE	24" BOX	LOW WATE
	16	ULMUS PARVIFOLIA 'DRAKE' / DRAKE LACEBARK ELM	24" BOX	LOW WATE
STREET TREE	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	25	GLEDITSIA TRIACANTHOS VAR. INERMIS 'MORAINÉ' / MORAINÉ LOCUST	24" BOX	LOW WATE
SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	254	ABUTILON PALMERI / INDIAN MALLOW	5 GAL.	LOW WATE
	44	AGAVE ATTENUATA / FOXTAIL AGAVE	5 GAL.	LOW WATE
	186	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' / HOWARD MCMINN VINE HILL MANZANITA	5 GAL.	LOW WATE
	80	BERBERIS AQUIFOLIUM REPENS / CREEPING OREGON GRAPE	5 GAL.	LOW WATE
	48	BERBERIS LOMARIIFOLIA / CHINESE HOLLY GRAPE	5 GAL.	LOW WATE
	6	BOUGAINVILLEA X 'SAN DIEGO RED' / SAN DIEGO RED BOUGAINVILLEA	5 GAL.	LOW WATE
	72	CALLIANDRA CALIFORNICA / RED BAJA FAIRY DUSTER	5 GAL.	LOW WATE
	242	CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH	5 GAL.	LOW WATE
	37	FRANGULA CALIFORNICA 'MOUND SAN BRUNO' / MOUND SAN BRUNO COFFEEBERRY	5 GAL.	LOW WATE
	71	HESPERALOE PARVIFLORA / RED YUCCA	1 GAL.	LOW WATE
	98	HETEROMELES ARBUTIFOLIA / TOYON	5 GAL.	LOW WATE
	33	LAVANDULA ANGUSTIFOLIA / ENGLISH LAVENDER	5 GAL.	LOW WATE
	217	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM / GREEN CLOUD TEXAS RANGER	5 GAL.	LOW WATE
	5	RHUS INTEGRIFOLIA / LEMONADE BERRY	5 GAL.	LOW WATE
	32	ROSMARINUS OFFICINALIS / ROSEMARY	1 GAL.	LOW WATE
	157	SALVIA CLEVELANDII / CLEVELAND SAGE	5 GAL.	LOW WATE
	169	TAGETES LEMMONII 'COMPACTA' / COMPACT COPPER CANYON DAISY	1 GAL.	LOW WATE
	179	WESTRINGIA FRUTICOSA 'BLUE GEM' / COAST ROSEMARY	5 GAL.	LOW WATE
GROUND COVERS	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	460	ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL.	LOW WATE
	203	ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	5 GAL.	LOW WATE
	404	ARISTIDA PURPUREA / PURPLE THREEAWN	1 GAL.	LOW WATE
	119	BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	5 GAL.	LOW WATE
	491	BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION BLUE GRAMA	1 GAL.	LOW WATE
	407	CAREX DIVULSA / EUROPEAN GREY SEDGE	1 GAL.	LOW WATE
	331	CEANOTHUS MARITIMUS 'FROSTY DAWN' / FROSTY DAWN MARITIME CEANOTHUS	5 GAL.	LOW WATE
	153	LANTANA X 'NEW GOLD' / NEW GOLD LANTANA	5 GAL.	LOW WATE
	288	LOMANDRA LONGIFOLIA 'BREEZE' TM / BREEZE MAT RUSH	1 GAL.	LOW WATE
	956	MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM	5 GAL.	LOW WATE
	210	SALVIA X 'BEE'S BLISS' / BEE'S BLISS SAGE	5 GAL.	LOW WATE
	35	SALVIA X 'GRACIAS' / GRACIAS SAGE	1 GAL.	LOW WATE
	186	SANTOLINA CHAMAECYPARISSUS / LAVENDER COTTON	5 GAL.	LOW WATE
	264	SANTOLINA VIRENS / GREEN LAVENDER COTTON	5 GAL.	LOW WATE
HYDROSEED	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	22,109 SF	DETENTION BASIN HYDROSEED MIX / NATIVE BLEND	HYDROSEED	LOW WATE
INERTS	QTY	BOTANICAL / COMMON NAME	CONT.	REMARKS
	14,583 SF	DECOMPOSED GRANITE / 3/8" MINUS. COLOR TO BE CALIFORNIA GOLD	-	



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 92612
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Kimley-Horn

Owner:

EXETER



Project:

Beaumont Summit
 Station Building 3

Beaumont, CA

Consultants:

CIVIL WEBB
 STRUCTURAL -
 MECHANICAL -
 PLUMBING -
 ELECTRICAL -
 LANDSCAPE KIMLEY-HORN
 FIRE PROTECTION -
 SOILS ENGINEER -

Title:

BUILDING 3
 COVER SHEET

Project Number: 21085

Drawn by: SLM

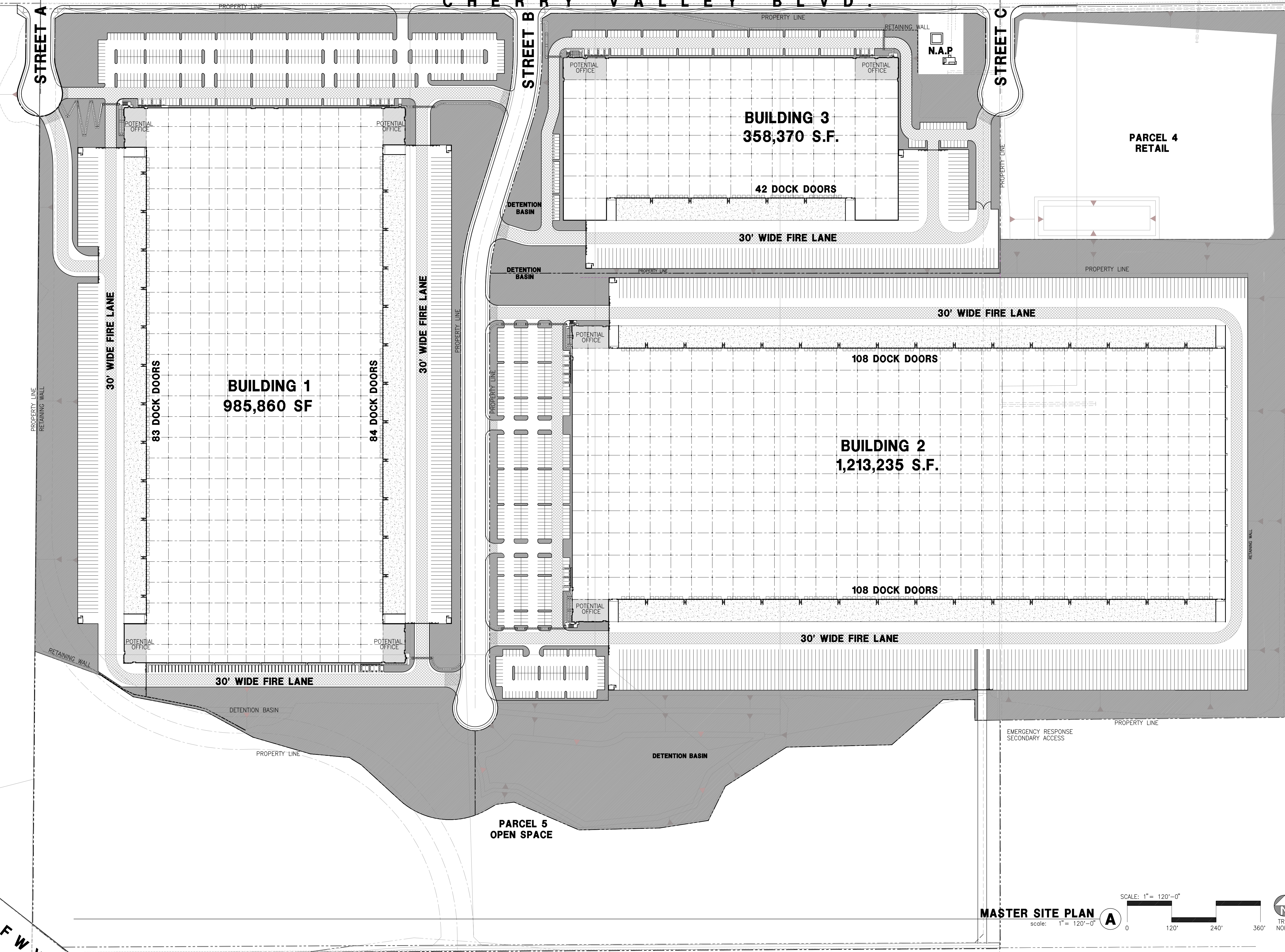
Date: 08/02/21

Revision:

Sheet:

L-0

CHERRY VALLEY BLVD.



PROPERTY OWNER

EXETER PROPERTY GROUP
4602 EAST UNIVERSITY DRIVE, SUITE 185
PHOENIX, AZ 85034
PHONE: (708) 341-9821
CONTACT: ANDREW GREYBAR

ADDRESS OF THE PROPERTY

TBD
ASSESSOR'S PARCEL NUMBER
APNs: 407-230-022 THRU -028, 407-190-016 AND 407-190-017

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEAUMONT (AREA), IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 1: APN 407-190-016
THE WESTERLY 208.71 FEET OF THE NORTHERLY 1,073.55 FEET OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.
EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146636.
PARCEL 2: APN 407-190-017
PARCEL 2A:
THAT PORTION OF THE SOUTH HALF OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF SECTION 29, SAID POINT BEING ALSO A POINT IN THE CENTER OF WOODLAND AVENUE;
THENCE NORTH 89°33' 30" EAST ON THE CENTER LINE OF WOODLAND AVENUE, 786.12 FEET, MORE OR LESS, TO A POINT DISTANT SOUTH 89°33' 30" WEST, 791 FEET, FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNON AND JEREMIAH C. HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS;
THENCE SOUTH 0°28' 50" WEST AND PARALLEL WITH THE WESTERLY LINE OF SAID PARCEL CONVEYED TO FRANK J. FABIAN AND MARY R. FABIAN BY DEED RECORDED NOVEMBER 4, 1939 IN BOOK 434, PAGE 587 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS, 203.5 FEET OF THE SOUTHWEST CORNER OF SAID PARCEL, SO CONVEYED TO FRANK J. FABIAN AND WIFE; SAID POINT BEING DISTANT 899.50 FEET WESTERLY, MEASURED ALONG SAID SOUTHERLY LINE, BEING PARALLEL WITH SAID NORTHERLY LINE OF THE SOUTHWEST QUARTER, FROM SAID WESTERLY LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON;
THENCE WEST ON SAID SOUTH LINE 20.5 FEET;
THENCE NORTH 1,221.5 FEET TO THE POINT OF BEGINNING.

THENCE WESTERLY ON THE NORTHERLY LINE OF SAID PARCEL CONVEYED TO KLAGUOS TO A POINT IN THE WEST LINE OF SAID SECTION 29; SAID POINT 0°07' 40" EAST ON THE WEST LINE OF SAID SECTION 29, TO THE POINT OF BEGINNING;
EXCEPTING THEREFROM THE WESTERLY 208.71 FEET OF THE NORTHERLY 1,073.55 FEET;
ALSO EXCEPTING THEREFROM THE NORTHERLY 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146646.
PARCEL 2B:
THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT ON THE NORTHERLY LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTH 89°33' 30" WEST,
791 FEET FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO J. VINCENT HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS; SAID POINT ALSO BEING DISTANT NORTH 89°33' 30" EAST 786.12 FEET FROM THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION;
THENCE SOUTH 0°28' 50" WEST, PARALLEL WITH THE WEST LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON 313.5 FEET TO THE TRUE POINT OF BEGINNING;
THENCE EASTERLY ON SAID SOUTHERLY LINE OF THE PARCEL CONVEYED TO GEORGEUS GEORGE AND ELIZABETH B. GEORGE, BY DEED FILED FOR RECORD AUGUST 21, 1952 AS INSTRUMENT NO. 35786, IN BOOK 1594 PAGE 352 OFFICIAL RECORDS, 11 FEET;
THENCE SOUTHERLY 1,221.5 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT CERTAIN PARCEL CONVEYED TO FRANK J. FABIAN AND MARY R. FABIAN BY DEED RECORDED NOVEMBER 4, 1939 IN BOOK 434, PAGE 587 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS, 203.5 FEET OF THE SOUTHWEST CORNER OF SAID PARCEL, SO CONVEYED TO FRANK J. FABIAN AND WIFE; SAID POINT BEING DISTANT 899.50 FEET WESTERLY, MEASURED ALONG SAID SOUTHERLY LINE, BEING PARALLEL WITH SAID NORTHERLY LINE OF THE SOUTHWEST QUARTER, FROM SAID WESTERLY LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON;
THENCE WEST ON SAID SOUTH LINE 20.5 FEET;
THENCE NORTH 1,221.5 FEET TO THE POINT OF BEGINNING.

PARCEL 2C:
THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE NORTH LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTH 89°33' 30" WEST,
791 FEET FROM THE NORTHWEST CORNER OF THAT CERTAIN PARCEL CONVEYED TO J. VINCENT HANNON BY DEED RECORDED JANUARY 28, 1909 IN BOOK 276, PAGE 324 OF DEEDS, RIVERSIDE COUNTY RECORDS; SAID POINT ALSO BEING DISTANT NORTH 89°33' 30" EAST 786.12 FEET FROM THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER;
THENCE SOUTH 0°28' 50" WEST, PARALLEL WITH THE WEST LINE OF THE PARCEL CONVEYED TO J. VINCENT HANNON 313.4 FEET;
THENCE NORTH 89°33' 30" EAST, 30 FEET;
THENCE NORTH 0°28' 50" EAST, 313.4 FEET, TO THE NORTH LINE OF SAID SOUTHWEST QUARTER;
THENCE SOUTH 89°33' 30" WEST, 30 FEET TO THE POINT OF BEGINNING;
EXCEPTING THEREFROM THE NORTH 30 FEET IN WOODLAND AVENUE, NOW CHERRY VALLEY BOULEVARD.
ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 14, 1974 AS INSTRUMENT NO. 146646.
PARCEL 3: APNs: 407-230-022, 407-230-023, 407-230-024, 407-230-025, 407-230-026, 407-230-027 AND 407-230-028

PARCELS 1 TO 7, INCLUSIVE, AND LOTS A TO K, INCLUSIVE OF PARCEL MAP NO. 12218, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN PARCEL MAP BOOK 85, PAGE 86 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXETER PROPERTY GROUP
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PHOENIX, AZ 85034
PHONE: (708) 341-9821
CONTACT: ANDREW GREYBAR

APPLICANT'S REPRESENTATIVE

HPA, INC.
18831 BARDEEN AVE SUITE 100
IRVINE, CA 92612
TEL: 949-966-7769
ATTN: SHA LIU MAHONEY

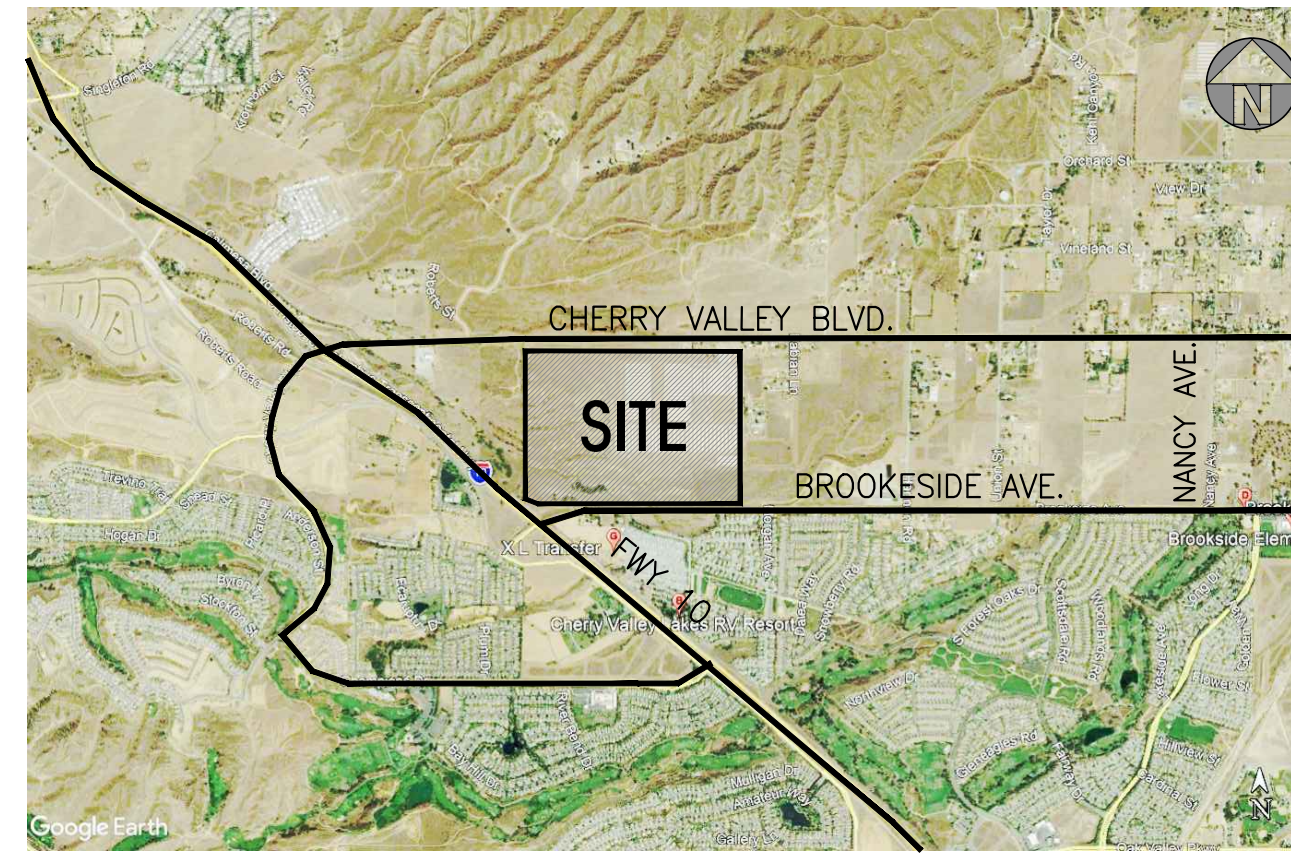
ZONING

LIGHT INDUSTRIAL TO BE PROPOSED UNDER SPECIFIC PLAN
APPLICANT

PROJECT DATA

	BLDG.1	BLDG.2	BLDG.3	Parcel 4	Parcel 5	Dedication	TOTAL
SITE AREA							
Net Area (A/C)	52.39	66.71	20.72	10.89	30.50	6.73	181.30 ac
Gross Area (A/C)	55.19	67.86	22.37	11.44	31.17		188.03 ac
BUILDING AREA							
Office	20,000	20,000	10,000				50,000 s.f.
Warehouse	665,860	1,193,235	358,370				2,217,465 s.f.
TOTAL	685,860	1,213,235	368,370				2,267,465 s.f.
	43.2%	41.8%	39.7%				32.4%
COVERAGE							
AUTO PARKING REQUIRED							
1/1000th First 40K SF	40	40	40				120 stals
1/4000th over 40K	236	293	80				609 stals
TOTAL	276	333	120				729 stals
AUTO PARKING PROVIDED							
Standard (8' x 10')	528	495	156				1,141 stals
Compact (6'6" x 10')	0	0	26				26 stals
Accessible Parking (9' x 10')	10	9	5				24 stals
Accessible Van Parking (12' x 10')	3	2	2				7 stals
BV Parking (8' x 10')	56	47	21				124 stals
BV Standard Accessible (8' x 10')	2	2	1				5 stals
BV Van Accessible (12' x 10')	1	1	1				3 stals
BV Ampleway (10' x 10')	2	2	0				4 stals
Clean Air Van pool (8.5' x 15')	13	11	5				29 stals
Total	615	529	219				1,363 stals
TRAILER PARKING PROVIDED							
Trailer (10' x 50')	236	499	143				878 stals
TOTAL	1,466	1,557	561				3,684 stals
ZONING ORDNANCE FOR CITY							
Zoning Designation: LIGHT INDUSTRIAL to be proposed under specific plan							
MAXIMUM BUILDING HEIGHT ALLOWED							
Height - 60' to be proposed under specific plan							
MAXIMUM FLOOR AREA RA TO							
RA - 1.0							
SETBACKS							
Front - 20'							
Side - 10'							

VICINITY MAP



SITE PLAN KEYNOTES

- HEAVY BROOM FINISH CONCRETE PAVEMENT.
- PAVING PER CIVIL
- CONCRETE WALKWAY.
- DECORATIVE DRIVEWAY APRONS.
- 5'-6"XS-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS AND STAIR LANDINGS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
- 8" WROUGHT IRON FENCE
- SLIDING GATE 8" H
- SWING GATE 8" H
NOTE: ALL GATES ARE BLACK PAINTED METAL GATES WITH KNOX-PAD LOCK PER FRS DEPARTMENT STANDARDS PER DRIVEWAY. GATE DESIGNED FOR WIND LOAD, EXPOSURE "C". CONTRACTOR TO DESIGN AND DETAIL GATES.
- TRASH ENCLOSURE.
- NOT USED.
- CONCRETE FILLED GUARD POST 6" DIA. U.N.O. 42" H.
- EXTERIOR CONCRETE STAIR.
- 12' X 14' DRIVE-IN DOOR.
- LANDSCAPE. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
- HANDICAPPED ENTRY SIGN.
- HANDICAPPED PARKING STALL SIGN.
- MONUMENT SIGN. AT THE SCREEN WALL ON THE CORNER.
- GRADE LEVEL RAMP.
- BICYCLE RACKS.

SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 19')
- TRAILER PARKING
- ACCESSIBLE PARKING STALL (9' X 19') + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING STALL (9' X 19') + 8' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA

SITE PLAN GENERAL NOTES

- THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY _____ DATED ON _____ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
- IN SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
- SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM IF REQUIRED.
- SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND FINISHING LAYOUT POINTS.
- SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDINGS PERMITS.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
- TRANSFORMER TO BE PAINTED DARK GREEN TO MATCH LANDSCAPING.
- PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
- ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
- ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE



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Owner:

EXETER



Project:

Beaumont Summit Station Building 1

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: MASTER SITE PLAN

Project Number: 21085

Drawn by: CW

Date: 03/04/22

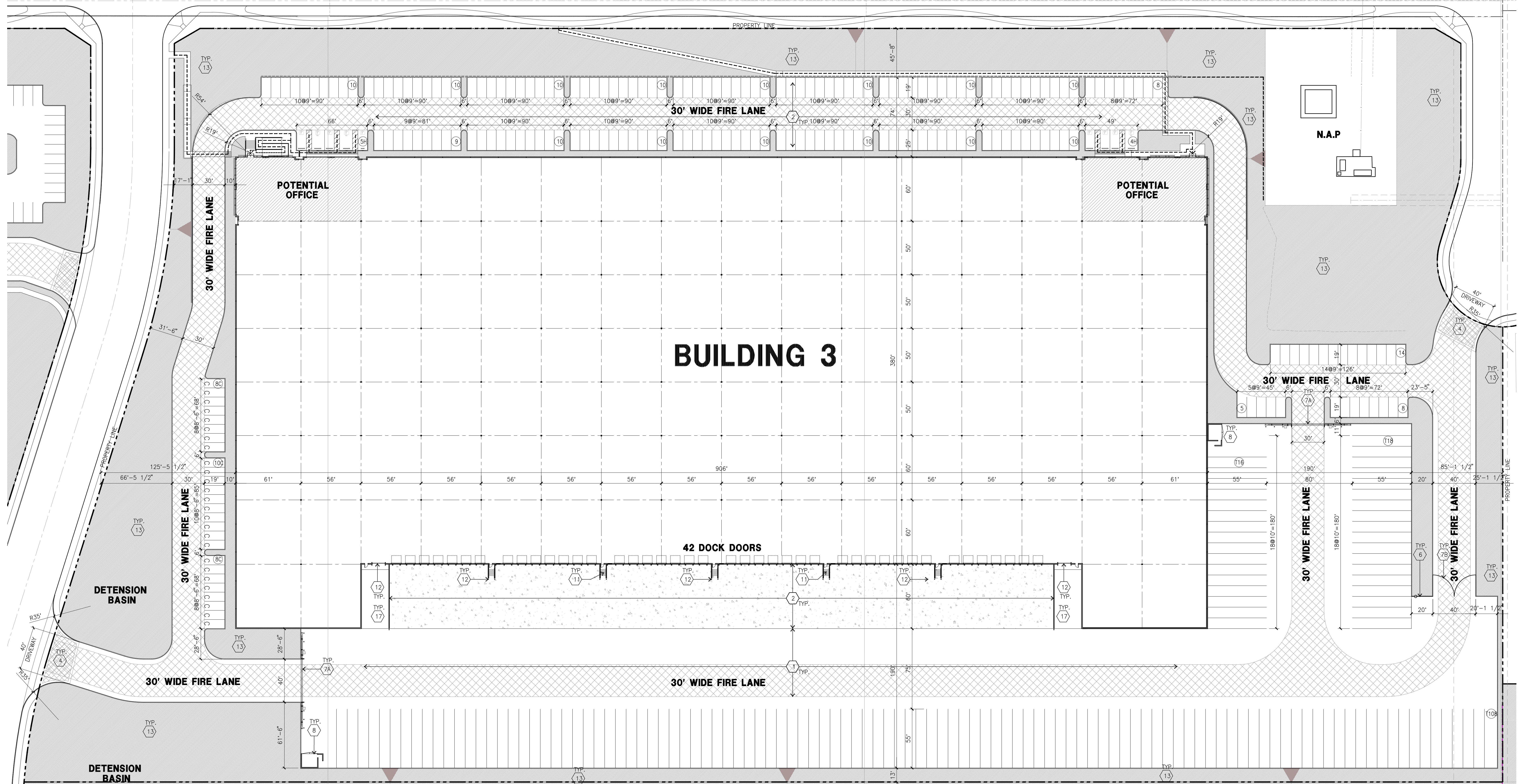
Revision:

Sheet:

DAB-A1.0

OFFICIAL USE ONLY

CHERRY VALLEY BLVD.



OVERALL SITE PLAN
 scale: 1" = 40'-0"
 SCALE: 1" = 40'-0" A
 0 40' 80' 120' TRUE NORTH

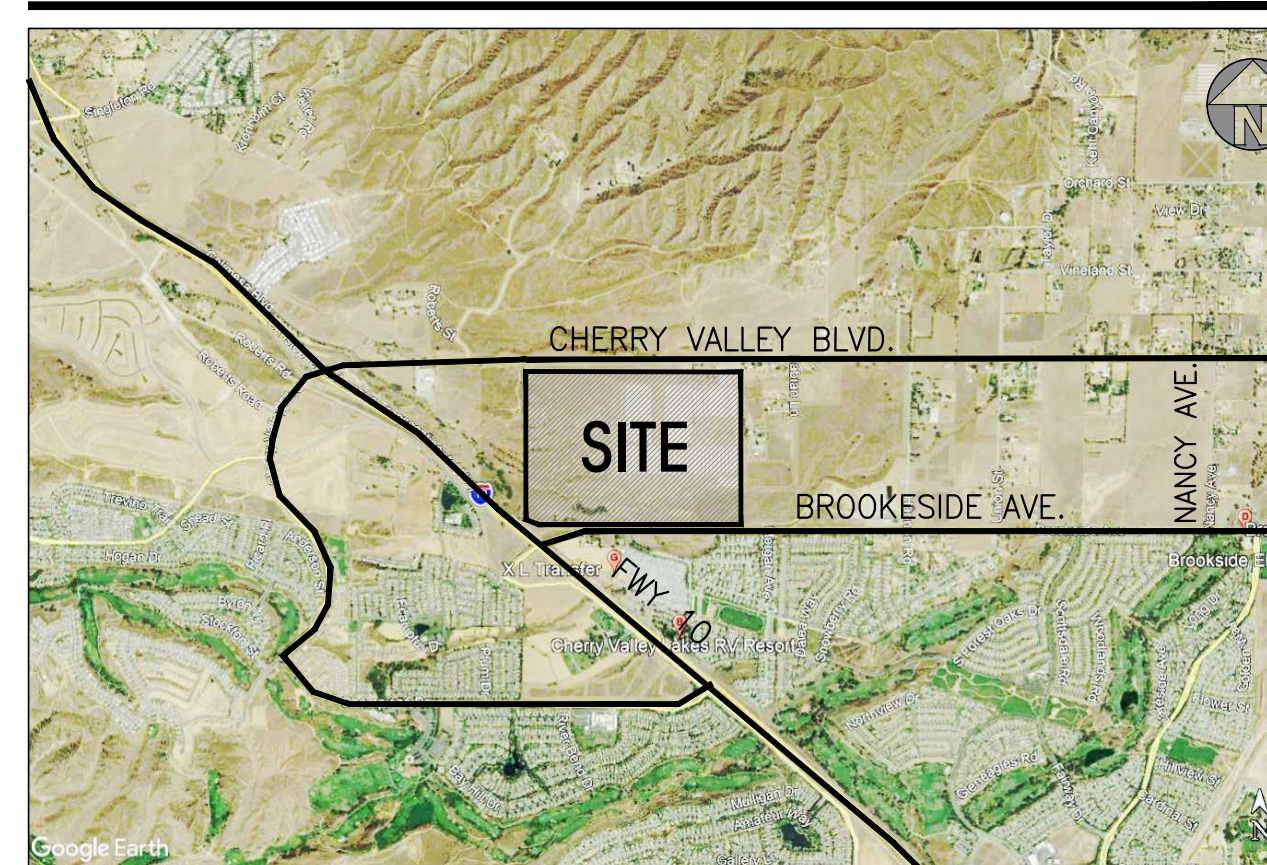
SITE PLAN KEYNOTES


- 1 HEAVY BROOM FINISH CONCRETE PAVEMENT.
- 2 PAVING PER CIVIL
- 3 CONCRETE WALKWAY.
- 4 DECORATIVE DRIVEWAY APRONS.
- 5 5'-6"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS AND STAIR LANDINGS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12' MAX.
- 6 8" WROUGHT IRON FENCE
- 7A SLIDING GATE 8" H
- 7B SWING GATE 8" H
- NOTE: ALL GATES ARE BLACK PAINTED METAL GATES WITH KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. GATE DESIGNED FOR WIND LOAD, EXPOSURE "C". CONTRACTOR TO DESIGN AND DETAIL GATES.
- 8 NOT USED.
- 9 NOT USED.
- 10 CONCRETE FILLED GUARD POST 6" DIA. U.N.O. 42" H.
- 11 EXTERIOR CONCRETE STAIR.
- 12 12' X 14' DRIVE-IN DOOR.
- 13 LANDSCAPE. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
- 14 HANDICAPPED ENTRY SIGN.
- 15 HANDICAPPED PARKING STALL SIGN.
- 16 MONUMENT SIGN. AT THE SCREEN WALL ON THE CORNER.
- 17 GRADE LEVEL RAMP.
- 18 BICYCLE RACKS.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY _____ DATED ON _____ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
2. IN SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM IF REQUIRED.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.

VICINITY MAP






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Owner:

EXETER



Project:

Beaumont Summit Station Building 3

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: **OVERALL SITE PLAN**

Project Number: 21085
 Drawn by: SLM
 Date: 08/02/21
 Revision:

Sheet:

3-DAB-A1.1



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KETNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL. SEE "S" DWGS. FOR THICKNESS AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 CONCRETE RAMP W/ 4" THICK CONC. TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP. SEE "S" DWG FOR DETAIL.
- 5 9'-0" X 10' TRUCK DOOR, SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST WIND 129 MPH., EXPOSURE "C".
- 6 EXTERIOR CONCRETE STAIR
- 7 5'-6"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOW FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 8 LOUVERED OPENING FOR VENTILATION.
- 9 DOCK DOOR BUMPER
- 10 12' X 14' DRIVE THRU SECTIONAL O.H., STANDARD GRADE. DESIGNED TO RESIST WIND 129 MPH., EXPOSURE "C".
- 11 3'X7' HOLLOW METAL EXTERIOR MAN DOOR. DESIGNED TO RESIST WIND 129 MPH., EXPOSURE "C".
- 12 SOFFIT LINE ABOVE
- 13 NOT USED
- 14 CONC. FILLED GUARD POST. 6" DIA. U.N.O. 42H.
- 15 EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER.
- 16 Z GUARD

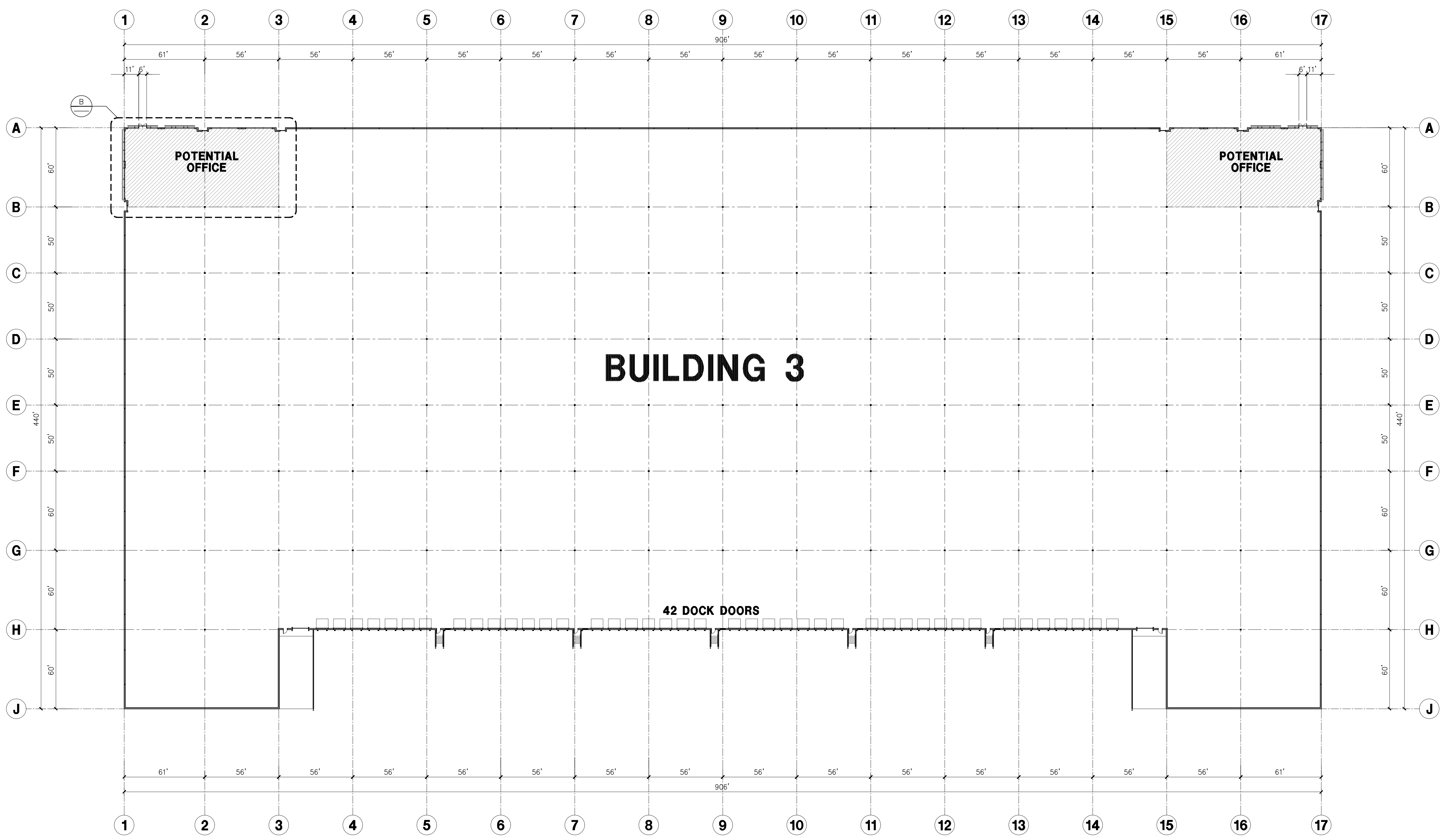
GENERAL NOTES - FLOOR PLAN

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- D. NOT USED
- E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL OVP. BLD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
- G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
- H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET AD 4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPHERED INCLUDING CARS AND TRUCKS.
- K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE.
- L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- N. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 113.08.1.1.1
- O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW. SEE A/A4.1 OFFICE SECTION.

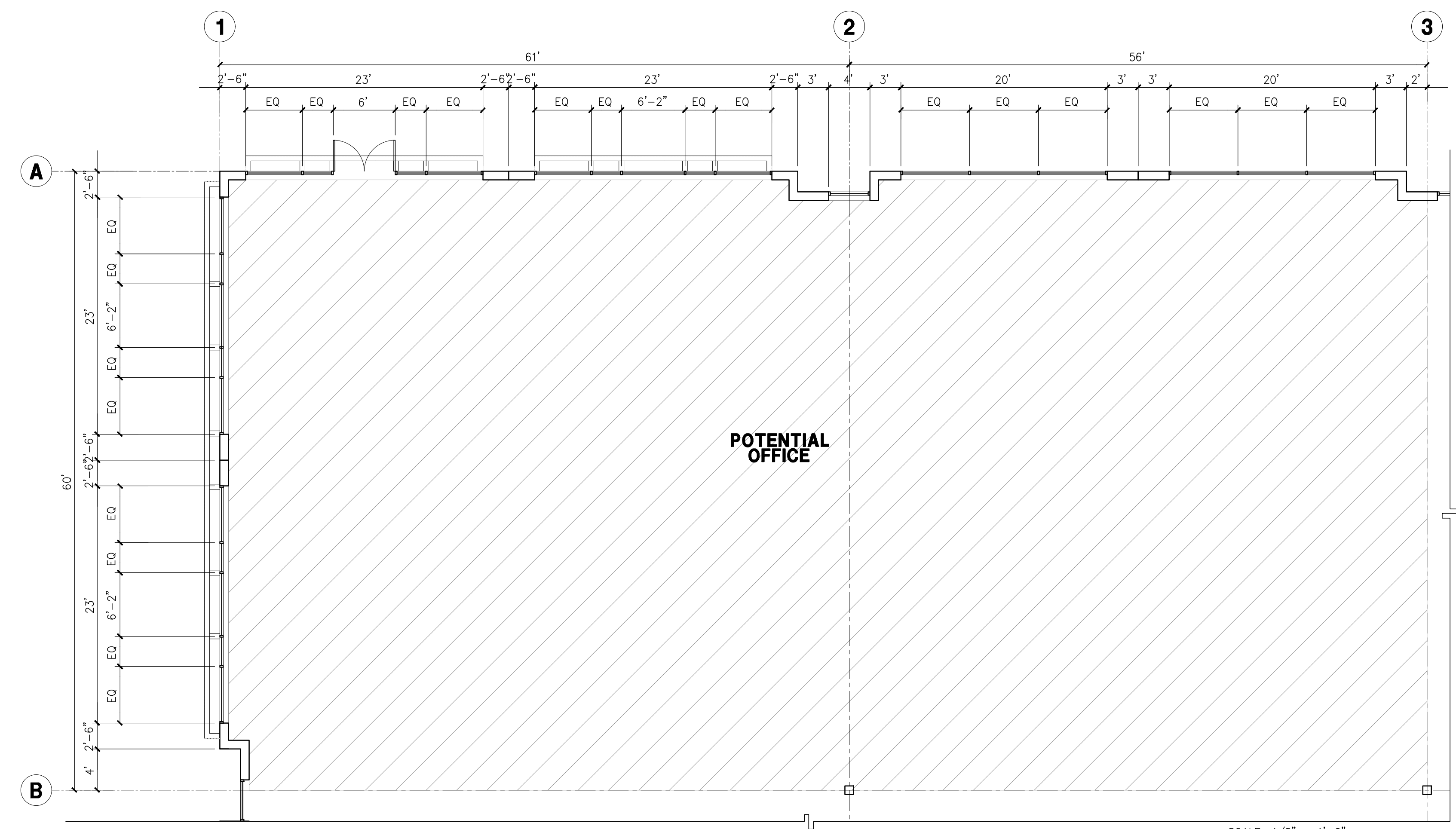
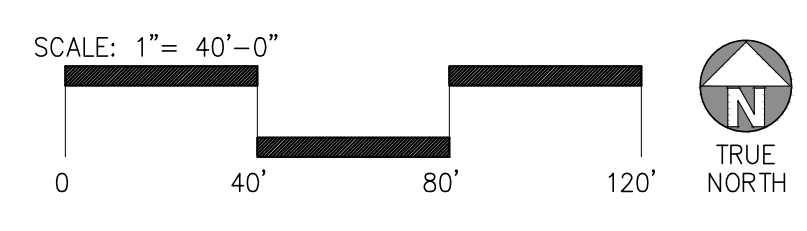
FLOOR SLAB AND POUR STRIPS REQ.

THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS

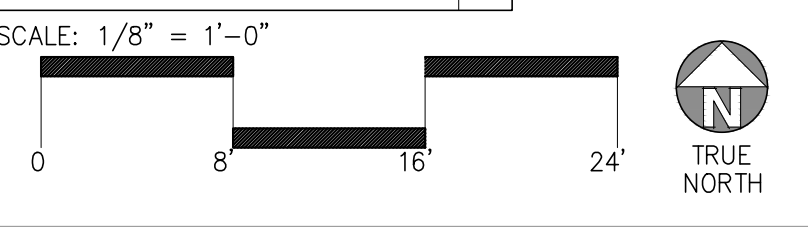
- 1. FLOOR COMPACTION - 95%
- 2. TRENCH COMPACTION - 90%
- 3. BUILDING FLOOR SLAB.
 - A. 6" THICK MIN. UNREINFORCED CONCRETE OVER COMPACTED SOILS
 - B. 3/4" - 16" LONG @ 12" O.C. DOWELS AT ALL CONSTRUCTION JOINTS
 - C. 3/4" - 16" LONG @ 24" O.C. DOWELS IN DOWEL BASKET AT ALL CONTROL JOINTS.
 - D. 4,000 P.S.I. REQUIREMENT.
 - E. SLUMP TO BE 4" +/- 1"
 - F. JOINT SPACING PER A.C.I. 302-IR-96
 - G. SAW-CUT DEPTH 1/4 T. SOFT SAW-CUTTING WITHIN 2 HRS OF FINISHING
- 4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-IR-96
- 5. NOT USED
- 6. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
- 7. CONTRACTOR TO CURE SLAB TO BE WET DURING USING BURLINE FOR 7 DAYS MIN.
- 8. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPHERED.
- 9. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVY WILL BE PLACED ON THE SLAB.
- 10. SLAB TO BE FF35 FL24 MEASURED WITHIN 24 HOURS.
- 11. NO FLY ASH IN THE CONCRETE
- 12. WHERE INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.
- CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER VIQUEEN ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF BURLINE, CURING COMPOUND, OR RELEASE AGENTS.
- CONTR./CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS.
- 13. SEAL CONCRETE SLAB W/ "LIPIDOLITH" SEALER



OVERALL FLOOR PLAN
scale: 1"=40'-0"



ENLARGED FLOOR PLAN
scale: 1/8" = 1'-0"



Owner:
EXETER



Project:

**Beaumont Summit
Station Building 3**

Beaumont, CA

Consultants:

CIVIL	WEBB
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	KIMLEY-HORN
FIRE PROTECTION	-
SOILS ENGINEER	-

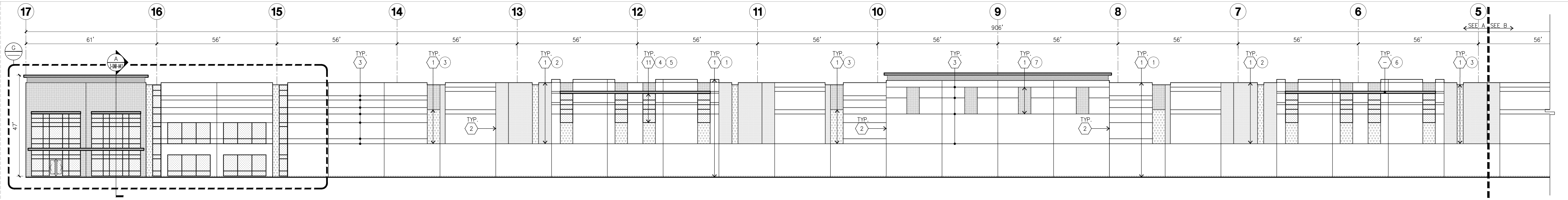
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Project Number: 21085
Drawn by: CW
Date: 03/14/2022
Revision:

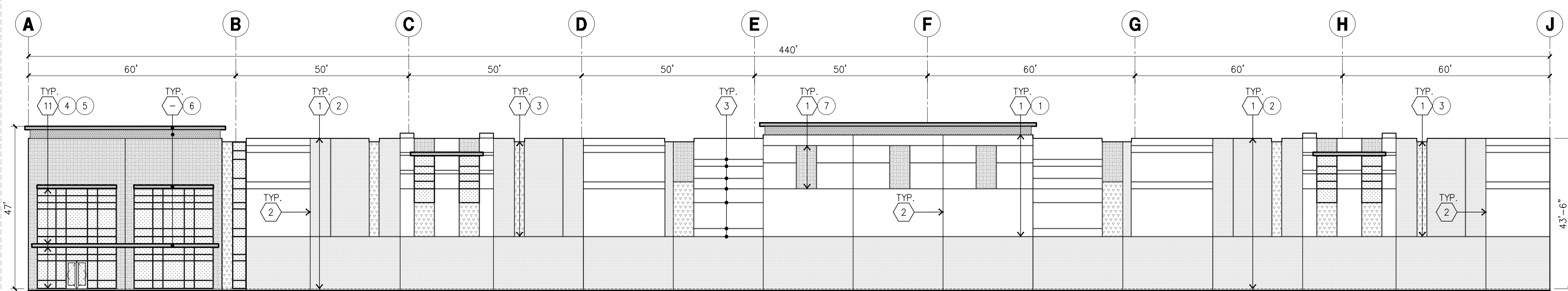
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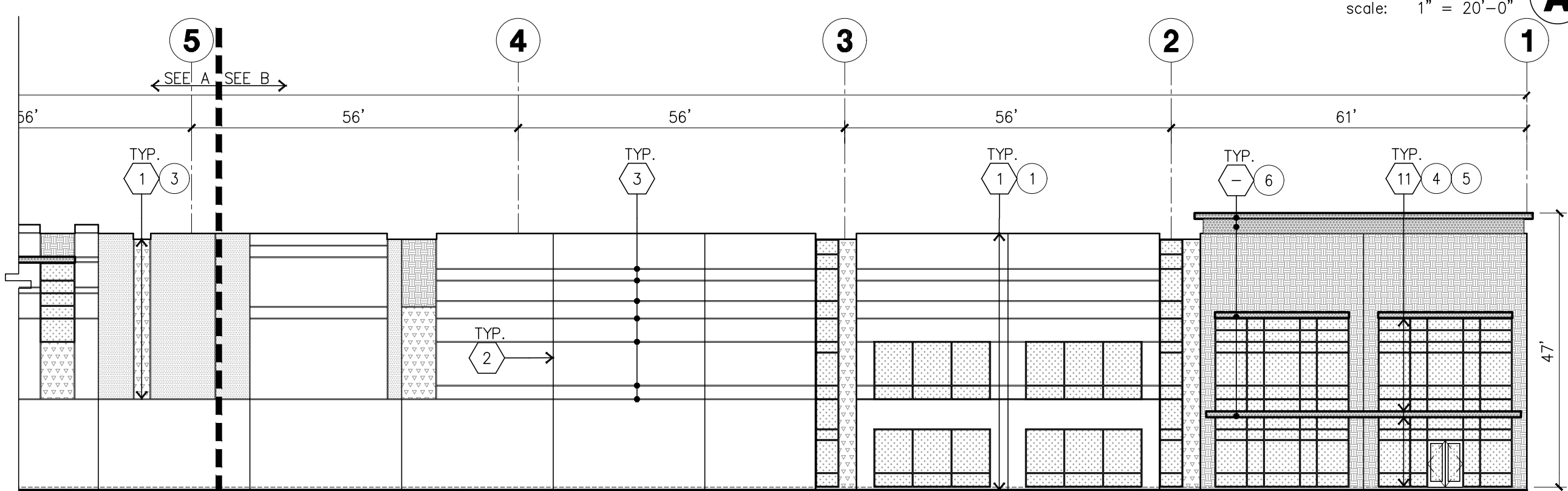
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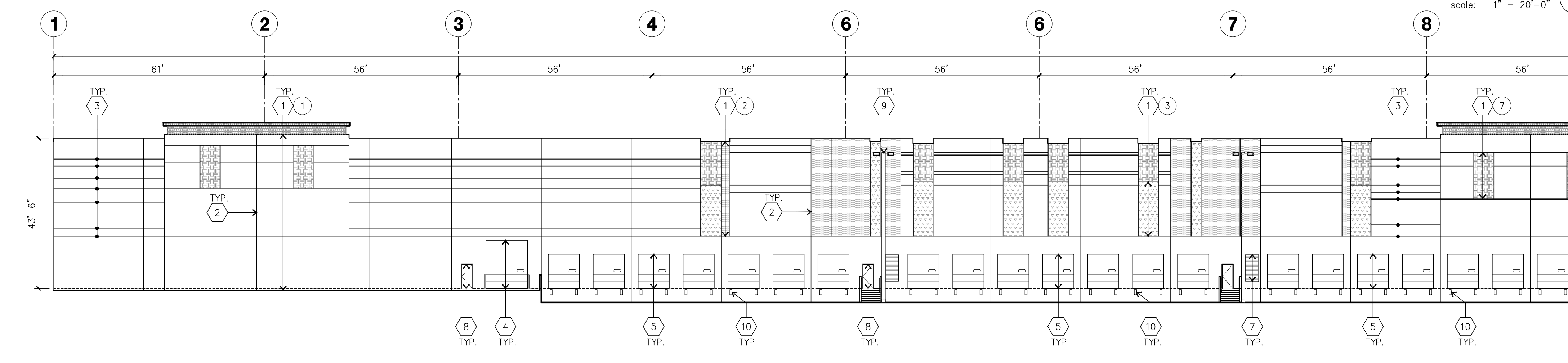
NORTH ELEVATION
scale: 1" = 20'-0"



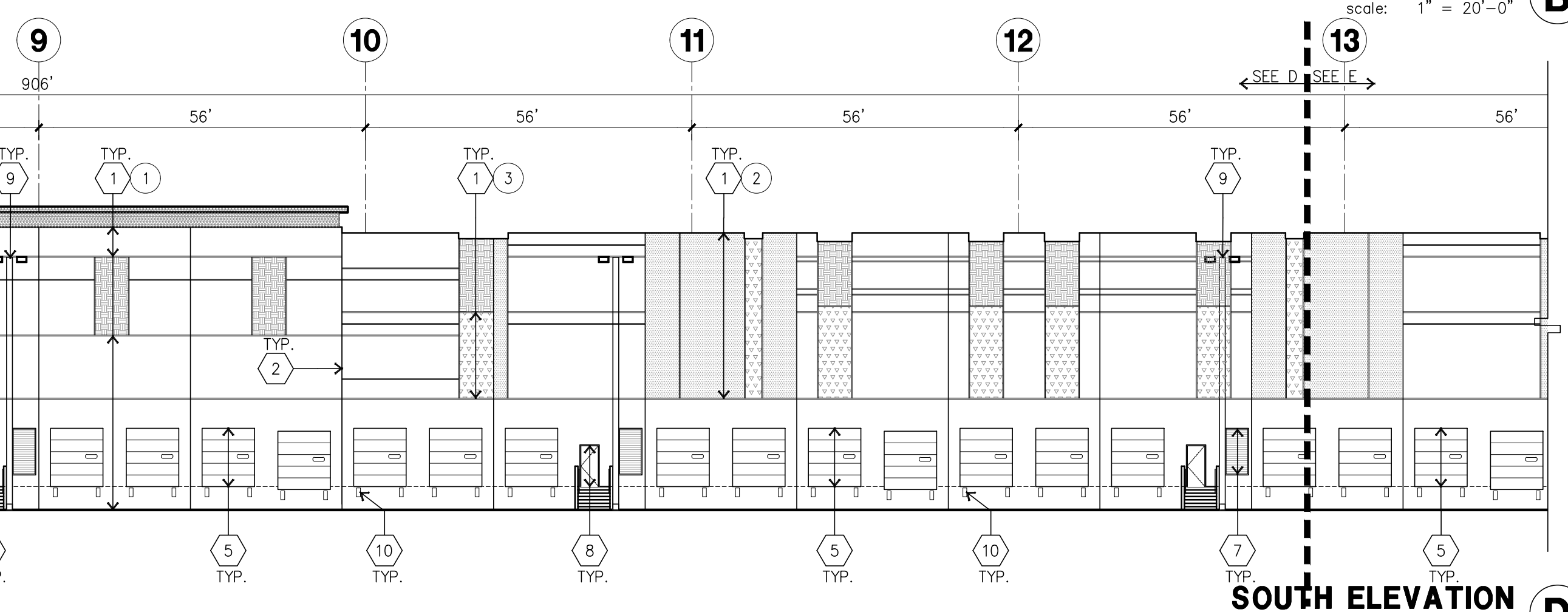
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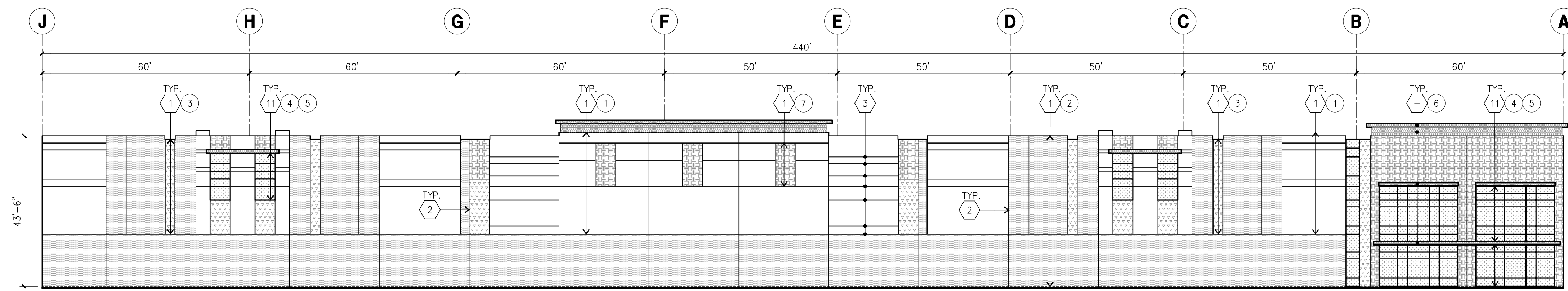
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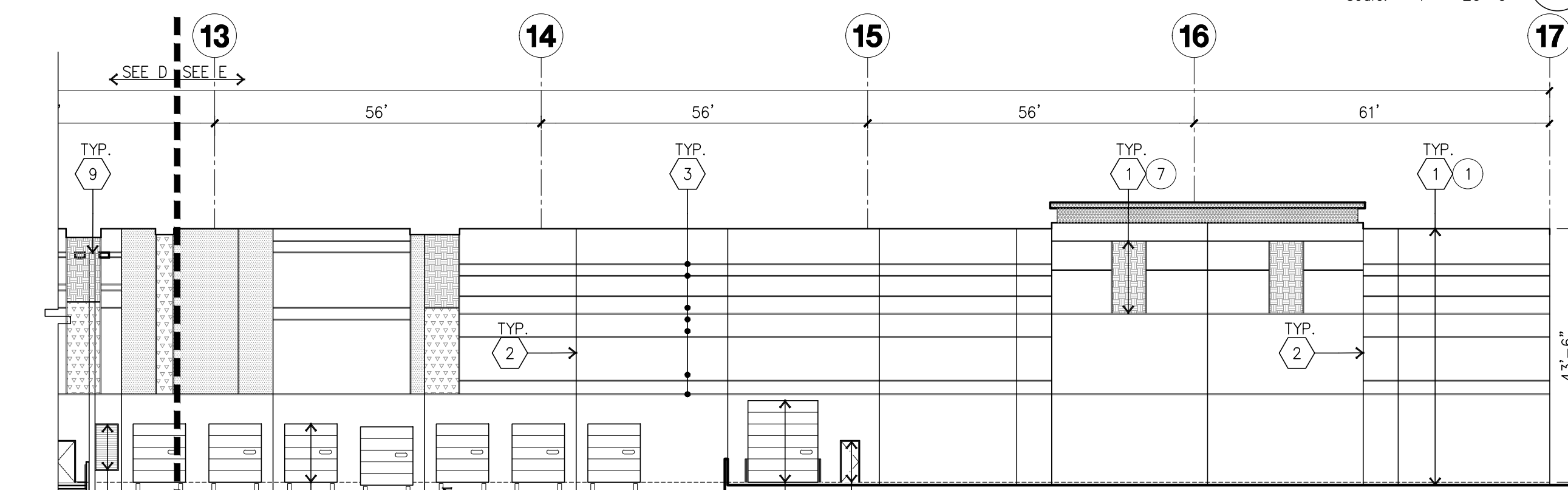
WEST ELEVATION CONT.
scale: 1" = 20'-0"



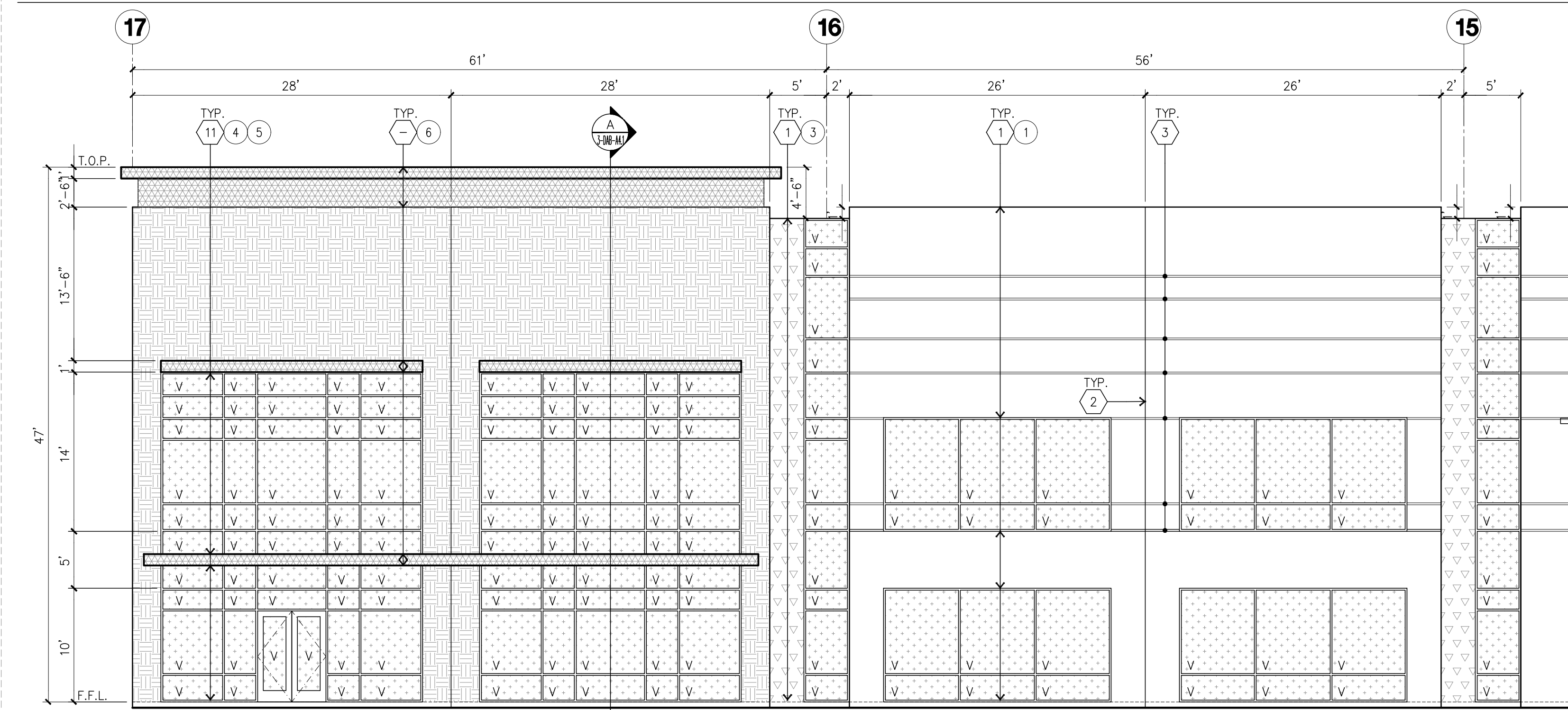
SOUTH ELEVATION
scale: 1" = 20'-0"



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



SOUTH ELEVATION CONT.
scale: 1" = 20'-0"



ENLARGED NORTH ELEVATION
scale: 1/8" = 1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL (PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN. NOT REQUIRED AT DOCK HIGH CONDITION OR AT RAMP WALLS.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.C.
4. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 90 MPH WIND EXPOSURE "C".
5. OVERHEAD DOOR @ DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 110 MPH WIND EXPOSURE "C".
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 2" WIDE WARNING STRIPS INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. METAL LOUVER, DESIGN TO RESIST 90 MPH WIND EXPOSURE "C". PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR. DESIGN TO RESIST 90 MPH WIND EXPOSURE "C".
9. EXTERIOR DOWNSPOUT AND OVERFLOW SCUPPER
10. DOCK BUMPER
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS. SQUELLES ADJACENT TO DOORS FROM INSIDE LESS THAN 18" ABOVE FINISH FLOOR ELEVATION. DESIGN TO RESIST 90 MPH WIND EXPOSURE "C".

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE.
- J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
- K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

COLOR SCHED. - ELEVATIONS

- 1. CONCRETE TILT-UP PANEL PAINT BRAND, SHERWIN WILLIAMS SW 7071 GRAY SCREEN
- 2. CONCRETE TILT-UP PANEL PAINT BRAND, SHERWIN WILLIAMS SW 7073 NETWORK GRAY
- 3. CONCRETE TILT-UP PANEL PAINT BRAND, SHERWIN WILLIAMS SW 7074 SOFTWARE
- 4. MULLIONS PAINT BRAND, BLACK ANODIZED ALUMINUM MULLIONS
- 5. GLAZING COLOR, BLUE ON BLUE REFLECTIVE GLAZING
- 6. CANOPY SHERWIN WILLIAMS PRO-INDUSTRIAL, WATERBASED ES-1100 SEMI-GLOSS, SW 7069 IRON ORE
- 7. CONCRETE TILT-UP PANEL PAINT BRAND, CREAM
- 8. CONCRETE TILT-UP PANEL PAINT BRAND, SHERWIN WILLIAMS SW 7005 PURE WHITE
- 9. MAN DOORS CORONADO STONE VENEER 6" SPLIT LIMESTONE

GLAZING LEGEND

- V VISION GLASS
- IV INSULATED VISION GLASS
- S SPANDREL GLASS

HPA
architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:

EXETER

EXETER
PROPERTY GROUP

Project:

**Beaumont Summit
Station Building 3**

Beaumont, CA

Consultants:

CIVIL STRUCTURAL WEBB
MECHANICAL
PLUMBING
ELECTRICAL KIMLEY-HORN
LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER

Title: ELEVATIONS

Project Number: 21085
Drawn by: CW
Date: 03/14/2022
Revision:

Sheet:

3-DAB-A3.1

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CHERRY VALLEY BLVD. ELEVATION - NORTH ELEVATION



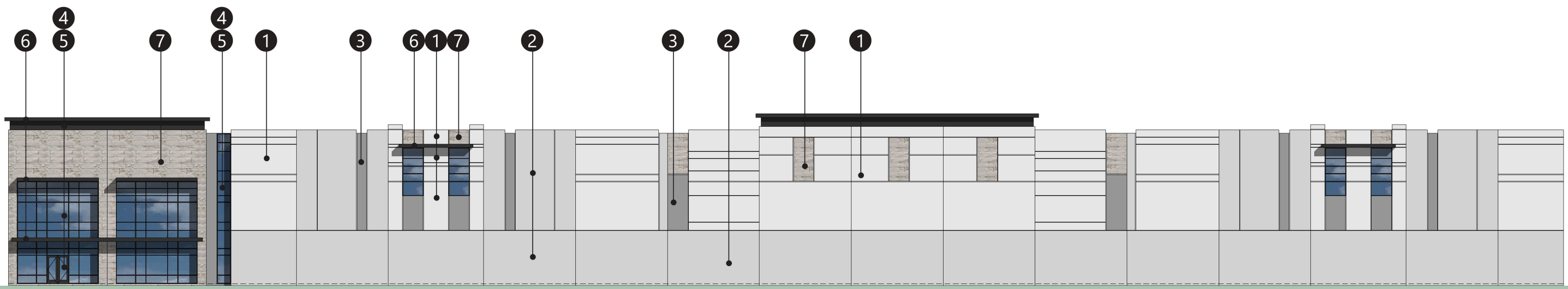
WEST ELEVATION



SOUTH ELEVATION



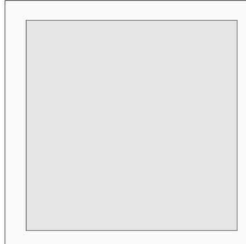
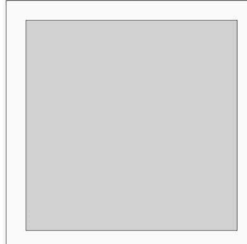
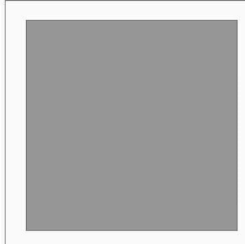
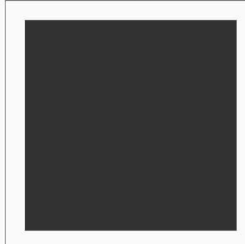
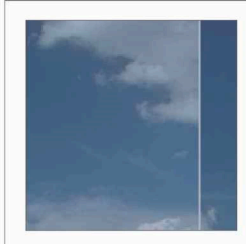
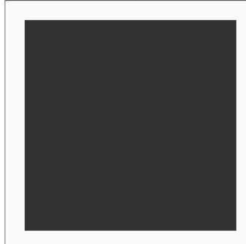

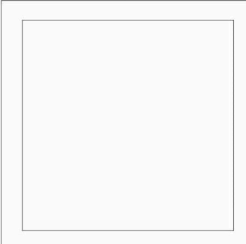
EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

1	2	3	4	5	6	7	8
							
Sherwin Williams SW 7071 Gray Screen	Sherwin Williams SW 7073 Network Gray	Sherwin Williams SW 7074 Software	Black Anodized Aluminum MULLIONS	Blue Reflective GLAZING	Sherwin Williams Pro-Industrial, Waterbased B53-1150 Semi-Gloss - SW 7069 Iron Ore @ I-beam Metal Canopy	Coronado Stone Veneer 6" Split Limestone Cream	Sherwin Williams SW 7005 Pure White @ man doors



**CITY OF BEAUMONT
PLANNING DEPARTMENT
DRAFT CONDITIONS OF APPROVAL**

PLANNING COMMISSION DATE: June 28, 2022

PROJECT NAME: Beaumont Summit Station Building 3

PROJECT NO.: PP2021-0391

DESCRIPTION: To construct a 358,370 square foot industrial building on a 22.37-acre lot that is proposed as Parcel 3 of Tentative Parcel Map 38223.

APPLICANT: Exeter Cherry Valley Land, LLC

LOCATION: South of Cherry Valley Boulevard, east of B Street

APN: Portions of 407-230-024, -025, -026, 407-190-016 and -017

PROJECT

Note: Any conditions revised at a hearing will be noted by ~~strikeout~~ (for deletions) and/or underline (for additions), and any newly added conditions will be added at the end of all conditions regardless of the Department originating the condition.

STANDARD CONDITIONS

1. The permit for the above referenced Plot Plan and property consists of all Conditions of Approval herein.
2. The use hereby permitted is the construction of a 358,370 square foot building on 22.37-acres located on portions of Assessor Parcel Numbers 407-230-024, -025, -026, 407-190-016 and -017.
3. The Community Development Director may approve minor modifications to Plot Plan PP2021-0391 that are in substantial conformance with the Beaumont Summit Station Specific Plan to the approved project and that do not increase impacts. All copies of the revised plans shall be dated and signed by the Director and made a part of the record.
4. Any modifications not considered in substantial conformance with the Beaumont Summit Station Specific Plan and PP2021-0391 are subject to separate review and approval by the Planning and Building Departments and may require additional permits and fees.
5. The permittee shall defend, indemnify, and hold harmless the City of Beaumont, the Beaumont Redevelopment Agency, its agents, officers, consultants, and employees from any claims, action, or proceeding against the City of Beaumont or its agents, officers, consultants, or employees to attack, set aside, void, or annul, an approval of the City of Beaumont, its advisory agencies, appeal boards, or legislative body concerning Plot Plan PP2021-0391. The City of Beaumont will

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Draft Conditions of Approval
Page 2

promptly notify the permittee of any such claim, action, or proceeding against the City of Beaumont and will cooperate fully in the defense. If the City fails to promptly notify the permittee of any such claim, action or proceeding or fails to cooperate fully in the defense, the permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Beaumont.

6. This approval is subject to the City of Beaumont Municipal Code Section 17.02.070 Plot Plans are subject to timing specified in Sections (I) Plot Plan Time Limits, and (J) Plot Plan Lapse in Time.
7. The development and uses entitled pursuant to the permit shall comply with the Beaumont Summit Station Specific Plan and the Beaumont Municipal Code when the Specific Plan is silent and all other applicable City of Beaumont ordinances and state and federal codes. The development of the premises shall conform substantially with that as shown on the approved site plan, unless otherwise amended by these conditions of approval.
8. Administrative Plot Plan and business license application review and approval are required prior to building permit final.
9. Final inspections will be required prior to the start of operations by the City of Beaumont Departments including the office of the Fire Marshall and the Riverside County Flood Control District. All inspections shall be performed and approved before a Certificate of Occupancy will be issued.
10. If any of the conditions of approval are violated, or if the use otherwise become a public nuisance as set forth in the Beaumont Municipal Code, the Plot Plan permit may be revoked as prescribed in the Municipal Code.
11. A valid business license shall be maintained in force at all times.
12. The Community Development Director shall monitor the subject use to ensure that the scale of the use does not exceed the limitations of the existing site improvements. In the event the Community Development Director determines that the scale of the use has exceeded site limitations, a hearing shall be scheduled before the Planning Commission to review the permit and consider modification or revocation thereof.
13. After 12 months of operation, the subject matter may, at the discretion of the Community Development Director, be scheduled for review by the Planning Commission. The Commission shall retain the authority to amend these conditions of approval at such time, or to modify the use or revoke the permit if nuisance conditions result from the operation.

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14. The project shall comply the outdoor lighting (night sky) requirements of Beaumont Municipal Code Chapter 8.50.
15. Outdoor storage of motor vehicles is prohibited.
16. No vehicles may be parked on sidewalks, parkways, driveways, or alleys.
17. Buildings or any structures are prohibited from straddling any property lines, unless a parcel merger or lot line adjustment is submitted, approved and recorded.
18. The applicant shall be responsible for securing clearance, permits and approvals from all relevant agencies, including the Building Department, Fire Department, Public Works Department, and any other necessary departments or agencies.
19. Except for safety signage required by other provisions of law, signage is not approved as part of this project. Signage, in accordance with Beaumont Municipal Code, may be approved at a later date under a separate permit.
20. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash, disease, vermin, and debris during the life of this project.
21. Prior to the issuance of a Building Permit, or Certificate of Occupancy (whichever occurs first), landscape plans shall be prepared by a Licensed Landscape Architect and submitted in conjunction with Building plan and this project shall be subject to all the requirements listed in Chapter 17.06. The plans shall indicate species, sizes and spacing of all shrubs, groundcover, and trees.
22. Prior to the issuance of a Certificate of Occupancy, all landscaping shall be installed, and irrigation shall be operational.
23. The landscape plans shall include at a minimum size, 24" box trees on placed 40' on center along the Cherry Valley Boulevard northerly frontage, along the eastern side of "B" Street, along the west side of "C" Street, and the east side of the drive aisle on the east side of the project. All trees shall be a minimum size of a 24" box and shrubs shall be a minimum of at least 5 gallon.
24. Barbed wire, concertina and razor are strictly prohibited. Alternative toppers may be considered on a case-by-case basis, subject to approval by the Community Development Director.
25. An anti-graffiti coating shall be provided on all block walls, and written verification from the developer shall be provided to the City of Beaumont Planning Department.

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26. Per Beaumont Municipal Code, Section 17.11.160.D.3, all structures, appurtenances, parking, and drive aisles shall be paved with asphalt or concrete.
27. Per Beaumont Municipal Code, Section 17.11.160.D.4, all outdoor facilities shall be in compliance with Chapter 8.50 Outdoor Lighting of the Beaumont Municipal Code.

BUILDING DEPARTMENT CONDITIONS

28. 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 Chapter 9 of the Municipal Code, 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.

FIRE DEPARTMENT CONDITIONS

With respect to the conditions of approval for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

PRIOR TO PERMIT ISSUANCE:

29. Public Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the offsite water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow of 4,000 gpm at 20 psi for a 4-hour duration. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2019 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.
30. Private Fire Man: Prior to the issuance of building permits, plans for the private onsite fire main shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow of 4,000 gpm at 20 psi for a 4-hour duration. Fire hydrant(s) location and spacing shall comply with the fire code. Reference 2019 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.

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31. Fire Department Access: Prior to building permit issuance, provide a site plan showing the fire lanes. Access roads shall be provided to within 150 feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24 feet. The construction of the access roads shall be all weather and capable of sustaining 75,000 lbs. over two axels for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction Ref. CFC 503.1.1, 3310.1 and 503.2.1
32. Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal. Ref. CFC 503.4.1
33. Construction Permits Fire Department Review: Submittal of construction plans to the Office of the Fire Marshal for development, construction, installation, and operational use permitting will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code, and related codes, which are in effect at the time of building plan submittal.
34. Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

PRIOR TO FINAL:

35. Fire Sprinkler System: All new commercial structures 3,600 square feet or larger shall be protected with a fire sprinkler system. Ref CFC 903.2 as amended by the City of Beaumont.
36. Fire Alarm and Detection System: A water flow monitoring system and/or fire alarm system may be required and determined at time of building plan review. Ref. CFC 903.4, CFC 907.2 and NFPA 72
37. Knox Box and Gate Access: Buildings shall be provided with a Knox Box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and emergency preemption devices compatible with Opticom. Ref. CFC 506.1
38. Addressing: All commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required. Ref. CFC 505.1 and County of Riverside Office of the Fire Marshal Standard #07-01
39. Emergency Responder Radio Coverage Systems: Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Ref. CFC

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Page 6

510.1 and Riverside County Office of the Fire Marshal Technical Policy #TP19-002

POLICE DEPARTMENT

40. The address of the business shall be clearly visible from the front of the building and shall be illuminated during hours of darkness.

41. The applicant shall comply with all applicable local, county, state and federal regulations, including the City's Municipal Code and the California Business and Professions Code (B&P).

PUBLIC WORKS

GENERAL

42. The following is a non-inclusive list of items that may be required by the Public Works Department:

A. Plans:

- a. Precise Grading Plan
- b. Erosion Control Plan
- c. Retaining wall Plan (for line and grade only)
- d. Composite Onsite Utility Plan

B. Reports and Studies:

- a. Grading Certification
- b. Compaction Report

C. Permits and Agreements:

- a. WQMP Covenant and Agreement
- b. City Grading Permit
- c. City Dirt Haul Permit
- d. City Encroachment Permit

43. All required plans and studies shall be prepared by a Registered Professional Engineer, Registered Professional Geologist or Registered Professional Surveyor in the State of California, and submitted to the Public Works Department for review and approval.

44. The Applicant shall coordinate with affected utility companies and obtain any permits as necessary for the development of this project.

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Draft Conditions of Approval

Page 7

45. The Applicant is responsible for resolving any conflicts with existing or proposed easements. All easement(s) of record and proposed easements shall be shown on the grading plan and improvement plans, where applicable.
46. The Applicant shall obtain an Encroachment Permit, as required, for all work within the public right-of-way.
47. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall satisfy all Public Works Conditions of Approval for Tentative Parcel Map 38223.
48. PRIOR TO OBTAINING ANY BUILDING PERMIT: Parcel Map No. 38223 shall be recorded.

SURVEYING AND MAPPING

49. PRIOR TO START OF CONSTRUCTION: Where survey monuments exist, such monuments shall be protected or shall be referenced and reset, pursuant to Business and Professions Code, Sections 8700 to 8805 (Land Surveyors Act).
50. PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT: The Applicant, at its sole expense, shall obtain all right-of-way or easement acquisitions necessary to implement any portion or condition of this project.

GRADING AND DRAINAGE IMPROVEMENTS

51. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design the drainage facilities to capture and convey the 100-year storm event.
52. PRIOR TO ISSUANCE OF A GRADING PERMIT: The Applicant shall design the drainage facilities to collect and convey all on-site drainage flows in a manner consistent with the historic drainage pattern and discharge in a manner which will not increase damage, hazard, or liability to adjacent or downstream properties.
53. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit for stormwater discharges associated with construction activities as required by the California Water Resources Control Board.
54. PRIOR TO ISSUANCE OF A GRADING PERMIT: A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and submitted to the California Water Resources Control Board. The developer shall be responsible for implementation, monitoring, operation, and maintenance of the SWPPP until all improvements have been accepted by Public Works Department or construction is complete, whichever is later.

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Draft Conditions of Approval
Page 8

55. PRIOR TO ISSUANCE OF A GRADING PERMIT: A copy of the Notice of Intent (NOI) and Waste Discharge Identification (WDID) number from the State Water Resources Control Board shall be provided to the Public Works Department.
56. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall adhere to all Federal Emergency Management Agency (FEMA) regulations and requirements in the event that existing drainage patterns are affected by this development. The applicant shall submit to the City and to any governing Federal agency for review and approval, all necessary calculations.
57. PRIOR TO ISSUANCE OF GRADING PERMIT: The applicant shall submit for review and approval, a Final WQMP (F-WQMP). The F-WQMP shall be in substantial conformance with the approved preliminary Project-Specific WQMP and the document "Water Quality Management Plan – A Guidance Document for the Santa Ana Region of Riverside County," dated October 2012 (Guidance Document)
58. PRIOR TO ISSUANCE OF GRADING PERMIT: The Applicant shall record a "Covenant and Agreement" with the County Recorder, or other instrument acceptable to the City.
59. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design all storm drains, catch basins, and storm water structures with trash capture devices that conform with the approved trash capture list issued by the State Water Board.
60. PRIOR TO ISSUANCE OF A GRADING PERMIT: The applicant shall design temporary drainage facilities and erosion control measures to minimize erosion and silt deposition during the grading operation.
61. PRIOR TO ISSUANCE OF ANY OCCUPANCY PERMIT (COO): The applicant shall ensure that all WQMP BMP's are fully operational and a maintenance mechanism is in place.
62. CONCURRENT WITH GRADING OPERATIONS: Any grading and/or utility excavations and backfilling, both on and off site, shall be done under the continuous direction of a licensed geotechnical/civil engineer who shall obtain all required permits and submit reports on progress and test results to the City Engineer for review and approval as determined by the City. Upon completion of all soils related work, the geotechnical engineer shall submit a final report to the City Engineer for review and approval, which may require additional tests at the expense of the applicant.
63. PRIOR TO FOUNDATION TRENCHING: The applicant shall submit a soil compaction report to the City for review and approval.

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64. PRIOR TO OBTAINING ANY BUILDING PERMIT: The applicant shall submit pad certifications letters and pad compaction reports to the City for review and Approval.

MITIGATION MEASURES

65. MM AQ-1: Prior to issuance of Phase 1 and Phase 2 grading permits, the applicant shall prepare and submit documentation to the City of Beaumont to demonstrate the following:

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.
- Construction equipment shall be properly maintained according to manufacturer specifications.
- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
- On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.

66. MM AQ-2: The Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of Phase 1 and Phase 2 building permits, the Beaumont Building and Safety Department shall confirm the plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC

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emissions.

- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.
- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

67. MM AQ-3: Prior to issuance of Phase 1 and Phase 2 occupancy permits (unless otherwise specified), the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
 - Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site (Phase 1 only).
 - Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided (Phase 1 only).
 - Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance (Phase 1 only).
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
 - Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
 - Provide meal options on-site or shuttles between the facility and nearby meal destinations.
 - Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

68. MM AQ-5: Prior to the issuance of occupancy permits for Phase 1, the Planning Department shall confirm that all truck access gates and loading docks within the project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- For non-essential idling, truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code

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of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged.

- Telephone numbers of the building facilities manager and CARB to report violations.

Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

69. MM AQ-6: Prior to the issuance of Phase 1 occupancy permits, the Planning Department shall confirm that tenant lease agreements require the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to be used over the term of their lease on Zero Emissions (ZE) and Near Zero Emissions (NZE) delivery vans or trucks. This requirement shall apply to new leases only (not renewals) and for the first 10 years of the Project’s life. The funding shall be provided in the form of lease allowance/concession. The allowance shall be a reimbursement once ZE or NZE medium/heavy duty vehicles are purchased and can be used at any time during the lease term (i.e., the landlord shall reimburse the tenant once the tenant provides receipt of paid invoice for the order). If a tenant leases their fleet, this allowance shall also cover the cost to lease ZE or NZE trucks. This measure would also facilitate compliance with SCAQMD Rule 2305

MM BIO-1: Project activities shall not be initiated within 100 feet of any least Bell’s vireo suitable habitat area(s) during the species’ breeding season (March 15-August 31) unless a negative USFWS protocol survey has been conducted within one year of construction kickoff and findings were negative. If groundbreaking activities occur outside the least Bell’s vireo nesting season (i.e., September 16-March 14), a qualified biologist shall perform a presence/absence survey within suitable habitat on-site, and shall continue these surveys on a monthly basis, especially as breeding season commences.

If least Bell’s vireo nesting is discovered, either during protocol surveys, monthly presence/absence surveys, or incidentally, no Project activities shall occur within 300 feet of any least Bell’s vireo nest site until it has been confirmed that the young have fledged, and the nest is no longer active. A qualified biologist shall always be present when construction crews are working within 1/8 mile surrounding an identified least Bell’s vireo nest site to ensure that the birds do not react unfavorably to Project activities. If the qualified biologist observes signs of agitation stemming from Project activities, the activities shall cease and not resume until the birds’ behavior normalizes. If the birds continue to exhibit signs of agitation, Project activities shall be adjusted to avoid impacts on nesting least Bell’s vireo. Additionally, in the presence of least Bell’s vireo nests, noise level from Project activities shall not to exceed 65 dBA at the edge of occupied habitat. If this is not possible, a noise barrier shall be constructed to keep noise at or below 65 dBA to avoid adverse impacts to any least Bell’s vireo nest/s.

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During the least Bell's vireo breeding season, artificial light shall not be cast into suitable habitat.

A qualified biologist shall conduct a training session for Project personnel prior to grading in conformance with MSCHP best management practices requirements. The training shall include a description of least Bell's vireo and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished.

70. MM BIO-2: A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are documented on-site, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.
71. MM BIO-3: Vegetation clearing and ground disturbing activities should be conducted outside of the nesting season (February 1 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests.
72. MM BIO-4: Prior to any ground-disturbing activity near jurisdictional features, applicable permits shall be obtained through the USACE, RWQCB, and CDFW for impacts on jurisdictional features. Based on the results of the aquatic resources delineation for the proposed Project, the proposed Project would permanently impact 0.25 acre of USACE-jurisdictional non-wetland waters of the U.S. and RWQCB-jurisdictional non-wetland waters of the State (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1). Additionally, the proposed Project would permanently impact 2.17 acres of CDFW-jurisdictional vegetated streambed (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1) and 0.24 acre of CDFW-jurisdictional riparian habitat (i.e., NWW-2A and NWW-3B). The Project applicant shall be obligated to implement/comply with the permit conditions and mitigation measures required by the resource agencies regarding impacts on their respective jurisdictions.

A minimum 1:1 mitigation ratio (0.25-acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. Compensatory mitigation

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to offset impacts to jurisdictional aquatic resources may be implemented through off-site, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with purchase confirmation.

73.MM CUL-1: A qualified archaeological monitor will be present during Project-related ground-disturbing activities in undisturbed native sediments.

74.MM CUL-2: In the event that potentially significant cultural materials are encountered during Project-related ground-disturbing activities, all work will be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.

75.MM GEO-1: Settlement Monitoring Program. A Settlement Monitoring Program would be implemented, consisting of the surveying of surface monuments to monitor settlement of alluvial soils left in-place and/or proposed fills deeper than 30 feet (design plus remedial grading). Survey monument readings for both deep fill areas and for fill over compressible natural ground (Qal) should be conducted following the completion of fill placement. Survey monument locations should be selected by the geotechnical consultant. Survey readings should be taken weekly for the first month and on a weekly basis thereafter until vertical movement of the fill mass achieve 90 percent of primary compression, begin secondary compression or the estimated remaining settlement is less than one inch. Construction of proposed structures would not commence until approved by the geotechnical consultant based on the results of the settlement monitoring. Survey benchmarks used for the monitoring would be confirmed with the geotechnical consultant prior to initial readings being performed.

Foundation and Grading Plan Review. New retaining walls with maximum heights of up to 50± feet would be constructed as part of the new development. Additional review of the global stability of the proposed site grading be performed by SCG once more detailed rough grading plans become available. An additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations.

Over excavation. Benching of the sidewalls would be required during fill placement. The horizontal extent of the benching should be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. Following completion of the over excavations, the subgrade would be evaluated by the geotechnical engineer to verify its suitability to serve as the structural fill subgrade. Some localized areas of

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deeper excavation may be required if loose, porous, or low-density materials are encountered at the base of the over excavation. Materials suitable to serve as the structural fill subgrade within the building area should consist of moderate strength alluvial soils which possess an in-situ density equal to at least 85 percent of the ASTM D-1557 maximum dry density. These materials would be moisture conditioned to 0 to 4 percent above optimum moisture content prior to placement of any new fill soils. The previously excavated soils may then be replaced as compacted structural fill.

- 76.MM GEO-2: Paleontological Construction Monitoring and Compliance Program. The following measures would be implemented to reduce potential impacts to paleontological resources to less than significant:

Retain a Qualified Paleontologist. Prior to initial ground disturbance, the Applicant shall retain a Project paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources.

Paleontological Monitoring. Ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) in areas mapped as high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. Areas mapped as low to high paleontological sensitivity shall be monitored when ground-disturbing activities exceed five feet in depth, because underlying sensitive sediments could be impacted. Areas considered to have an undetermined paleontological sensitivity shall be inspected and further assessed if construction activities bring potentially sensitive geologic deposits to the surface. The Paleontological Mitigation and Monitoring Program shall be supervised by the Project paleontologist. Monitoring must be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring would be determined by City based on recommendation from the Project paleontologist. If the Project paleontologist determines that full-time monitoring is no longer warranted, they may recommend to the City that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not exceed five feet in depth would not require paleontological monitoring.

Paleontological Mitigation and Monitoring Program. After Project design has been finalized to determine the precise extent and location of planned ground disturbances, and prior to construction activity, a qualified paleontologist would prepare a Paleontological Mitigation and Monitoring Program to be implemented

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during ground disturbance activity for the Project. This program would outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. The program would be prepared in accordance with the standards set forth by current Society of Vertebrate Paleontology guidelines (2010) and with proper implementation, would reduce or eliminate potential impacts to paleontological resources.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Project paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be presented at a preconstruction meeting that a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.

Salvage of Fossils. If fossils are discovered, the Project paleontologist or paleontological monitor should recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist would have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

Preparation and Curation of Recovered Fossils. Once salvaged, the City would ensure that significant fossils would be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Western Science Center), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Project paleontologist. Field collection and preparation of fossil specimens would be performed by the Project paleontologist with further preparation as needed by an accredited museum repository institution at the time of curation.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activity (and curation of fossils, if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the

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location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

77. MM GHG-1: Phase 1 of the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load (i.e., the Title 24 electricity demand and the plug-load, conservatively anticipated to be approximately 8.87 kilowatt hours per year [kWh/year] per square foot).

With expected energy consumption at 8.87 kWh/sf, a PV panel array covering approximately one quarter of the proposed roof space would provide sufficient on-site renewable energy generation to offset consumption. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to offset consumption.

Should the energy consumption characteristics of a future tenant differ from this projection, there is sufficient space on the rooftop for the system to roughly triple on-site generation. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.

78. MM GHG-2: Prior to the issuance of a Phase 1 or Phase 2 building permit, the Project Applicant or successor in interest shall provide documentation to the City of Beaumont demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) certification and meet or exceed CalGreen Tier 2 standards in effect at the time of building permit application.
79. MM GHG-3: The development (Phase 1 and Phase 2) shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection and load area shall be constructed in compliance with Riverside County Waste Management Department's Design Guidelines for Recyclable Collection and Loading Areas.
80. MM GHG-4: Prior to the issuance of Phase 1 or Phase 2 occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all landscaping equipment used on-site shall be 100 percent electrically powered. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable.

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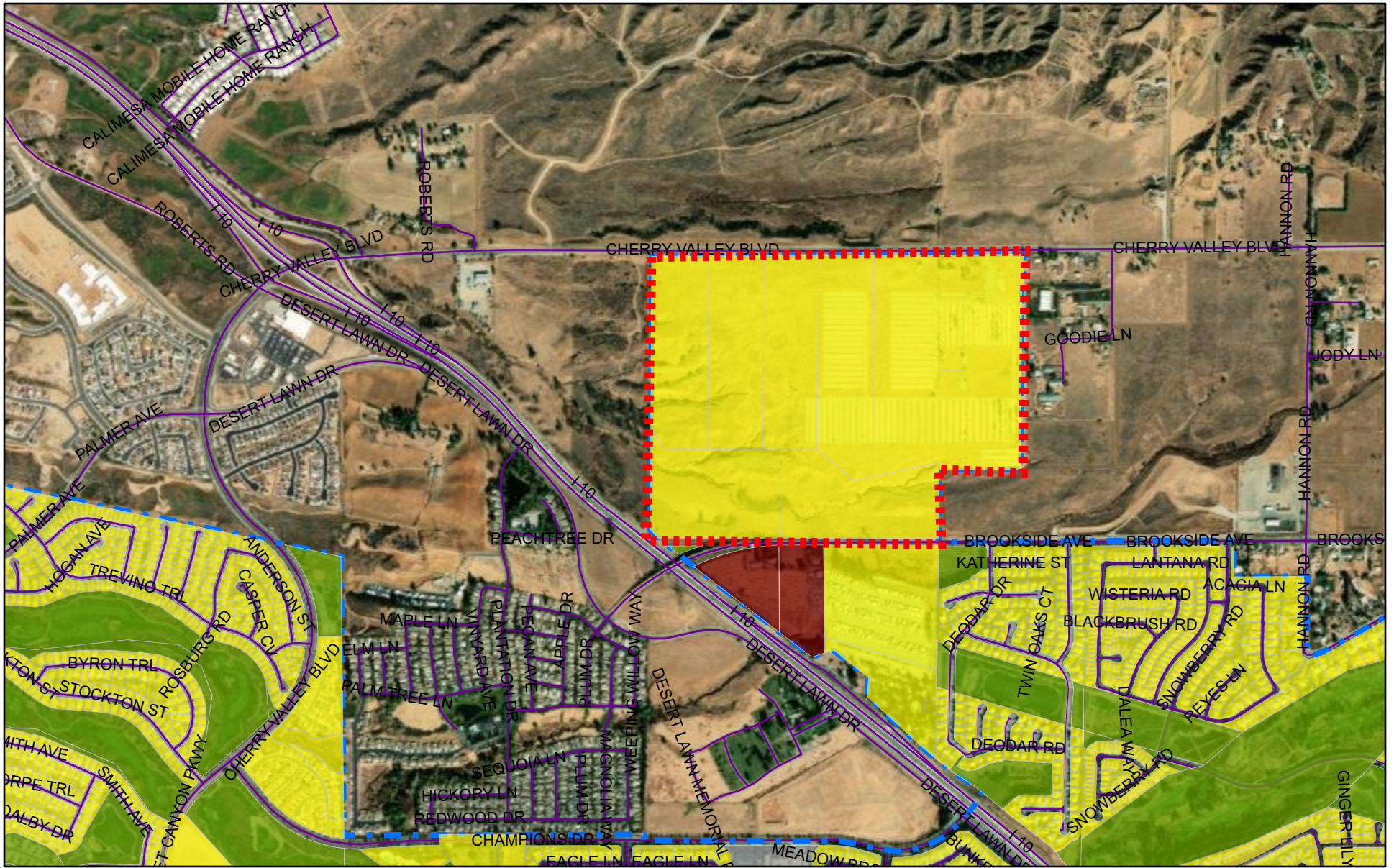
81. MM HAZ-1: The Applicant shall prepare a Soil Management Plan prior to the redevelopment of the site.

82. MM TCR-1 The Serrano Nation, (currently Mr. Mark Cochrane and/or Mr. Wayne Walker, but the representative could change depending on when a finding may occur), shall be notified if any cultural material is encountered during Project construction.

End of Conditions

City of Beaumont Planning Viewer

Item 2.



6/22/2022, 11:24:33 AM

General Plan

Open Space

Single Family Residential

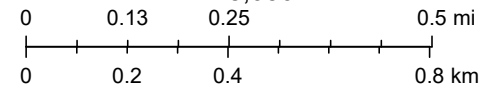
Neighborhood Commercial

Public Facilities

City Boundary

Street Labels

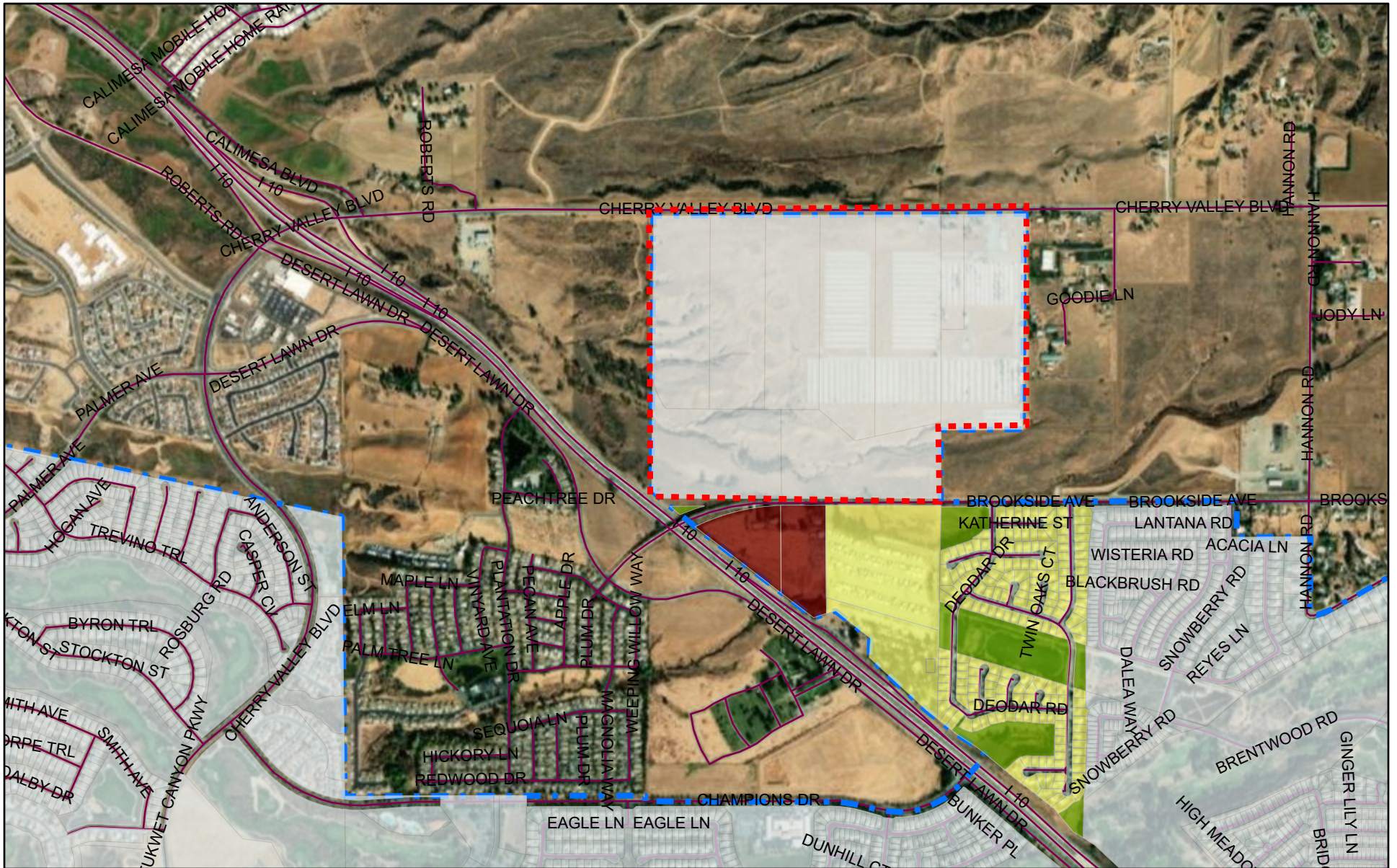
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Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

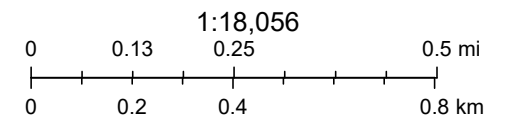
City of Beaumont Planning Viewer

Item 2.



6/22/2022, 11:22:23 AM

- Zoning**
- Specific Plan
 - Residential Single Family
 - Commercial Neighborhood
 - Recreation/Conservation
 - City Boundary
 - Street Labels



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



A Street

Summit Station

THE SIGNAGE



A Street

Escumont
SUMMIT STATION

THE SIGNAGE





the SIGNAGE

B Street







SPRINGHILLS
SUITES

STORE
SIGN

STORE
SIGN

STORE
SIGN

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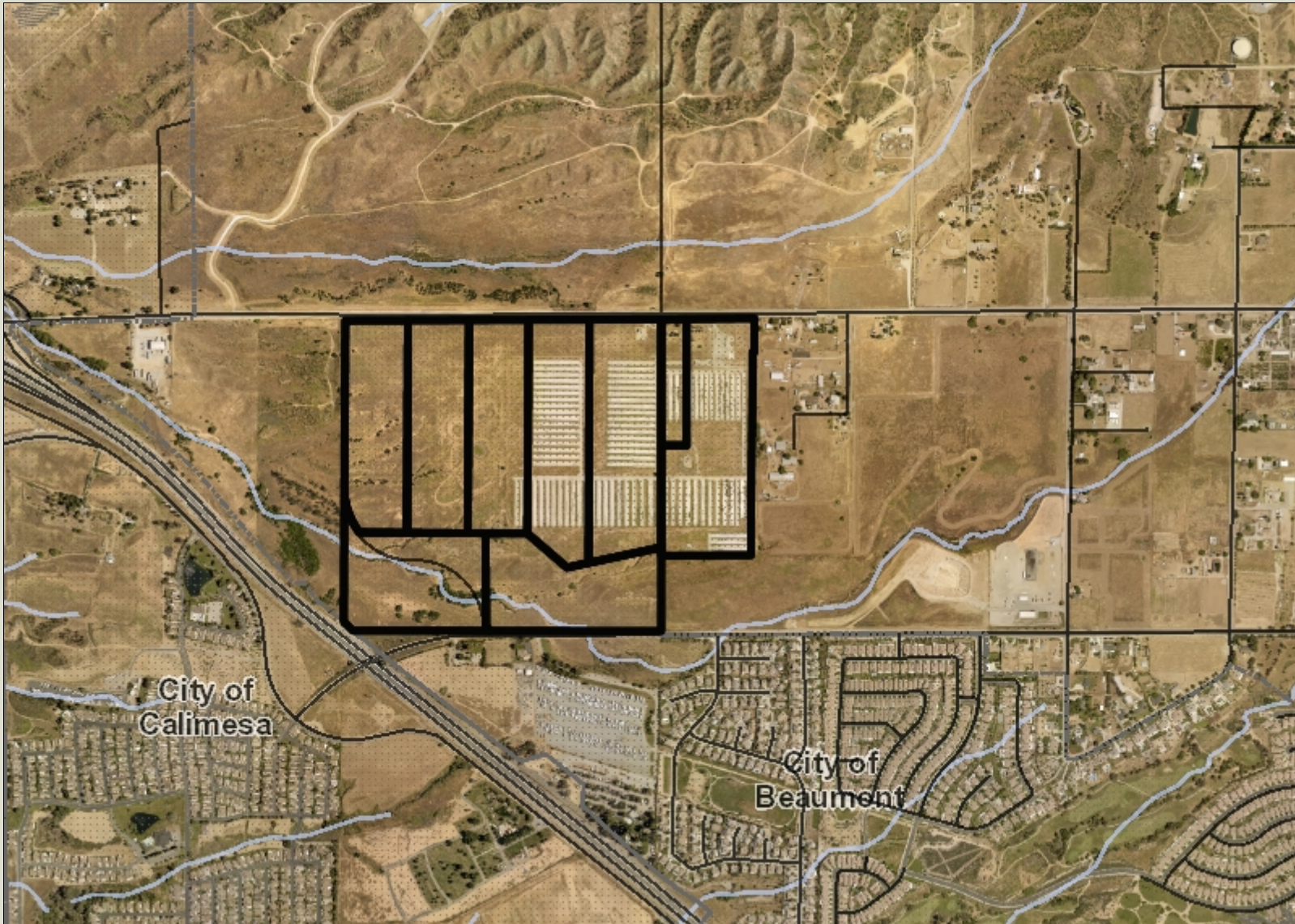
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Beaumont Summit Station Aerial Photograph

Item 2.



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

Notes

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539

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THE PRESS-ENTERPRISE

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Publication(s): The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc.: Summit Station /

I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper in general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

06/17/2022

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date: June 17, 2022
At: Riverside, California



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LEGAL ADVERTISEMENT

NOTICE IS HEREBY GIVEN, that the City of Beaumont will conduct public hearings to consider the matter described below. The Planning Commission's public hearing will be held at 6:00 p.m. on Tuesday, June 28, 2022, at 550 East Sixth Street, Beaumont, California.

BEAUMONT SUMMIT STATION - SPECIFIC PLAN (SP2021-0005), TENTATIVE PARCEL MAP 38223 (PM2021-0009), GENERAL PLAN AMENDMENT (PLAN2021-0656), PLOT PLAN (PP2021-0388), PLOT PLAN (PP2021-0390), PLOT PLAN (PP2021-0392), AND ENVIRONMENTAL IMPACT REPORT (ENV2021-0017), Conduct a public hearing and recommendation to the City Council regarding a request to amend the General Plan land use designation from Single Family Residential (SFR) to Industrial (I), General Commercial (GC) and Open Space (OS); a Specific Plan to allow for 2,707,465 square feet of mixed commercial, warehouse/E-commerce, office uses and 30.6 acres of passive open space; to subdivide 188.03 acres into five (5) parcels ranging in size from 11.44 to 67.86 acres; to construct and operate three (3) manufacturing warehouse buildings with Building 1 comprising of 985,860 square feet, Building 2 comprising of 1,213,325 square feet and Building 3 comprising of 358,370 square feet; and the consideration of a Draft Environmental Impact Report (DEIR) for 188 acres located on the south side of Cherry Valley Boulevard, the north side of Brookside Avenue, east of the 10 Freeway and west of Fabian Lane in the Specific Plan zone. APN's: 407-230-022 thru -028, 407-190-016 and 407-190-017

The applicant for this project is **Exeter Cherry Valley Land, LLC**

Public comments can be made in person, using the public comment phone line or by written email. Phone-in comments will be accepted by calling the designated public comment phone line (951) 922-4845 prior to the corresponding item. Public comments shall not exceed three minutes unless otherwise authorized by City Council. Written comments can be emailed to NicoleW@BeaumontCa.gov Public comments accepted via email will be read aloud during the corresponding item of the meeting. Comments can be submitted any time prior to the meeting as well as during the meeting until the end of the corresponding item.

This meeting will be conducted in person and also and will be recorded for live streaming. All City of Beaumont public meetings will be made available via live streaming and made available on the City's official YouTube webpage. Please use the following link during the meeting for live stream access: BeaumontCa.gov/Livestream

Christina Taylor
Deputy City Manager
ctaylor@beaumontca.gov
Press-Enterprise
Published: 6/17/22

Item 2.

Christina Taylor

From: Gene De Fouw <geneadefouw@yahoo.com>
Sent: Wednesday, June 01, 2022 9:49 AM
To: Christina Taylor; Eugene A DeFouw
Subject: Re: Summit Station Warehouse & Mega Warehouse

Got it.

Sure hope it helps in their decision making. It didn't make much difference in all the letters written against the Cherry Valley warehouse decision.

It all comes down to \$\$\$\$ money for the city & maybe indirectly \$\$ or favors & benefits in the decision makers pockets. Looking for a decision that favors our citizens and what's BEST for our health & future traffic congestion.

Will be interesting to see what the decision is. I'm not optimistic that the Decision will favor those who live here.

Gene

[Sent from Yahoo Mail for iPhone](#)

On Wednesday, June 1, 2022, 9:27 AM, Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Thank you for your comments. They will be noted for the record and provided to the decision makers.

CHRISTINA TAYLOR

Deputy City Manager

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212

BeaumontCa.gov

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#ACITYELEVATED

From: Eugene A DeFouw <eadefouw@icloud.com>
Sent: Tuesday, May 31, 2022 7:28 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Summit Station Warehouse & Mega Warehouse

MEGA WAREHOUSES

The 'elephant in the room' that no one seems to want to talk about.

That **ELEPHANT** is how much **TOTAL traffic** = semi-trucks, delivery & maintenance trucks and employee vehicles will be added to area's highways with the approval of any warehouse.

*A recent news article from another state indicated...." that a **50 dock Amazon facility would add 400 workers resulting in 2,800 car trips/day plus over 70 Amazon trucks and semi-truck stalls turning out 265 semi-trailers {over 5 trucks per dock} over a 24-hour period. During peak morning & afternoon hours that facilities trips would rise to 400-500 total per-hour."***

On a 24/7 basis that facility would introduce up to **1,750 trucks plus 14,000 vehicles = 15,750 total vehicles** per week to the area roads.

Cherry Valley Mega. Warehouse

Riverside County approved a 200-dock warehouse on Cherry Valley Blvd, near

I-10 freeway. When they obtained approval for that warehouse, they had claimed they would add only **200** semi-tucks /24-hour day to our highway system. Only one truck/bay per day. **I beg to differ!** When you multiply that traffic volume by 5 (*based on the news article*) = 1,000 Trucks/day plus up to 1,000 workers = 7,000 vehicles and then add delivery & maintenance vehicles, you are looking at over 8,000 vehicles per day. Then in one week - 7 days = 49,000 vehicles per week to the Cheery Valley Blvd. and

I-10 corridor. We are most likely looking at a PARKING LOT on the I-10 Freeway in 10 years or less.

The residents fought that warehouse zoning change approval by writing over 1,000 letters to the county. We found out later that those letters were never turned over to the county supervisors nor the warehouse company and the issues presented were never addressed by the EIS (Environmental Impact Statement). So, the county approved the project over the resident’s objection with only the company’s input.

From professional management experience in managing several automotive supplier companies with over 25 trucking bays, operating on an 8-hour day – 5 days/week; we would average one truck in and out every 2 hours. Hence, we yielded 4 trucks/bay x 25 bays = 100 trucks/day. That occurred over 30-40 years ago in a non-automated warehouse. A fully automated warehouse should be able to put in or out one truck every hour.

The emission output from most diesel trucks is the highest when the truck first starts-up the engine and when the trucks are traveling in low gear, which is the case near warehouses. There are companies that manufacturer patented diesel engine add-ons that significantly improved ‘cold engine startup’ and reduced cold engine emissions. Those products are still available if the trucking companies order them. I would guess that the emissions data that is used for semi-trucks for the EIS is the “over-the-road” average emissions not the start-up & low gear emissions. Hence, air pollution will be significantly increased around warehouses in the county.

Summit Station Warehouse – Beaumont

As I understand this warehouse proposal, it would add 300 bays more to the Cherry Valley/ Brookside Ave. roads; however, the proposal would NOT have on and off ramps added to the I-10, for the Brookside Blvd; hence, all of the added traffic would all be channeled through Cherry Valley Blvd.

Another way to look at this issue is:

“What would a fully automated warehouse, operating at peak efficiently over a 24/7 period yield in increased traffic?”

This fully automated type of warehouse could push through up to one (1) truck per bay per hour. Therefore, 300 bays x 24 hours = **7,200 semi-trucks per day** x 7 days = **50,400 semi-trucks per week**, plus employee, vendor, restaurant, office buildings, etc. & residential traffic. The total traffic load for this project could be as much as **73,000 vehicles/week**. **Even if it were half that amount it is significant.**

That's without adding the existing Cherry Valley Warehouse (under construction) traffic. I have found no discussion planning about adding multiple lanes in each direction to the I-10 freeway around the Cherry Valley exit. When you add both projects together, we could see upwards of 120,000 total additional vehicles per week.

How many more lanes would need to be added to the 1-10 to handle all this traffic?

The I-10 is already a very congested freeway, especially during peak AM & PM travel times and east-bound on Fridays and west-bound on Sunday-PM.

Does anyone really think that the present I-10 highway corridor can handle that many more semi-trucks & vehicles per week?

Riverside County is looking at a total mess of clogged, congested [*a parking lot*] traffic in the next 5-10 years. I am not aware of any plans to expand the 10 freeway with many more lanes both west and/or east. between Beaumont & Redlands. Driving on the 10; we find it is already nearly impossible to exit off a ramp when there is a solid lane (sometimes two lanes - side-by-side) jammed full back-to-back with semi-trucks for hundreds of yards. It is like the Great China Wall against an exit side-by-side.

I haven't even addressed the Warehouse being presently build in Banning with others proposed. The cities of Banning, Beaumont and Calimesa & Riverside County are looking at polluted, grid lock on our highways, within the next 5-10 years. I just read today that there will be a 4.1 million Sq.Ft. Amazon warehouse built in Ontario – which would add even more trucks to the 1-10 & 60 highways going through Beaumont.

If we continue approving the addition of more and more warehouse's; vehicle travel will be nearly impossible. We will sit hours in traffic jams, trying to drive to Redlands or Palm Springs. Beaumont needs office type businesses, a step-up in restaurants vs. more fast food, and a rejuvenated downtown. Our city council should concentrate on getting other businesses vs. more warehouses. Please listen to your residents and act accordingly.

When does this STOP? We wrote over 1,000 letters to stop the Cherry Valley Warehouse, but it still is being build. Disgusting!

Respectfully Submitted,

Gene DeFouw ~ BS, BSE, MSE

Past President / CEO / Business Owner

Retired - Solera Oak Valley Greens

Beaumont, CA

909-800-8453

eadefouw@iCloud.com

Christina Taylor

From: kathleen schneider <kschneider415@gmail.com>
Sent: Wednesday, June 01, 2022 9:38 AM
To: Christina Taylor
Subject: Summit Station

I am opposed to the development plan, especially to the warehouses. I feel that it is too close to housing and that the noise and pollution will be too much for a residential / rural area. I have a 2nd home (built in 2011 and in an appreciably more expensive / upscale neighborhood - the people backing on the street have said that they sometimes feel vibrations inside their homes) approximately 1/4 mile from truck activity and their noise level inside the house is a constant background and outside it is really noticeable (also at times the fumes are more noticeable than others). I feel the report understates the effect of the noise.

I don't think the area infrastructure is designed for the increased traffic and the gridlock will be worse than Highland Springs. I would imagine (based on prior projects) that any mitigation would be at least a decade or more in the future.
K. Schneider

Christina Taylor

From: roger@tcreis.com
Sent: Tuesday, May 31, 2022 7:03 PM
To: Christina Taylor
Cc: roger@tcreis.com
Subject: Summit Station development

Christina:

Thank you for the opportunity to voice my opposition to the General Plan Amendment to allow the development of the project known as Summit Station. The City of Beaumont, along with citizen input, recently approved the General Plan for the City of Beaumont. I do not believe this amendment and approval of the Summit Station project is for the benefit of the citizenry of Beaumont. This parcel is a perfect location to build custom SFR properties on half acre lots. The demand for such a product would seem to be of great benefit to a developer in maximizing their profit, and adding value to the City of Beaumont.

My own personal home sits upon the ridge line on Santa Paula Court. The Summit Station would negatively effect the citizens living within Stetson development if this project were to be developed. I understand when I purchased my own home in 2009, that one day there would be a future development, including residential homes from approximately 9 feet (single-story SFR) to 20 feet (2-story SFR) in height. With the passage of this Amendment, the impact of a 36 foot to 40 foot high concrete wall will remove forever my view of the valley and Cajon Pass, all the while lowering the value of my property and my neighbors in the Stetson Community.

I would ask the Planning Commission and City Council to leave the existing SFR requirement within the General Plan, which has been recently approved by the City Council and the community.

I thank you in advance for your consideration.

Roger Thompson

Dr. Terri Thompson
Ryan Thompson
Truman Thompson

Christina Taylor

From: Eugene A DeFouw <eadefouw@icloud.com>
Sent: Tuesday, May 31, 2022 7:28 PM
To: Christina Taylor
Subject: Summit Station Warehouse & Mega Warehouse
Attachments: Warehouses.docx

MEGA WAREHOUSES

The 'elephant in the room' that no one seems to want to talk about.

That **ELEPHANT** is how much **TOTAL traffic** = semi-trucks, delivery & maintenance trucks and employee vehicles will be added to area's highways with the approval of any warehouse.

A recent news article from another state indicated.... "that a **50 dock Amazon facility would add 400 workers resulting in 2,800 car trips/day plus over 70 Amazon trucks and semi-truck stalls turning out 265 semi-trailers {over 5 trucks per dock} over a 24-hour period. During peak morning & afternoon hours that facilities trips would rise to 400-500 total per-hour.**"

On a 24/7 basis that facility would introduce up to **1,750 trucks plus 14,000 vehicles = 15,750 total vehicles** per week to the area roads.

Cherry Valley Mega. Warehouse

Riverside County approved a 200-dock warehouse on Cherry Valley Blvd, near

I-10 freeway. When they obtained approval for that warehouse, they had claimed they would add only **200 semi-tucks /24-hour day** to our highway system. Only one truck/bay per day. **I beg to differ!** When you multiply that traffic volume by 5 (*based on the news article*) = 1,000 Trucks/day plus up to 1,000 workers = 7,000 vehicles and then add delivery & maintenance vehicles, you are looking at over 8,000 vehicles per day. Then in one week - 7 days = 49,000 vehicles per week to the Cheery Valley Blvd. and

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The emission output from most diesel trucks is the highest when the truck first starts-up the engine and when the trucks are traveling in low gear, which is the case near warehouses. There are companies that manufacturer patented diesel engine add-ons that significantly improved 'cold engine startup' and reduced cold engine emissions. Those products are still available if the trucking companies order them. I would guess that the emissions data that is used for semi-trucks for the EIS is the "over-the-road" average emissions not the start-up & low gear emissions. Hence, air pollution will be significantly increased around warehouses in the county.

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Another way to look at this issue is:

*“What would **a fully automated warehouse**, operating at **peak efficiently** over a 24/7 period yield in increased traffic?”*

This fully automated type of warehouse could push through up to one (1) truck per bay per hour. Therefore, 300 bays x 24 hours = **7,200 semi-trucks per day** x 7 days = **50,400 semi-trucks per week**, plus employee, vendor, restaurant, office buildings, etc. & residential traffic. The total traffic load for this project could be as much as **73,000 vehicles/week**. **Even if it were half that amount it is significant.**

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 909-800-8453
 eadefouw@iCloud.com

Christina Taylor

From: Linda Amarante <l.amarante.1980@gmail.com>
Sent: Monday, May 30, 2022 2:28 PM
To: Christina Taylor
Subject: NO to Summit Station

Hello,

I am a homeowner in the Stetson Community right off of Brookside Ave. and understand that the city is looking into developing the field across the street from our community.

I strongly disagree with this. I bought my home specifically in this neighborhood because it was a rural area and not very much traffic, noise and congestion. Slowly but surely the traffic is getting worse and worse in this area already and if the field was to be developed it would be extremely worse than what it already is. Not only does this plan increase the noise and traffic it will also affect the safety of our neighborhood. This will bring more questionable individuals to this area along with additional homeless individuals which can lead to multiple safety concerns.

I will definitely protest this development and if it does go through as planned I will be looking to put my house on the market. Like I said before the city has grown tremendously over the last few years and the logistics are not getting any better. The streets need improvement. We are constantly being told we need to conserve water and crime is going up.

Beaumont used to be a nice quiet and peaceful city to raise a family and live in, that has changed.

Concerned homeowners with an absolute NO to this plan.

Linda Amarante

Christina Taylor

From: Helen <qtgramy@aol.com>
Sent: Monday, May 30, 2022 9:59 AM
To: Christina Taylor
Subject: Summit Station Warehouse

05/30/2022

To the city of Beaumont:

My name is Helen Messrah and I have lived in Cherry Valley for 65 years. I am hereby expressing my grave concerns regarding the warehouse explosion that has cast a dark shadow on our community. In the 60's we fought to preserve these beautiful rural open spaces in this pristine valley by having the minimum 1 acre parcel for a person to build on. Cherry Valley's border was all the way to then 14th street now Oak Valley Parkway. Developers annexed Beaumont to Brookside Ave. so they did not need to comply with the 1 acre rule. Then to Cherry Valley Blvd. for the High School and the Sunny Cal Property. I live on Cherry Valley Blvd. Just down from the High School and at 8 am and 3:30 pm there are over 500 cars in front of my house, you can not drive down Beaumont Ave. during those times because of all the school traffic. Those of us that live in Cherry Valley cannot get into town or to the freeway. The warehouse now on Cherry Valley Blvd. will cause major traffic congestion. It is heartbreaking to see what is happening to our community. Please do not let this Summit Station Warehouse project be built!

Sincerely

Helen Messrah
38915 Cherry Valley Blvd.
Cherry Valley, CA. 92223
(951 318 0611)

Christina Taylor

From: composerx <composerx@verizon.net>
Sent: Monday, May 30, 2022 8:47 AM
To: Christina Taylor
Subject: summit station

My name is Pat - the treasurer of cherry valley acres and neighbors . Im writing for the over 500 resident addresses that are members of our organization. Im sure you will hear from many of them seperately but Im speaking for all of them as we all are on the side of absolutely opposing any additional warehouse destruction in our community which has completely changed our area in every aspect by the disgusting gateway warehouse . Just because a warehouse was put at our doorstep certainly does not mean that its now just fine to put in more .

The previous beaumont city council objected to the gateway warehouse and wrote out their opposition along with the water district , the aqmd , and the hiway patrol also did not want the gateway warehouse built . There were thousands of petition signatures turned in , over 700 letters from residents , and the largest opposition attendance from the public ever at the supervisor board meeting .. With all these agencies and the 98% of residents from cherry valley , beaumont , and calimesa objecting to the county who were going to break their own county plan rules regarding zone changes . Building this monster also helped destroy property values but most of us thought elected officials would certainly listen to the people they represent . In the end ALL of us were told our desires for where we live mean absolutely nothing . Supervisor jeffries stated earlier that “ This is not the place for a warehouse . “ He was absolutely correct yet in the end , he oddly (not really) changed his mind and these five overturned everyone they are supposed to be representing .. This has completely damaged anybody’s feeling that elected officials are here to do good for the people they represent .. obvioulsy they could care less . The highly stupid reason they give for building the monstrosity was “ it will create jobs. “ If anyone has any clue about warehouses , they should know and im sure they did , warehouses are becoming more and more automated where there are NO jobs . They expect us to believe nonsense .

Now we come to the same situation where the same people are again distraught about another warehouse being put in the middle of 4 senior communities where it certainly does not belong . Add to that the huge addition of truck traffic and worst of all the addition of huge amounts of truck pollution that is without question making residents breathe pollution every hour of every day . The beaumont council absolutely knows the solera residents have contributed greatly to the beaumont balance sheet . It would be a major blow to everyone in solera who have done their part to help the coffers of the beaumont budget . We are expecting with great hope that the beaumont city council is NOT equal to the banning council or the self serving board of supervisors . Its no secret that the land owner gave \$\$ to the supervisors which everyone knows are basically just unethical bribes making respect and integrity missing from the county and the banning council for who they serve . Warehouses do

not belong anywhere near housing communities . They belong So. of the freeway . The banning city council will find they will be voted out of service due to their lack of compassion for their residents .. We sincerely have hope that the beaumont city council will do the proper course . They know exactly what the residents are hoping for . Do NOT let us down and rid the negativity that everyone is now feeling about elected officials .

pat doherthy – treasure CVAN

Christina Taylor

From: Gerry Griffin <rembrandt_73@msn.com>
Sent: Saturday, May 28, 2022 3:34 PM
To: Christina Taylor
Subject: Summit Station

Subject: Summit Station

My name is Gerald Griffin. I'm a 75 yr. old combat veteran that retired from the Union Pacific Railroad. I purchased a home in Solera in Beaumont in part because of the rural quiet setting. Like many other Solera residents, a large portion of my estate is invested in my home. The addition of the Summit Warehouse to the warehouses already on Cherry Valley Blvd. is going to turn this area into an industrial zone devaluing our property. At 75 yrs. old, I like many other Solera residents lack the capital and energy to relocate.

I am also concerned about the traffic issues. They still have not resolved the traffic issues where Cherry Valley Blvd. intersects I-10. During peak hours it is gridlock. In the unfortunate scenario that they are allowed to build the warehouse, or any other project for that matter, the traffic issues should be address before they are allowed to open the doors. Thank you.

Christina Taylor

From: Audrey Larsh <audreylarsh@yahoo.com>
Sent: Saturday, May 28, 2022 12:52 PM
To: Christina Taylor
Subject: Summit Station

Christine,

We are writing you regarding the proposed Summit Station that is up for a vote on June 28th.

My husband and I located to Beaumont two years ago from Orange County. We looked forward to having this be our forever home and enjoy what the community has to offer.

However, now that we have lived the horrors of the freeway; crowded with trucks, large potholes, tire debris, and vehicle damage caused by the same debris and with the infrastructure that can't support it, we regret our decision.

Why would Beaumont want to be known for warehousing, this is a community that will not survive such a massive building. The plan to even suggest such a space speaks to greed and tax revenue vs. developing a city with an environment where people enjoy living. There is already a lack of shopping, restaurants and infrastructure to get from one place to another. In fact the roads in the city are some of the worst we've ever experienced anywhere in or out of state, and the additional truck traffic that a massive warehouse will bring will only further contribute to the poor road conditions and already dangerous driving conditions.

A massive warehouse is about to begin operation shortly in Cherry Valley which will not only bring noise, pollution and increased traffic but also depreciate the property/housing values in that market.

Why do you wish to destroy the current peaceful environment in Beaumont and destroy what Beaumonts residences have built up over the years and specifically annihilate an existing 55 and over community at Solera when it's residence moved here to avoid such structures and the noise and chaos they create.

I am sure the concerns of the residents of Beaumont regarding this warehouse will not be considered and instead the City Council will roll out the red carpet for this structure.

However, the day this warehouse is approved Beaumont will lose two residents as we will not live in a community that chooses warehouses first, and the lives and well being of it's residents last.

Respectfully,

Mark and Audrey Larsh

[Sent from Yahoo Mail for iPad](#)

Christina Taylor

From: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Sent: Thursday, May 26, 2022 1:27 PM
To: Christina Taylor
Cc: Christina Caro
Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Dear Ms. Taylor,

Will you please provide the following information referenced in the DEIR?

- Project's Development Agreement
- Preliminary WAIRE calculations referenced at page 28 in Appendix A
- Original native files for AERMOD
- Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013

Will you also please let me know where I can find information disclosing the current average VMT per capita for residential?

Thank you for your assistance.

Best,
Tara

Tara C. Rengifo (she/her)
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
trengifo@adamsbroadwell.com
Phone: (650) 589-1660
Fax: (650) 589-5062

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From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Monday, May 23, 2022 1:25 PM
To: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Cc: Christina Caro <ccaro@adamsbroadwell.com>
Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

The DEIR documents and all other project documents are available online or in person for anyone who would like to review. They can be found on the City's website here <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>, in person at City Hall or at the Beaumont Library.

CHRISTINA TAYLOR
Deputy City Manager

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Tara C. Rengifo <tregifo@adamsbroadwell.com>

Sent: Thursday, May 19, 2022 10:37 AM

To: Christina Taylor <Ctaylor@beaumontca.gov>

Cc: Christina Caro <ccaro@adamsbroadwell.com>

Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good morning, Ms. Taylor,

On behalf of Californians Allied for a Responsible Economy ("CARECA"), we submitted a letter dated May 13, 2022, to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. Please see attached letter.

The public comment period on the DEIR ends on June 6, 2022. We requested an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period. Given the short time before the current comment deadline, we asked that the City respond to the request for extension of time by Tuesday, May 17, 2022. We have not received a response from the City. Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having a meaningful opportunity to comment on the DEIR that is required by CEQA.

Best,
Tara

Tara C. Rengifo (she/her)

Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
tregifo@adamsbroadwell.com
Phone: (650) 589-1660
Fax: (650) 589-5062

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From: Alisha C. Pember <apember@adamsbroadwell.com>
Sent: Friday, May 13, 2022 3:36 PM
To: ctaylor@beaumontca.gov
Cc: Tara C. Rengifo <tregifo@adamsbroadwell.com>
Subject: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
(650) 589-1660 voice, Ext. 24
apember@adamsbroadwell.com

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Christina Taylor

From: Jerry Stearn <stearn@outlook.com>
Sent: Thursday, May 26, 2022 6:56 AM
To: Christina Taylor
Subject: SUMMIT STATION

Respectfully, Please Please Please do Not Vote for the Summit Station Project , think of all your Senior Citizens and the children that will be born close the polluting warehouse that will possibly have health issues.

Take a minute and think of all your constituents that do not want Summit Station and not the Money. The roads at Summit Station are not build for thousands of trucks using them.

Thank you,

John and Sandra Stearn

1689 S Forest Oaks Dr

Beaumont, CA 92223

--

This email has been checked for viruses by Avast antivirus software.
<https://www.avast.com/antivirus>

Christina Taylor

From: Wiltraud Dukes <wiltraud.dukes@gmail.com>
Sent: Wednesday, May 25, 2022 5:31 PM
To: Christina Taylor
Subject: Summit Station Warehouse

Ms. Christina Taylor

I am a Beaumont resident, living in Solera. I am writing in response to the planning of the Summit Station Warehouse at Brookside in Beaumont. It is unbelievable that the City Counsel would even consider a huge warehouse in our community. The Inland Empire has already its share of mega warehouses whose trucks cause crowded streets and freeways, damage our roads and most of all poison our air. We know that air pollution caused by the Diesel fumes from the trucks cause pulmonary health problems. Is there no concern for the health of the elderly who are mostly at risk and live close by? What about the children at Brooks Elementary School which is just a few hundred yards down the road? What about the students of Beaumont High School?

I strongly oppose the construction of the Summit Station Warehouse in our neighborhood. I sincerely hope that Beaumont's City Counsel will consider the negative impact this warehouse would have on the life and the health of the residents and therefore DOES NOT approve the construction of Summit Station!

Sincerely

Wiltraud Dukes

"BEAUMONT CARES"

Christina Taylor

From: Richard Dukes <richwiltraud.dukes@gmail.com>
Sent: Wednesday, May 25, 2022 4:54 PM
To: Christina Taylor
Subject: Fwd: Summit Station Warehouse

----- Forwarded message -----

From: Richard Dukes <richwiltraud.dukes@gmail.com>
Date: Wed, May 25, 2022 at 4:37 PM
Subject: Summit Station Warehouse
To: <ctaylor@beaumontca.gov>

Ms.Christina Taylor,

I am a Beaumont resident, living in Solera. I am writing in response to the planning of the Summit Station Warehouse at Brookside in Beaumont. It is unbelievable that the City Counsel would even consider a huge warehouse in our community. The Inland Empire has already its share of mega warehouses whose trucks cause crowded streets and freeways, damage our roads and most of all poison our air. We know that the air pollution caused by the Diesel fumes from trucks cause pulmonary health problems. Is there no concern for the health of the elderly who are mostly at risk and live close by? What about the children at Brooks Elementary School which is just a few hundred yards down the road? What about the students of Beaumont High School?

I strongly oppose the construction of the Summit Station Warehouse in our neighborhood. I sincerely hope that Beaumont's City Council will consider the negative impact this warehouse would have on the life and the health of the residents and therefore DOES NOT approve the construction of this warehouse!!!

Sincerely,
Wiltraud Dukes

"BEAUMONT CARES"

Christina Taylor

From: Janet Hawkesworth <sdfirefly1414@gmail.com>
Sent: Wednesday, May 25, 2022 11:21 AM
To: Christina Taylor
Subject: Summit Station

As a resident of Solera Oak Valley Greens, I strongly oppose the idea of more warehouses here in our lovely community. Please, please vote against Summit Station. Thank you,
Janet Hawkesworth

Christina Taylor

From: Lane Joel <lsjoel46@gmail.com>
Sent: Wednesday, May 25, 2022 9:59 AM
To: Christina Taylor
Subject: Summit Station

I've read that the City of Beaumont is considering the Summit Station construction just outside the gates of my community (Solera Oak Valley Greens). When I purchased my home, we were all told the "chicken farm" was being demolished and a housing was to replace it. That didn't seem too bad to me. Now there is a consideration of warehouse on this property with semi-trucks in and out of this new complex every hour of every day. Has the City, County and State considered what the air quality will be for us senior citizens that live across the street from this massive building? What are we going to do with all the traffic that will come with over 1000 trucks a day?

I believe there are more appropriate places in Beaumont for a project as described, but not across the street from a senior community. We (the City of Beaumont) had no control regarding the monstrosity being constructed on Cherry Valley Blvd. as it fell into the County of Riverside. This project is in our City and we should have a say in what is constructed on the vacant land or at the very least put a building that falls within the City future. Warehousing in the middle of a residential area doesn't fall in the City future in this location.

I strong urge a NO vote on this project.

Lane Joel
Solera Resident



This email has been checked for viruses by Avast antivirus software.
www.avast.com

Christina Taylor

From: cvtrudgeons@aol.com
Sent: Tuesday, May 24, 2022 8:02 PM
To: Christina Taylor
Subject: SUMMIT STATION

My wife and I strenuously oppose the Summit Station project based on the facts that a zoning change from residential to commercial and light industrial is needed, and the location directly opposite of residential communities. Changing the zoning is reason enough to question this project as it is obviously in a residential area, but the traffic and traffic pollution and noise pollution are extremely detrimental to the surrounding communities. Also, and most important to homeowners is the affect on property values to have such a monstrosity located so close to our homes.

Kevin Trudgeon
1722 Snowberry Road
Beaumont, CA 92223
951-237-5830

Christina Taylor

From: Joyce <jobart1645@gmail.com>
Sent: Tuesday, May 24, 2022 1:35 PM
To: Christina Taylor
Subject: Summit Station

City Council;

Please do not allow yet another warehouse to be built in our Beaumont community. We were betrayed by County of Riverside Supervisors who allowed the monstrosity to be built on Cherry Valley Blvd.

Hopefully our pleas will be heard.

Joyce Bartholomew
1645 Hibiscus Ct.
Beaumont, CA 92223

Christina Taylor

From: Sharon Geiser <sharkgei.2015@gmail.com>
Sent: Tuesday, May 24, 2022 12:43 PM
To: Christina Taylor
Subject: Beaumont summit Station

As a resident of Beaumont I am opposed to the Summit Station project due to its proximity to a residential area and a proposed park to be built across the street from the designated location for this project. Beaumont is a fast growing city and we need to make sure that all future development takes into consideration the air quality of all residents in the Pass area.

Traffic is also a concern as we already have traffic jams on every major artery in the Pass area! Beaumont has industrial areas that have been set aside for developments of this nature.

Regards,
Sharon Geiser
1689 Quiet Creek

Christina Taylor

From: Tara C. Rengifo <trenghifo@adamsbroadwell.com>
Sent: Monday, May 23, 2022 12:51 PM
To: Christina Taylor
Cc: Christina Caro
Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)
Attachments: 6128-004acp - Req for Ext of Time - Beaumont Summit Station DEIR (5-13-22).pdf

Good afternoon, Ms. Taylor,

On behalf of Californians Allied for a Responsible Economy ("CARECA"), we submitted a letter dated May 13, 2022, to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. Please see attached letter. We have not received a response from the City to our request for an extension of time and we have also not received the requested DEIR reference documents.

The public comment period on the DEIR ends on June 6, 2022. We requested an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period. Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having a meaningful opportunity to comment on the DEIR that is required by CEQA.

Best,
Tara

Tara C. Rengifo (she/her)
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
trenghifo@adamsbroadwell.com
Phone: (650) 589-1660
Fax: (650) 589-5062

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From: Tara C. Rengifo
Sent: Thursday, May 19, 2022 10:37 AM
To: ctaylor@beaumontca.gov
Cc: Christina Caro <ccaro@adamsbroadwell.com>
Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good morning, Ms. Taylor,

On behalf of Californians Allied for a Responsible Economy ("CARECA"), we submitted a letter dated May 13, 2022, to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. Please see attached letter.

The public comment period on the DEIR ends on June 6, 2022. We requested an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period. Given the short time before the current comment deadline, we asked that the City respond to the request for extension of time by Tuesday, May 17, 2022. We have not received a response from the City. Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having a meaningful opportunity to comment on the DEIR that is required by CEQA.

Best,
Tara

Tara C. Rengifo (she/her)
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
trengifo@adamsbroadwell.com
Phone: (650) 589-1660
Fax: (650) 589-5062

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From: Alisha C. Pember <apember@adamsbroadwell.com>
Sent: Friday, May 13, 2022 3:36 PM
To: ctaylor@beaumontca.gov
Cc: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Subject: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
(650) 589-1660 voice, Ext. 24
apember@adamsbroadwell.com

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ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

601 GATEWAY BOULEVARD, SUITE 1000
SOUTH SAN FRANCISCO, CA 94080-7037

TEL: (650) 589-1660

FAX: (650) 589-5062

trengifo@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721

TEL: (916) 444-6201

FAX: (916) 444-6209

KEVIN T. CARMICHAEL
CHRISTINA M. CARO
THOMAS A. ENSLOW
KELILAH D. FEDERMAN
RICHARD M. FRANCO
ANDREW J. GRAF
TANYA A. GULESSERIAN
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*MARC D. JOSEPH
DANIEL L. CARDOZO

May 13, 2022

Via Email and U.S. Mail

Christina Taylor, Community Development Director

City of Beaumont

550 E. 6th Street

Beaumont, CA 92223

Email: ctaylor@beaumontca.gov**Re: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)**

Dear Ms. Taylor:

We are writing on behalf of Californians Allied for a Responsible Economy (“CARECA”) to respectfully request that the City of Beaumont (“City”) extend the public review and comment period for the Draft Environmental Impact Report (“DEIR”) prepared for the Beaumont Summit Station Project (SCH No. 2021090378) (“Project”), proposed by Exeter Cherry Valley Land, LLC. The current public comment period ends on June 6, 2022. We request an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act (“CEQA”) due to the City’s failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period.

This request is made pursuant to Public Resources Code section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), which require that “all documents referenced,” relied upon, and “incorporated by reference,” in a draft environmental impact report be “available for public review” during the entire comment period, and “*readily accessible to the public during the lead agency’s normal working hours.*”¹

¹ Public Resources Code § 21092(b)(1); 14 C.C.R. § 15087(c)(5); *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007).

May 13, 2022
Page 2

On April 29, 2022, we submitted a letter to the City, pursuant to CEQA section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), requesting ***“immediate access to any and all documents referenced, incorporated by reference, and relied upon”*** in the DEIR (emphasis added). The City did not respond to this request. On May 11, 2022, we emailed the City again expressing the need for the City to provide access to all documents referenced in the DEIR in response to our request. To date, the City has failed to respond to these requests and has not provided CARECA, and potentially other members of the public, with access to all documents referenced and relied upon in the DEIR, as required by law.

We have identified several documents referenced in the DEIR and its appendices that remain missing, two weeks after we requested access to them. CARECA therefore lacks access to critical supporting documents to the DEIR which it has a right to review during the CEQA public comment period. The missing documents are critical to understanding and commenting on the DEIR’s analysis of the Project’s impacts to several critical resource areas.

The missing documents include, but are not limited to, the following: the Project’s Development Agreement; preliminary WAIRE calculations referenced at page 28 in Appendix A; HPA Architecture, Conceptual Site Plan: Brookside Ave. and Cherry Valley Blvd., June 24, 2021; EXETER Property Group, Conceptual Site Plan, June 2021; CalEEMod 2020.4.0 model data input files; and Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.

Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having the meaningful opportunity to comment on the DEIR that is required by CEQA. CARECA and other members of the public are also unable to evaluate the accuracy of the City’s analyses, or the efficacy of the City’s proposed mitigation measures. Additionally, the size of the DEIR and the Project’s complexity make it difficult to effectively comment without the referenced documents by the current comment deadline of June 6, 2022.

Courts have held that the failure to provide even a few pages of CEQA documents for a portion of the review period invalidates the entire process, and that

May 13, 2022

Page 3

such a failure must be remedied by permitting additional public comment.² It is also well settled that a CEQA document may not rely on hidden studies or documents that are not provided to the public.³ By failing to make all documents referenced and incorporated by reference in the DEIR “readily available” during the current comment period, the City is violating the clear procedural mandates of CEQA, to the detriment of CARECA and other members of the public who wish to meaningfully review and comment on the DEIR.

In addition to our request for the DEIR reference documents pursuant to CEQA, we also submitted a Public Records Act (“PRA”), Government Code §§ 6250, *et seq.*, request dated April 29, 2022, to the City for immediate access to any and all public records referring or related to the Project. The request included, but was not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. The request did not include the DEIR, or documents referenced or relied upon in the DEIR, which we requested in a separate letter pursuant to CEQA. The City has not responded to our PRA request either, as mandated by the PRA.⁴ For this reason, we ask that the City produce all responsive records as soon as possible.

Accordingly, we request that:

- 1) the City immediately provide us with access to the documents requested in our DEIR reference document request dated April 29, 2022, including but not limited to, the documents enumerated by this letter.
- 2) the City extend the public review and comment period on the DEIR for at least 45 days from the date on which the City releases these documents for public review. If the missing documents are provided today, we request an extension to Monday, June 27, 2022.
- 3) the City immediately provide us with access to the documents requested in our PRA request dated April 29, 2022.

² *Ultramar v. South Coast Air Quality Man. Dist.* (1993) 17 Cal.App.4th 689, 699.

³ *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831 (“Whatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.”).

⁴ Gov’t Code § 6253(c).

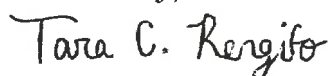
6128-004acp

May 13, 2022
Page 4

Given the short time before the current comment deadline, please contact me as soon as possible with your response to this request, but **no later than Tuesday, May 17, 2022.**

Please feel free to email me at TRengifo@adamsbroadwell.com with any questions. Thank you for your prompt attention and response.

Sincerely,



Tara C. Rengifo
Associate Attorney

TCR:acp

Christina Taylor

From: Joe Clementin <joeclémentin51@gmail.com>
Sent: Monday, May 23, 2022 10:39 AM
To: Christina Taylor
Subject: Re: Summit Station Project

Hello Miss Taylor, and The Beaumont City Council,

I am a resident of the Solera Community and have been since 2005. My wife and I moved to this beautiful and peaceful community to get away from the hustle and bustle of the Los Angeles environment. Our mission was to bring a better life for ourselves in our remaining years. In the past seventeen years we have seen much growth in and around Beaumont. We expected as much when we made our move knowing the area had much appeal for younger families to make a start. Many new family homes have been, and continue to be built here. New schools have been built since we moved here and we have participated in supporting the Beaumont School District. There are also several 55 and up communities in and around Beaumont as well as ranches and farmlands. I believe it is a great mixture of diverse living.

The introduction of these large warehouse facilities are not only a bother to many of us, but a concern as well. Mostly I don't see the sense in placing these large facilities near communities with elementary schools, and the elderly. Of course the dangers of diesel exhaust and 'big rig' movement in the area does not hold benefit for any age group. I'm sure the City Council knows as well as the rest of us that our current Infrastructure (roads, streets etc.) is not viable for warehouse activity, which includes the increase in traffic flow and the other issues that come with it. Besides these truths, I must ask, "**Why do we need another warehouse facility in our area anyway ??!!!"** I totally understand the rights of land-owners when it comes to selling or developing property, however, the turning of this land into commercial use within communities thriving with families and the elderly is **REPREHENSIBLE!** I also believe these large land/commercial propositions have become a money frenzy opportunity for all involved and that consideration towards the residents of these surrounding communities has become a sham!

I implore you to do the right thing, and vote down this commercial land project proposition!!

Thank you for your time and consideration!

Very best regards,
Julio and Gwen Clementin
819 Annandale Rd.
Beaumont, CA 92223
(951) 769-7237

Christina Taylor

From: Penny Key <pennykey12@gmail.com>
Sent: Monday, May 23, 2022 9:46 AM
To: Christina Taylor
Subject: Beaumont warehouse

Hello Ms. Taylor,

I am a resident of Four Seasons. I moved here in 2012 because of the peaceful and healthy environment. I am distressed and appalled at the number of warehouses being built in our community. And now there is another gargantuan building being proposed for Beaumont, with it's attendant traffic and pollution problems. I strongly protest this warehouse! Does Beaumont really have to be this greedy?

Surely there other ways to bring business development to Beaumont than to distort its very character? Additionally, there has to be other things that are equally important to money such as neighborhood relationships, community character, home improvements campaigns (ala HGTV's shows "Good Bones", "Hometown" and "Bargain Block") and our beautiful views.

Thank you for considering my opinion.

Take good care,
Penny Key
1594 Turtle Creek
Beaumont, CA 92223
310-650-2662

Sent by Owl

Christina Taylor

From: Steve Rutledge <srutledge27@gmail.com>
Sent: Monday, May 23, 2022 9:43 AM
To: Christina Taylor
Subject: New Warehouse

Ms. Taylor:

As a member of the Pass Democratic Club, the Four Seasons Blue club, as well as serving as the Vice Chairman of San Gorgonio Memorial Hospital's Board of Directors, I implore you to stop the insanity of throwing open the doors of Beaumont to another warehouse. This one I understand is to be 2.5 million square feet.

In addition to damage a warehouse would do to our ecology and air quality, I am concerned, for obvious reasons, about how a warehouse like that would impact traffic. It would hinder emergency vehicles trying to reach San Gorgonio Memorial Hospital, and at some point would surely cost the life of someone in desperate need of emergency assistance.

I am left to wonder if this is the cause of the mysterious and sudden departure of former City Manager Todd Parton?

Please don't make the same mistake the Banning City Council did in approving a warehouse adjacent to Sun Lakes. Some of us, myself included, moved her for the tranquility offered in the Pass area, and this warehouse is the antithesis to that environment.

Sincerely,

**Steve Rutledge
1594 Turtle Creek
Beaumont, CA 92223**

**(424) 222-1288
srutledge27@gmail.com**

Christina Taylor

From: bettie erickson <bjoerickson@gmail.com>
Sent: Sunday, May 22, 2022 1:09 PM
To: Christina Taylor
Subject: Summit Station

Please do not let another big rig warehouse be built in this area. We have multiple housing in the surrounding area both seniors and family. This project would impact all our lives in ways that can't be undone. The wind in this area already brings many people with allergies and breathing problems to suffer daily. I beg you to vote no on this new project.

Sent from my iPhone

Christina Taylor

From: Diane Gell <d_gell@hotmail.com>
Sent: Sunday, May 22, 2022 10:57 AM
To: Christina Taylor
Subject: Summit Station

To whom it may concern,

I strongly oppose the Summit Station warehouse. The impact that this would have on transportation and traffic would be horrific to local homeowners. Cherry Valley Blvd. will already be greatly impacted by the new warehouses being built closer to the 10 freeway. For folks like myself who live in Solera, I am already using Oak Valley Blvd. to avoid all the construction currently going on. This often adds time to my drive coming eastbound. This new proposal would overwhelm the roads and impact prices of homes in this area greatly. Please fight against this for your citizens of Beaumont.

Thank you,

Diane Gell

Christina Taylor

From: ronnie zacker <soleraaronnie@gmail.com>
Sent: Saturday, May 21, 2022 7:01 PM
To: Christina Taylor
Subject: Summit Station Warehouse

I am totally opposed to building yet another mega warehouse near Solera OVG's 55+ Community as well as the Junior High and High School just down the street on Brookside which would be heavily impacted.. This absolutely will have a severe effect on the air we breathe, whereby causing more traffic, congested roads and freeways, as well as destroying our environment and natural habitat. Riverside County and San Bernardino County have the **WORST** Air Quality in the NATION! That, on its own merit should deter your decision!

I strongly urge you to rethink your decision.

Sincerely,
Ronnie Zacker
HOA Board VP of Solera OVG

Christina Taylor

From: Tim Pavlian <tahoeflyingcub@hotmail.com>
Sent: Saturday, May 21, 2022 12:38 PM
To: Christina Taylor
Subject: Summit Station

You can add my name to the growing list of individuals in opposition to the proposed Summit Station development. The one just north on Cherry Valley Blvd. was too much. Traffic has become unbearable on the I-10 and offramps at Cherry Valley Blvd. and Oak Valley Blvd. We just don't have the roads, intersections, and infrastructure to handle all this massive development. Please stop this insanity.

Tim Pavlian
1543 High Meadow Dr.
Beaumont

Christina Taylor

From: mmtulledge@netzero.net on behalf of mmtulledge@netzero.com
Sent: Saturday, May 21, 2022 11:00 AM
To: Christina Taylor
Subject: Summit Station

Please don't burden us with yet another Fulfillment Center On Brookside. Aren't 2 enough? Think of your constituents instead of the money. Please.

Thank you for your consideration,

.
Michael Tulledge
Marcia Tulledge
1767 Dalea Way (Solera)
Beaumont Ca 92223

Christina Taylor

From: CAROL ENNIS <ennisc@aol.com>
Sent: Saturday, May 21, 2022 9:15 AM
To: Christina Taylor
Subject: Summit Station

I am totally against putting the Summit Station warehouse in Beaumont. It would be directly across from the senior community of Solera where most of the residents are in their 70's and 80's and have respiratory problems.

Carol Ennis
966 Hidden Oaks Drive
Beaumont, CA 92223

Christina Taylor

From: Albert Sanderson <albert.r.sanderson@me.com>
Sent: Friday, May 20, 2022 5:27 PM
To: Christina Taylor
Subject: Summit Station

I am writing to express my strong opposition to the Summit Station Project, the proposed amendment to allow the building of industrial properties and commercial buildings along Brookside Ave. While the local community may be unable to prevent development, that in itself will be detrimental to the area, nearly all residents in the Stetson neighborhood are completely opposed to the addition of Industrial and commercial buildings that will cause traffic and safety problems, destroy local wildlife habitat, and potentially lower the property values of the existing community. Traffic and safety of pedestrians are major areas of concern. Traffic jams at the Cherry Valley Blvd / 10 fwy On and Off ramps have already been substantially increased by the construction and future large vehicle traffic from the current addition of industrial building along Cherry Valley Blvd. This will become a serious issue that will affect many residents and will only be increased by the addition of Summit Station. Wildlife has been observed in the area, and any development will destroy their habitat. Any planned development of the property should consider the continuing impact to local wildlife habitat. Property values are likely to go down in the area if the area directly adjacent to our neighborhood is allowed to contain industrial buildings due to the increased noise and air pollution. Before council members were to vote to allow something of this nature they must consider how they would feel if this was to be built next to their own neighborhood. Growth of the city is important, but not at the determinant of our homes and health.

Thank you,
Albert Sanderson
Stetson Neighborhood Resident

Christina Taylor

From: Itbon1@verizon.net
Sent: Friday, May 20, 2022 5:15 PM
To: Christina Taylor
Subject: Summit Station

Ms. Taylor, We wish to formally notify you of our abject dismay with the Summit Station plan. This email serves as our notice that we are absolutely against this proposed commercial use of these lands directly across from both the Stetson and the Solera Communities. It means more pollution that school children and elders must deal with and is a very real health risk. Further, the non-stop traffic issues would make this a less than acceptable place to continue to live. Thank you for listening. Please let our voices be heard.

Phil and Carolyn Bonanno
1570 High Meadow Dr.
Beaumont, Ca. 92223

951 769 9110

Christina Taylor

From: Cathy Frates <cathy.frates@verizon.net>
Sent: Friday, May 20, 2022 4:07 PM
To: Christina Taylor
Subject: warehouse

please stop the building of ANOTHER warehouse-the first one should never have been allowed near homes-there is plenty of wide open spaces elsewhere

[Sent from the all new AOL app for iOS](#)

Christina Taylor

From: Lisa Lucchesi <coolcamom@yahoo.com>
Sent: Friday, May 20, 2022 3:34 PM
To: Christina Taylor
Subject: BEAUMONT SUMMIT STATION

To whom it may concern on the Beaumont Planning Commission,

We (myself, husband and various neighbors of Solera) are vehemently against this Summit Station Project. We campaigned furiously against the warehouses (No Way Gateway) currently being constructed and it all fell on deaf ears, or stuffed pockets.

Until the County of Riverside, Caltrans and the City of Beaumont can fix the infrastructure needed to even deal with the city's population boom, building this project would be terrible for the homeowners, traffic on Brookside and Cherry Valley Blvd, not to mention the off and on ramps of the 10 freeway. It already gets backed up, just with parents heading to and from schools to pick up their children. I am just waiting for the current warehouses to open and see how many accidents happen when a semi pulls out in front of cars going 45-55mph or turns in front of someone. We do not need another warehouse/eyesore dotting our nice open landscape. The jobs that these provide are not high paying and with all of the other jobs available right now, this project is not needed. If you are going to build a project, forget the warehouses and get more entertainment, restaurants, shopping and infrastructure.

I know we have a severe drought in California and rolling blackouts during the summer, so why are we using 10,000 gallons for each water truck to spray the dirt to grade pads for these behemoths? The amount of trucks and water needed for these projects would be enough water for several homes already here. Also, all of the electricity to keep these giant buildings air conditioned and running 24/7. It's okay for business to use our precious water and power, but not current residents? And the pollution of all of those diesel trucks pulling in and out!

Please think about the people in Beaumont that moved here for a nice town and open spaces that are now fighting gridlock and pollution.

No one that I have spoken to is for this project, and every time I drive by the Gateway Project, I get angry. Please don't let this happen to Beaumont.

Thank you,

*Lisa and Tony Lucchesi
Resident of Solera
Cherry Valley Blvd commuter*

Christina Taylor

From: Gonzalez Romero, Arysa (TRBL) <aromero@aguacaliente.net>
Sent: Friday, May 20, 2022 1:55 PM
To: Christina Taylor
Subject: Beaumont Summit Station Draft EIR
Attachments: 03-036-2021-004ACBCI5_20_2022.pdf

If you have any questions about the attached letter please feel free to contact me.

Thank you,

Arysa Gonzalez Romero, M.S., RPA.
Cultural Resources Analyst
Agua Caliente Band of Cahuilla Indians
Tribal Historic Preservation Office
Phone: (760)-831-2484
Email: aromero@aguacaliente.net

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION



03-036-2021-004

May 20, 2022

[VIA EMAIL TO: Ctaylor@beaumontca.gov]
City of Beaumont
Ms. Christina Taylor
550 East 6th Street
Beaumont, California 92223

Re: Beaumont Summit Station Draft EIR

Dear Ms. Christina Taylor,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Summit Station project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

*We concur with the agency's determination at this time. Please inform our office if there are changes to the scope of this project that may affect this determination.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)883-1327. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Arysa Gonzalez Romero
Cultural Resources Analyst
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

Christina Taylor

From: Ann <achas4@rrsigns.com>
Sent: Friday, May 20, 2022 11:29 AM
To: Christina Taylor
Subject: Summit Station

I support the resolution, opposing, the proposed Beaumont Summit Station Warehouse.

Sincerely,

Ann C. Hasbargen

s

Christina Taylor

From: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Sent: Thursday, May 19, 2022 10:37 AM
To: Christina Taylor
Cc: Christina Caro
Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)
Attachments: 6128-004acp - Req for Ext of Time - Beaumont Summit Station DEIR (5-13-22).pdf

Good morning, Ms. Taylor,

On behalf of Californians Allied for a Responsible Economy ("CARECA"), we submitted a letter dated May 13, 2022, to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. Please see attached letter.

The public comment period on the DEIR ends on June 6, 2022. We requested an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period. Given the short time before the current comment deadline, we asked that the City respond to the request for extension of time by Tuesday, May 17, 2022. We have not received a response from the City. Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having a meaningful opportunity to comment on the DEIR that is required by CEQA.

Best,
 Tara

Tara C. Rengifo (she/her)
 Adams Broadwell Joseph & Cardozo
 601 Gateway Boulevard, Suite 1000
 South San Francisco, CA 94080
trengifo@adamsbroadwell.com
 Phone: (650) 589-1660
 Fax: (650) 589-5062

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From: Alisha C. Pember <apember@adamsbroadwell.com>
Sent: Friday, May 13, 2022 3:36 PM
To: ctaylor@beaumontca.gov
Cc: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Subject: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
(650) 589-1660 voice, Ext. 24
apember@adamsbroadwell.com

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ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

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TEL: (650) 589-1660

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trenginfo@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721

TEL: (916) 444-6201

FAX: (916) 444-6209

KEVIN T. CARMICHAEL
CHRISTINA M. CARO
THOMAS A. ENSLOW
KELILAH D. FEDERMAN
RICHARD M. FRANCO
ANDREW J. GRAF
TANYA A. GULESSERIAN
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*MARC D. JOSEPH
DANIEL L. CARDOZO

May 13, 2022

Via Email and U.S. MailChristina Taylor, Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Email: ctaylor@beaumontca.gov**Re: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)**

Dear Ms. Taylor:

We are writing on behalf of Californians Allied for a Responsible Economy (“CARECA”) to respectfully request that the City of Beaumont (“City”) extend the public review and comment period for the Draft Environmental Impact Report (“DEIR”) prepared for the Beaumont Summit Station Project (SCH No. 2021090378) (“Project”), proposed by Exeter Cherry Valley Land, LLC. The current public comment period ends on June 6, 2022. We request an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act (“CEQA”) due to the City’s failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period.

This request is made pursuant to Public Resources Code section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), which require that “all documents referenced,” relied upon, and “incorporated by reference,” in a draft environmental impact report be “available for public review” during the entire comment period, and “*readily accessible to the public during the lead agency’s normal working hours.*”¹

¹ Public Resources Code § 21092(b)(1); 14 C.C.R. § 15087(c)(5); *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007).

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Page 2

On April 29, 2022, we submitted a letter to the City, pursuant to CEQA section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), requesting ***“immediate access to any and all documents referenced, incorporated by reference, and relied upon”*** in the DEIR (emphasis added). The City did not respond to this request. On May 11, 2022, we emailed the City again expressing the need for the City to provide access to all documents referenced in the DEIR in response to our request. To date, the City has failed to respond to these requests and has not provided CARECA, and potentially other members of the public, with access to all documents referenced and relied upon in the DEIR, as required by law.

We have identified several documents referenced in the DEIR and its appendices that remain missing, two weeks after we requested access to them. CARECA therefore lacks access to critical supporting documents to the DEIR which it has a right to review during the CEQA public comment period. The missing documents are critical to understanding and commenting on the DEIR’s analysis of the Project’s impacts to several critical resource areas.

The missing documents include, but are not limited to, the following: the Project’s Development Agreement; preliminary WAIRE calculations referenced at page 28 in Appendix A; HPA Architecture, Conceptual Site Plan: Brookside Ave. and Cherry Valley Blvd., June 24, 2021; EXETER Property Group, Conceptual Site Plan, June 2021; CalEEMod 2020.4.0 model data input files; and Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.

Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having the meaningful opportunity to comment on the DEIR that is required by CEQA. CARECA and other members of the public are also unable to evaluate the accuracy of the City’s analyses, or the efficacy of the City’s proposed mitigation measures. Additionally, the size of the DEIR and the Project’s complexity make it difficult to effectively comment without the referenced documents by the current comment deadline of June 6, 2022.

Courts have held that the failure to provide even a few pages of CEQA documents for a portion of the review period invalidates the entire process, and that

May 13, 2022
Page 3

such a failure must be remedied by permitting additional public comment.² It is also well settled that a CEQA document may not rely on hidden studies or documents that are not provided to the public.³ By failing to make all documents referenced and incorporated by reference in the DEIR “readily available” during the current comment period, the City is violating the clear procedural mandates of CEQA, to the detriment of CARECA and other members of the public who wish to meaningfully review and comment on the DEIR.

In addition to our request for the DEIR reference documents pursuant to CEQA, we also submitted a Public Records Act (“PRA”), Government Code §§ 6250, *et seq.*, request dated April 29, 2022, to the City for immediate access to any and all public records referring or related to the Project. The request included, but was not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. The request did not include the DEIR, or documents referenced or relied upon in the DEIR, which we requested in a separate letter pursuant to CEQA. The City has not responded to our PRA request either, as mandated by the PRA.⁴ For this reason, we ask that the City produce all responsive records as soon as possible.

Accordingly, we request that:

- 1) the City immediately provide us with access to the documents requested in our DEIR reference document request dated April 29, 2022, including but not limited to, the documents enumerated by this letter.
- 2) the City extend the public review and comment period on the DEIR for at least 45 days from the date on which the City releases these documents for public review. If the missing documents are provided today, we request an extension to Monday, June 27, 2022.
- 3) the City immediately provide us with access to the documents requested in our PRA request dated April 29, 2022.

² *Ultramar v. South Coast Air Quality Man. Dist.* (1993) 17 Cal.App.4th 689, 699.

³ *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831 (“Whatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.”).

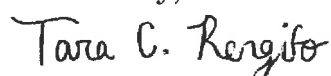
⁴ Gov’t Code § 6253(c).

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Page 4

Given the short time before the current comment deadline, please contact me as soon as possible with your response to this request, but **no later than Tuesday, May 17, 2022.**

Please feel free to email me at TRengifo@adamsbroadwell.com with any questions. Thank you for your prompt attention and response.

Sincerely,



Tara C. Rengifo
Associate Attorney

TCR:acp

6128-004acp

Christina Taylor

From: Jon Lanza <jonlanza@hotmail.com>
Sent: Wednesday, May 18, 2022 7:51 PM
To: Christina Taylor
Subject: Summit Station

Good evening, if you don't have time to read this entire email I just want to start out by saying, please consider the traffic issues this new commercial development will cause.

I just wanted to quickly voice some concerns about the new summit station project that could possibly be developed across from the Stetson Neighborhood which is where I live. I don't know the pros and cons of the economic or environmental impact of this project and I won't pretend to either. I would think more commercial real estate and businesses would bring more revenue and increase the value to our beautiful city.

The one thing that affects me that I can definitely speak on is traffic. If I had one thing that I would want to be considered when this Summit Station project is being developed, is how it will affect traffic. Beaumont has always been behind the curve in developing new roads and infrastructure for the significant growth this city has seen. Cherry Valley blvd. is now drastically busier with the new businesses that have been built just south of the I-10 and I consistently sit in traffic while waiting to get on the freeway. (It's usually not much but it used to be non-existent).

I just really hope there is thought about the increased flow of traffic that both Brookside and Cherry Valley Blvd. will see if this project is developed. Please consider adding lanes to both streets, possible on or offramps at Brookside Ave. or anything to make it better before the development is built, not after.

Thank you for your time!

Jonathon Lanza
Oakhurst Ct. Resident

Christina Taylor

From: Christine Rodgers <crodgers@keystonepacific.com>
Sent: Wednesday, May 18, 2022 11:41 AM
To: Christina Taylor
Subject: Beaumont Summit Station
Attachments: 20220518113402484.pdf

Hello Ms. Taylor,

Attached please find a resolution in opposition to the Beaumont Summit Station Warehouse, duly adopted on May 9, 2022 by the Solera Oak Valley Greens Board of Directors. The Board requests that the resolution be presented to the Beaumont City Council. Thank you.

Kind regards,

Christine Rodgers, AMS® | Vice President, Large Scale Community Management
Keystone

direct: 949.430.5803 | main: 949.833.2600
16775 Von Karman Ave, Suite 100 | Irvine, CA 92606
kppm.com | facebook | linkedin | crodgers@keystonepacific.com

We'd love your feedback! Let us know how we're doing.

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Resolution of the Board of Directors

Solera Oak Valley Greens Association

WHEREAS, The proposed 2.5 million sq. ft. Beaumont Summit Station mega warehouse across Brookside Avenue from Solera would cause serious problems for the seniors in our community.

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

Second, the hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike

Third, many of us in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to our community would significantly lower the value of our homes. .

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

NOW THEREFORE BE IT RESOLVED that the Solera Oak Valley Greens Association—on behalf of our 2,500 city residents--urges the Beaumont City Council to vote NO on the Summit Station warehouse proposal.

Adopted on the 9th day of May, 2022


Beverly Crowe, Secretary

Christina Taylor

From: Rafael Gutierre <gutierrez.rafa@icloud.com>
Sent: Tuesday, May 17, 2022 7:48 PM
To: Christina Taylor
Subject: Summit Station

Voting a huge NO for that station to come to my neighborhood.

Sent from my iPhone

Christina Taylor

From: Joanna Gutierrez <jcgq@icloud.com>
Sent: Tuesday, May 17, 2022 7:46 PM
To: Christina Taylor
Subject: Summit Station

Please do it bring that to our lovely family oriented neighborhood.

Joanna Gutierrez

Christina Taylor

From: davis_ch1@verizon.net
Sent: Tuesday, May 17, 2022 10:14 AM
To: Christina Taylor
Subject: Summit Station

As we personally live on the Brookside area of Solera Oak Valley Greens we OPPOSE the Beaumont Summit Station Warehouse buildings. Our homes will be severely downgraded in selling prices and most importantly the air quality for senior citizens that live here will have severe health issues.

Please do not vote for this warehouse building. There are way to many already in this area.

Thank you,
Charles and Hildegard Davis
Solera Oak Valley Greens

Christina Taylor

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Tuesday, May 17, 2022 9:20 AM
To: Christina Taylor
Subject: Re: Beaumont Summit Station Traffic Study

Ah, thanks so much!



Kelly Lucia, M. URP
Planning Manager

Cell 909.809.8778 (preferred)
Office 909.795.9801 ext. 229
Email
klucia@cityofcalimesa.net

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Tuesday, May 17, 2022 9:19 AM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: RE: Beaumont Summit Station Traffic Study

That would be our part of the Fairway Canyon SP.

CHRISTINA TAYLOR
Community Development Director

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Tuesday, May 17, 2022 8:23 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Beaumont Summit Station Traffic Study

Good morning Christina,

We're pulling together our comments on the Beaumont Summit Station project and are in need of a quick clarification please. When I was reviewing the cumulative project list, I noticed that Summerwind is listed (3683 dus) and so is Sun Cal/Various builders (2,366 dus) (see attached Word doc). Since Sun Cal used to be the master developer at Summerwind, I initially thought that Kimley Horn had double counted a portion of the same dus. However, per the attached cumulative project location map, the Sun Cal project (#36) appears to be located south of Champions Drive, and thus, would be located in Beaumont. Can you please confirm? Does Sun Cal have a 2,366 du project in Beaumont?

Thank you!



Kelly Lucia, M. URP
Planning Manager

Cell 909.809.8778 (preferred)
Office 909.795.9801 ext. 229
Email
klucia@cityofcalimesa.net

Christina Taylor

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Tuesday, May 17, 2022 8:23 AM
To: Christina Taylor
Subject: Beaumont Summit Station Traffic Study
Attachments: Cumulative Projects_Location Map.pdf; Beaumont Summit Station_Cumulative Projects.docx

Good morning Christina,

We're pulling together our comments on the Beaumont Summit Station project and are in need of a quick clarification please. When I was reviewing the cumulative project list, I noticed that Summerwind is listed (3683 dus) and so is Sun Cal/Various builders (2,366 dus) (see attached Word doc). Since Sun Cal used to be the master developer at Summerwind, I initially thought that Kimley Horn had double counted a portion of the same dus. However, per the attached cumulative project location map, the Sun Cal project (#36) appears to be located south of Champions Drive, and thus, would be located in Beaumont. Can you please confirm? Does Sun Cal have a 2,366 du project in Beaumont?

Thank you!



Kelly Lucia, M. URP
Planning Manager

Cell 909.809.8778 (preferred)

Office 909.795.9801 ext. 229

Email

klucia@cityofcalimesa.net

Christina Taylor

From: Peggy Rockwell <peggy.a.l.johnson@gmail.com>
Sent: Sunday, May 15, 2022 10:27 AM
To: Christina Taylor
Cc: Peggy A. L. Rockwell
Subject: SUMMIT STATION

As two of 2,500 residents who live in the Solera community, my husband and I **OPPOSE** the building of warehouses on Brookside Ave. Doing such will create an increased and enormous truck/traffic-infested dilemma, causing delays, increased pollution, etc. that **ALREADY** impacts residents of Sun Lakes, Four Seasons **AND** those of us who frequently drive to Highland Springs Rd. to shop. The building and encroachment of warehouses next to the Sun Lakes community will **ONLY** heighten the already overcrowded situation that exists there! **WE DON'T WANT THAT SAME SCENARIO IMPACTING OUR COMMUNITY OF SOLERA!!**

DON'T LET MONETARY GAIN BE THE CITY'S REASON TO ALLOW THE CONSTRUCTION OF BUILDINGS ON BROOKSIDE TO BE APPROVED!!

It is our hope that the concern of all Solera residents will **NOT BE** neglected, but rather, that its senior citizens (and our neighbors who live in single family homes!) would have a **HIGH** priority that would be taken into serious consideration. **WE WOULD APPRECIATE IT IF THE CITY OF BEAUMONT WOULD PLEASE VOTE AGAINST THAT PROPOSAL!**

Sincerely,
James & Peggy Rockwell

Christina Taylor

From: Joseph Leon <joseph.leoninlongbeach@yahoo.com>
Sent: Saturday, May 14, 2022 11:12 AM
To: Christina Taylor
Subject: Re: Summit Station

Thank you Christina.

This is such an important issue. Has there been a big response from homeowners? If not how can we encourage them to respond? If I can be of any help please do not hesitate to ask.

Joseph

[Sent from Yahoo Mail on Android](#)

On Sat, May 14, 2022 at 10:27 AM, Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Thank you for taking the time to comment. Your comments will be noted for the record and provided to the decision makers.

CHRISTINA TAYLOR
 Community Development Director
 City of Beaumont
 550 E. 6th Street, Beaumont, Ca 92223
 Desk (951) 572-3212 | Fax (951) 769-8526
BeaumontCa.gov
 Facebook | Twitter | Instagram | YouTube

#ACITYELEVATED

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From: Joseph Leon <joseph.leoninlongbeach@yahoo.com>
Sent: Friday, May 13, 2022 2:37:44 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>; Christine Rodgers <croddgers@keystonepacific.com>
Subject: Summit Station

Good Afternoon,

I'm a new homeowner in The Solera 55+ Community I moved from the City of Long Beach because the smog in the LA Port was causing my asthma to flare up. The high traffic congestion and noise is also another reason I left Long Beach for Beaumont.

Building the Summit Station so close to the Solera Community and to the elementary school and high school is not wise for so many reasons.

There are so many other locations that would be suitable for the Summit Station that would not impact the lives of nearby residents and school children.

Please vote NO on the Summit Station in our area.

Please listen to the voters needs.

Thank you.

Joseph Leon
1639 Scottsdale Road
Beaumont, CA 92223

Christina Taylor

From: mcromans828@roadrunner.com
Sent: Saturday, May 14, 2022 9:45 AM
To: Christina Taylor
Subject: SUMMIT STATION

We support the Resolution OPPOSING the Beaumont Summit Station Warehouse.

The proposed 2.5 million sq. ft. Beaumont Summit Station mega warehouse across Brookside Avenue from Solera Del Webb would cause serious problems for us seniors in our community.

First, senior citizens are the MOST vulnerable of any age group to respiratory disease that would be caused by pollution from diesel 18-wheel trucks.

Second, the hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike.

Third, many of us in Solera live on a fixed, limited income. Putting a mega warehouse adjacent to our community would significantly lower the value of our homes.

Fourth, the sound factor of these big-rigs coming to and from the warehouse on a continual basis would create an environmental noise hazard that could lead to additional health problems throughout the entire community. These noise factors may also be a contributing factor to "climate change." See, "The Effects of Noise on Health" - Harvard Medicine Review - May 2, 2022.

There are many other appropriate places to build industrial warehouses. Putting them in a residential area, especially across the street from senior communities is NOT appropriate.

We, along with over 2,500 city residents urge the City Council to vote NO on the Summit Station Warehouse proposal.

Mel & Cecilia Irwin
1188 Wisteria Way
Beaumont, CA 92223

Christina Taylor

From: George Newlin <geonewlin@yahoo.com>
Sent: Saturday, May 14, 2022 8:56 AM
To: Christina Taylor
Subject: Summit Station

I believe approving Summit Station is getting the cart before the horse, as the large warehouse on the north side of Cherry Valley Blvd. is nearing completion, none of the promised infrastructure improvements to the freeway overpass, freeway on and offramps nor street work to allow for the increase in heavy duty traffic. The building of another warehouse in that area before this work has been done will make Cherry Valley Blvd. nearly impassable and freeway entrances and exits unmanageable. They're not great now before warehouse due to new housing on south side of freeway. These items need to be dealt with before approving new warehouses in this area!

I am sure jobs have been promised as need for these warehouses, but consider this a large senior community almost directly across Brookhurst Ave., a nursery school, an elementary school and a High school within 4 miles of this project. So these promised jobs will also create many jobs in Doctors offices Hospitals and mortuaries as many study's have shown these effects on respiratory systems in areas near these type of establishments. Please consider this before authorizing any further truck traffic near these vulnerable areas.

Thank You
George J. Newlin
1648 Snowberry Rd.
Beaumont, Ca. 92223
951-663-8479

Christina Taylor

From: Alisha C. Pember <apember@adamsbroadwell.com>
Sent: Friday, May 13, 2022 3:36 PM
To: Christina Taylor
Cc: Tara C. Rengifo
Subject: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)
Attachments: 6128-004acp - Req for Ext of Time - Beaumont Summit Station DEIR (5-13-22).pdf

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
(650) 589-1660 voice, Ext. 24
apember@adamsbroadwell.com

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ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

601 GATEWAY BOULEVARD, SUITE 1000
SOUTH SAN FRANCISCO, CA 94080-7037

TEL: (650) 589-1660

FAX: (650) 589-5062

treginfo@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721

TEL: (916) 444-6201

FAX: (916) 444-6209

KEVIN T. CARMICHAEL
CHRISTINA M. CARO
THOMAS A. ENSLOW
KELILAH D. FEDERMAN
RICHARD M. FRANCO
ANDREW J. GRAF
TANYA A. GULESSERIAN
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*MARC D. JOSEPH
DANIEL L. CARDOZO

May 13, 2022

Via Email and U.S. MailChristina Taylor, Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Email: ctaylor@beaumontca.gov**Re: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)**

Dear Ms. Taylor:

We are writing on behalf of Californians Allied for a Responsible Economy (“CARECA”) to respectfully request that the City of Beaumont (“City”) extend the public review and comment period for the Draft Environmental Impact Report (“DEIR”) prepared for the Beaumont Summit Station Project (SCH No. 2021090378) (“Project”), proposed by Exeter Cherry Valley Land, LLC. The current public comment period ends on June 6, 2022. We request an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act (“CEQA”) due to the City’s failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period.

This request is made pursuant to Public Resources Code section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), which require that “all documents referenced,” relied upon, and “incorporated by reference,” in a draft environmental impact report be “available for public review” during the entire comment period, and “*readily accessible to the public during the lead agency’s normal working hours.*”¹

¹ Public Resources Code § 21092(b)(1); 14 C.C.R. § 15087(c)(5); *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007).

May 13, 2022

Page 2

On April 29, 2022, we submitted a letter to the City, pursuant to CEQA section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), requesting ***“immediate access to any and all documents referenced, incorporated by reference, and relied upon”*** in the DEIR (emphasis added). The City did not respond to this request. On May 11, 2022, we emailed the City again expressing the need for the City to provide access to all documents referenced in the DEIR in response to our request. To date, the City has failed to respond to these requests and has not provided CARECA, and potentially other members of the public, with access to all documents referenced and relied upon in the DEIR, as required by law.

We have identified several documents referenced in the DEIR and its appendices that remain missing, two weeks after we requested access to them. CARECA therefore lacks access to critical supporting documents to the DEIR which it has a right to review during the CEQA public comment period. The missing documents are critical to understanding and commenting on the DEIR’s analysis of the Project’s impacts to several critical resource areas.

The missing documents include, but are not limited to, the following: the Project’s Development Agreement; preliminary WAIRE calculations referenced at page 28 in Appendix A; HPA Architecture, Conceptual Site Plan: Brookside Ave. and Cherry Valley Blvd., June 24, 2021; EXETER Property Group, Conceptual Site Plan, June 2021; CalEEMod 2020.4.0 model data input files; and Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.

Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having the meaningful opportunity to comment on the DEIR that is required by CEQA. CARECA and other members of the public are also unable to evaluate the accuracy of the City’s analyses, or the efficacy of the City’s proposed mitigation measures. Additionally, the size of the DEIR and the Project’s complexity make it difficult to effectively comment without the referenced documents by the current comment deadline of June 6, 2022.

Courts have held that the failure to provide even a few pages of CEQA documents for a portion of the review period invalidates the entire process, and that

May 13, 2022

Page 3

such a failure must be remedied by permitting additional public comment.² It is also well settled that a CEQA document may not rely on hidden studies or documents that are not provided to the public.³ By failing to make all documents referenced and incorporated by reference in the DEIR “readily available” during the current comment period, the City is violating the clear procedural mandates of CEQA, to the detriment of CARECA and other members of the public who wish to meaningfully review and comment on the DEIR.

In addition to our request for the DEIR reference documents pursuant to CEQA, we also submitted a Public Records Act (“PRA”), Government Code §§ 6250, *et seq.*, request dated April 29, 2022, to the City for immediate access to any and all public records referring or related to the Project. The request included, but was not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. The request did not include the DEIR, or documents referenced or relied upon in the DEIR, which we requested in a separate letter pursuant to CEQA. The City has not responded to our PRA request either, as mandated by the PRA.⁴ For this reason, we ask that the City produce all responsive records as soon as possible.

Accordingly, we request that:

- 1) the City immediately provide us with access to the documents requested in our DEIR reference document request dated April 29, 2022, including but not limited to, the documents enumerated by this letter.
- 2) the City extend the public review and comment period on the DEIR for at least 45 days from the date on which the City releases these documents for public review. If the missing documents are provided today, we request an extension to Monday, June 27, 2022.
- 3) the City immediately provide us with access to the documents requested in our PRA request dated April 29, 2022.

² *Ultramar v. South Coast Air Quality Man. Dist.* (1993) 17 Cal.App.4th 689, 699.

³ *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831 (“Whatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.”).

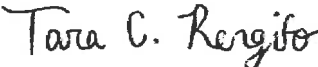
⁴ Gov’t Code § 6253(c).

May 13, 2022
Page 4

Given the short time before the current comment deadline, please contact me as soon as possible with your response to this request, but **no later than Tuesday, May 17, 2022.**

Please feel free to email me at TRengifo@adamsbroadwell.com with any questions. Thank you for your prompt attention and response.

Sincerely,



Tara C. Rengifo
Associate Attorney

TCR:acp

6128-004acp

Christina Taylor

From: Joseph Leon <joseph.leoninlongbeach@yahoo.com>
Sent: Friday, May 13, 2022 2:38 PM
To: Christina Taylor; Christine Rodgers
Subject: Summit Station

Good Afternoon,

I'm a new homeowner in The Solera 55+ Community I moved from the City of Long Beach because the smog in the LA Port was causing my asthma to flare up. The high traffic congestion and noise is also another reason I left Long Beach for Beaumont.

Building the Summit Station so close to the Solera Community and to the elementary school and high school is not wise for so many reasons.

There are so many other locations that would be suitable for the Summit Station that would not impact the lives of nearby residents and school children.

Please vote NO on the Summit Station in our area.

Please listen to the voters needs.

Thank you.

Joseph Leon
1639 Scottsdale Road
Beaumont, CA 92223

Christina Taylor

From: Ron Bogle <r.bog@verizon.net>
Sent: Friday, May 13, 2022 11:29 AM
To: Christina Taylor
Subject: SUMMIT STATION

The proposed 2.5 million sq. ft. Beaumont Summit Station mega warehouse across Brookside Avenue from Solera would cause serious problems for the seniors in our Solera 55+ community.

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

Second, the hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike.

Third, many of us in Solera live on a fixed, limited incomes. Putting a mega warehouse adjacent to our community would significantly lower the value of our homes.

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities is **NOT** appropriate.

Please urge the Beaumont City Council to vote NO on the Summit Station Warehouse proposal. Thank you.

Christina Taylor

From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Friday, May 13, 2022 11:12 AM
To: Christina Taylor
Cc: Lijin Sun
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Hello Mrs. Taylor.

I have received the email with a OneDrive link and am going through the files to make sure everything works on my end. I will reach out if I encounter any issues. Thank you.

Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Friday, May 13, 2022 10:25 AM
To: Dung Nguyen <dnguyen1@aqmd.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

I just sent an email with a link. Please let me know if you receive it.

CHRISTINA TAYLOR
Community Development Director

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Friday, May 13, 2022 8:22 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Hello Mrs. Taylor,

I will be calling you shortly to figure it out because I didn't have it.

Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Friday, May 13, 2022 8:15 AM
To: Dung Nguyen <dnguyen1@aqmd.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: Re: Technical Data Request: Proposed Beaumont Summit Station Project

I attempted to share the information with you via email a couple days ago. Did you receive it?

CHRISTINA TAYLOR
Community Development Director
City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212 | Fax (951) 769-8526
BeaumontCa.gov
Facebook | Twitter | Instagram | YouTube

#ACITYELEVATED

From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Friday, May 13, 2022 7:23:06 AM

To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

Thanks for working on the fix. I'm in the process of reviewing the documents, so if you can, please have the data send over to me by today or Monday (5/16/2022).

Thank you, and I appreciate that.

Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Wednesday, May 11, 2022 10:44 AM
To: Dung Nguyen <dnguyen1@aqmd.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good morning,

I am working on a fix. I should have those over to you shortly.

CHRISTINA TAYLOR
Community Development Director

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Wednesday, May 11, 2022 8:57 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

I would like to follow up with the technical data requested last week. Do you have any updates on how I can get access to the data or if you can share the data via different links? Thank you!

Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

From: Dung Nguyen
Sent: Friday, May 6, 2022 11:06 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

I clicked the links you provided, but it brought me to the sign in page (please see the screenshot). Is there another way I can get access to the data? Please advise. Thank you.



Kimley-Horn Sign In

ShareFile is a safe, secure method for sharing files. Click Sign In below to access.

Sign In

Client/Guest Sign In

Email

Password

Sign In

Remember Me

[Forgot Password?](#)

Regards,

Dung Nguyen (*She/Her/Hers*)
 Air Quality Specialist, CEQA IGR
 Planning, Rule Development & Area Sources
 South Coast Air Quality Management District
 21865 Copley Drive, Diamond Bar, CA 91765
 Phone: (909) 396-3531
 E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Friday, May 6, 2022 10:49 AM
To: Dung Nguyen <dnguyen1@aqmd.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good morning,

All of the data in your request can be downloaded from the links below.

<https://kimley-horn.securevdr.com/d-3ef898061f63437a>

<https://kimley-horn.securevdr.com/d-2cb7045b343e4799>

<https://kimley-horn.securevdr.com/d-6f2bfd11404143a6>

Please let me know if you have any difficulty accessing this data.

Thank you.

CHRISTINA TAYLOR
 Community Development Director
 City of Beaumont
 550 E. 6th Street, Beaumont, CA 92223
 Desk (951) 572-3212 Fax (951) 769-8526
 Beaumontca.gov

From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Wednesday, May 4, 2022 9:42 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: Technical Data Request: Proposed Beaumont Summit Station Project

Dear Ms. Taylor,

South Coast AQMD staff received the Draft Environmental Impact Report (Draft EIR) for the Proposed Beaumont Summit Station Project ([South Coast AQMD Control Number: RVC220421-04](#)). Staff is currently in the process of reviewing the Draft EIR. The public commenting period is from 4/21/2022 – 6/6/2022.

Upon reviewing the files provided as part of the public review period, I was able to access the Draft EIR and Appendices through the City's website.

Please provide all technical documents related to air quality, health risk, and GHG analyses, electronic versions of all emission calculation files, and air quality modeling and health risk assessment files (complete files, not summaries) that were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following:

- CalEEMod Input Files (.csv files);
- EMFAC output files (not PDF files);
- All emission calculation spreadsheet file(s) (not PDF files) used to calculate the Project's emission sources (i.e., truck operations);
- AERMOD Input and Output files, including AERMOD View file(s) (.isc);
- Any HARP Input and Output files and/or cancer risk calculation files (excel file(s); not PDF) used to calculate cancer risk and chronic and acute hazards from the Project;
- Any files related to post-processing done outside AERMOD to calculate pollutant-specific concentrations (if applicable).

You may send the files mentioned above via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff **by COB on Monday, 05/09/22**. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

If you have any questions regarding this request, please don't hesitate to contact me.

Regards,

Dung Nguyen (*She/Her/Hers*)

Air Quality Specialist, CEQA IGR

Planning, Rule Development & Area Sources

South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765

Phone: (909) 396-3531

E-mail: dnguyen1@aqmd.gov

Please note South Coast AQMD is closed on Mondays.

Christina Taylor

From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Friday, May 13, 2022 9:03 AM
To: Christina Taylor
Cc: Lijin Sun
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Hello Mrs. Taylor,

Thank you for working on a fix. At this time, the only link I received was on May 6th asking for sign in (please see the below image). I also checked my junk box and didn't get any information you attempted to share with me.

Would it be possible for you to resend the sign-in information or provide the requested technical data using another method? Thank you.

Kimley»Horn

Kimley-Horn Sign In

ShareFile is a safe, secure method for sharing files. Click Sign In below to access.

Sign In

Client/Guest Sign In

Email

Password

Sign In

Remember Me

[Forgot Password?](#)

Regards,

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Community Development Director

City of Beaumont

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Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

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CHRISTINA TAYLOR
Community Development Director
City of Beaumont
550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526
Beaumontca.gov

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To: Christina Taylor <Ctaylor@beaumontca.gov>
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- Any files related to post-processing done outside AERMOD to calculate pollutant-specific concentrations (if applicable).

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If you have any questions regarding this request, please don't hesitate to contact me.

Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

Christina Taylor

From: WB-RB8-RWQCB8 <RWQCB8@waterboards.ca.gov>
Sent: Friday, May 13, 2022 8:39 AM
To: Christina Taylor
Cc: Stephan.M.Estes@usace.army.mil; Machuca, Breanna@Wildlife; Karin_Cleary-Rose@fws.gov
Subject: Beaumont Summit Station DEIR Letter, Santa Ana Water Board
Attachments: Beaumont_Summit_Station_DEIR_GSR.pdf

You have been designated to receive a copy of the attached document.

In an effort to improve efficiency the Santa Ana Regional Water Quality Control Board no longer mails paper copies to those designated to receive copies (cc's) of letters and other documents; these are transmitted through email only.

All large attachments and other documents (such as tentative and adopted orders), will be posted on our website and not attached to this e-mail notification. To access these documents, please see our website at <http://www.waterboards.ca.gov/santaana>.

Document(s) can be viewed using Adobe Acrobat Reader. The free reader can be downloaded from www.adobe.com or from our web site.

If you have any questions or have received this email in error, please reply to this email or contact us at the phone number below.

Thank you

=====
Santa Ana Regional Water Quality Control Board
3737 Main Street, Suite 500
Riverside, CA 92501
Phone: 951-782-4130
FAX: 951-781-6288
Web: www.waterboards.ca.gov/santaana



Santa Ana Regional Water Quality Control Board

May 12, 2022

Christina Taylor
Community Development Director,
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223

Email CTaylor@BeaumontCA.gov

**DRAFT ENVIRONMENTAL IMPACT REPORT, BEAUMONT SUMMIT STATION
SPECIFIC PLAN PROJECT, TRACT MAP NO. 36583, CITY OF BEAUMONT, SCH
NO. 2021090378**

Dear Ms. Taylor:

Staff of the Regional Water Quality Control Board, Santa Ana Region (Santa Ana Water Board) has reviewed the Draft Environmental Impact Report (DEIR) for the Beaumont Summit Station Specific Plan, Tract Map No. 36583 (Project). The Project is proposed for the former Sunny-Cal Egg Ranch site in Beaumont, located along the south side of Cherry Valley Boulevard and north of Brookside Avenue and Interstate 10 (I-10).

The Beaumont Summit Station Specific Plan for non-residential buildings would replace the current Sunny-Cal Egg Ranch Specific Plan (497 low-density residences on 158.6 acres). As proposed, three commercial buildings would be constructed on 145.4 acres of a larger rectangular 188-acre Project site that drains toward the west and southwest. Passive open space (31 ac) would be dedicated to protect a natural drainage flowing west along the south side of the site (a detention basin would be built between this southern drainage and the buildings). This southern drainage curves to the northwest. Three smaller drainages originate on the west side of the site and join the southern drainage offsite. West of the site, this consolidated drainage flows through culverts beneath Cherry Valley Boulevard and I-10. While this onsite/offsite drainage system is not heavily vegetated, six sensitive species have been observed in it (DEIR p.4.3-8), including the federally endangered Least Bell's vireo in 2021.

Santa Ana Water Board staff recommends that the DEIR incorporate the following comments in order for the Project to best protect water quality standards (numerical and narrative water quality objectives, designated beneficial uses, and the antidegradation policy), as defined in the Water Quality Control Plan for the Santa Ana River Basin (i.e., Basin Plan):

KRISTINE MURRAY, CHAIR | JAYNE JOY, EXECUTIVE OFFICER

3737 Main Street, Suite 500, Riverside, CA 92501-3348 | www.waterboards.ca.gov/santaana

The western edge of the Project construction footprint would cover the heads of the three tributary drainages referenced above (DEIR p.3-17 and site exhibits). The Project would permanently impact 0.25 ac (3,072 linear feet) of non-wetland waters of the U.S. and state. We understand that the 0.25 ac of federal waters is jurisdictional to the U.S. Army Corps of Engineers (Jurisdictional Delineation Table 1-2) and subject to a Clean Water Act Section 404 Permit. These 0.25 ac of federal waters are included within permanent impacts to both 2.17 ac of vegetational streambed and 0.24 ac of riparian habitat that are jurisdictional to the California Department of Fish and Wildlife (CDFW) as a combined 2.41 acres of waters of the state. The Santa Ana Water Board also accepts jurisdiction for these 2.41 acres of waters of the state (not only for the federal waters). Any additional acreage receiving temporary impacts must be separately reported with mitigation.

Compensatory mitigation for the 2.41 ac to be permanently lost is primarily proposed to be the purchase of rehabilitation credits at a 2:1 ratio. Therefore, the DEIR (Mitigation Measure BIO-4) proposes the purchase of 4.82 acres of credits along the San Jacinto River in the Riverbank mitigation bank.

The Final EIR should note that on May 26, 2015, the Santa Ana Water Board issued to the previous site developer, CV Communities LLC, a Clean Water Act Section 401 Water Quality Standards Certification (Certification; File No. 332014-20) for the Sunny-Cal Egg Ranch Specific Plan, as a prerequisite to Nationwide Permits Nos. 29 and 43 (404 Permit issued by the U.S. Army Corps of Engineers). This current Specific Plan, and expired Certification with a five-year review period, has never been implemented. Therefore, a new application with filing fee and project fee must be submitted by the new applicant, following consultation with our staff.

Our 2015 Certification permitted dredge and fill discharges to waters of the U.S. only (0.23 ac and 3,402 linear feet), with mitigation to be conducted at a 3:1 ratio. However, Santa Ana Water Board staff believe that the new permit should expand coverage to the above-referenced 2.41 acres of impacted state waters, stream-related habitat, and the added importance of sensitive species. Further, the original 3:1 ratio should be retained as more appropriate to this higher level of impacted resources. Permitting for the proposed impacts to 2.41 acres of both state and federal waters with a minimum mitigation of 7.23 ac (3 X 2.41 ac) will require the issuance of waste discharge requirements (WDRs) from our office, instead of a new Certification. The same application may be used for either WDRs or a Certification. Please direct the applicant to the Santa Ana Water Board's Certification link:

https://www.waterboards.ca.gov/santaana/water_issues/programs/401_Certification

The Final EIR should consider that the impacted acreage of site drainages, and consequent application and mitigation fees, could be lessened through the Reduced Building Intensity Alternative (DEIR p. 1-5). This would constitute the Environmentally Superior Alternative under CEQA and we understand that it would shrink the Project's construction footprint by 15 percent. While the proposed Project footprint would have its western edge erase the "heads" of the three tributary drainages referenced above, we note that if more of the footprint could be withdrawn from those drainages and their

Ms. Christina Taylor

- 3 -

May 12, 2022

impacted hydrology, then less acreage would require mitigation. If possible, an agreement to plant and permanently preserve all remaining drainages south and west of the Project footprint could potentially provide the optimum mitigation in this case.

If you have any questions, please contact Glenn Robertson of our Coastal Waters Planning and CEQA Section at (951) 782-3259 and Glenn.Robertson@waterboards.ca.gov , or me at (951) 782-4995 and Terri.Reeder@waterboards.ca.gov

Sincerely,

Terri S.
Reeder



Digitally signed by
Terri S. Reeder
Date: 2022.05.12
14:55:43 -07'00'

Terri S. Reeder, PG, CEG, CHG
Supervisor, Coastal Waters Planning and CEQA Section

U.S. Army Corps of Engineers, Los Angeles office – Stephen Estes
Stephan.M.Estes@usace.army.mil

California Department of Fish and Wildlife, Ontario – Breanna Machuca,
Breanna.Machuca@wildlife.ca.gov

U.S. Fish and Wildlife Service, Palm Springs – Karin Cleary-Rose
Karin_Cleary-Rose@fws.gov

Christina Taylor

From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Friday, May 13, 2022 8:22 AM
To: Christina Taylor
Cc: Lijin Sun
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Hello Mrs. Taylor,

I will be calling you shortly to figure it out because I didn't have it.

Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Friday, May 13, 2022 8:15 AM
To: Dung Nguyen <dnguyen1@aqmd.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: Re: Technical Data Request: Proposed Beaumont Summit Station Project

I attempted to share the information with you via email a couple days ago. Did you receive it?

CHRISTINA TAYLOR
Community Development Director
City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212 | Fax (951) 769-8526
BeaumontCa.gov
Facebook | Twitter | Instagram | YouTube

#ACITYELEVATED

From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Friday, May 13, 2022 7:23:06 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

Thanks for working on the fix. I'm in the process of reviewing the documents, so if you can, please have the data send over to me by today or Monday (5/16/2022).

Thank you, and I appreciate that.

Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Wednesday, May 11, 2022 10:44 AM
To: Dung Nguyen <dnguyen1@aqmd.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good morning,

I am working on a fix. I should have those over to you shortly.

CHRISTINA TAYLOR
Community Development Director

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Wednesday, May 11, 2022 8:57 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>

Cc: Lijin Sun <LSun@aqmd.gov>

Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

I would like to follow up with the technical data requested last week. Do you have any updates on how I can get access to the data or if you can share the data via different links? Thank you!

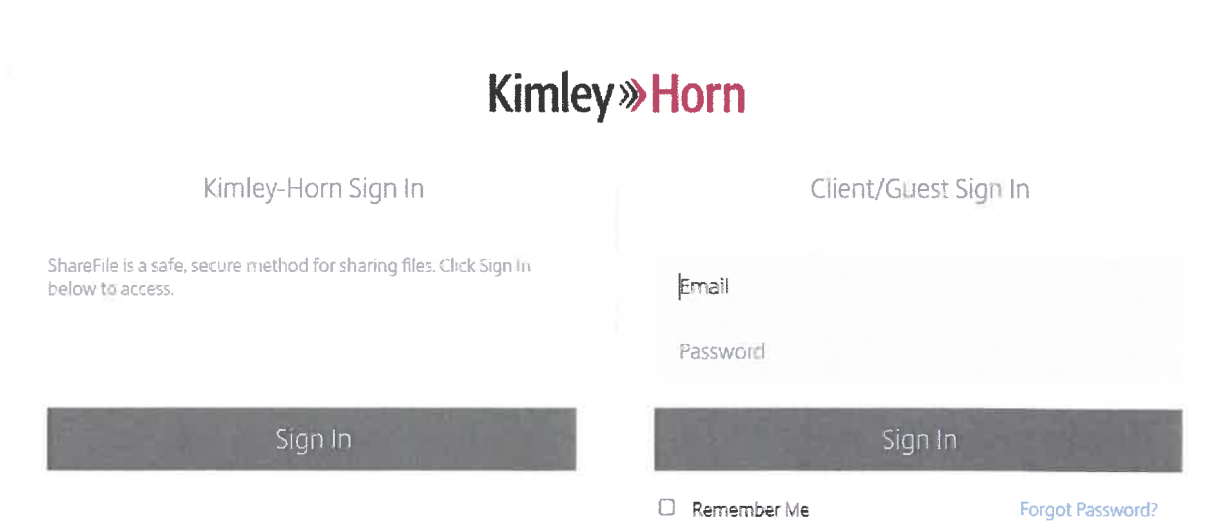
Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
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South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

From: Dung Nguyen
Sent: Friday, May 6, 2022 11:06 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

I clicked the links you provided, but it brought me to the sign in page (please see the screenshot). Is there another way I can get access to the data? Please advise. Thank you.



Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR

Planning, Rule Development & Area Sources
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 21865 Copley Drive, Diamond Bar, CA 91765
 Phone: (909) 396-3531
 E-mail: dnguyen1@aqmd.gov
 Please note South Coast AQMD is closed on Mondays.

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Friday, May 6, 2022 10:49 AM
To: Dung Nguyen <dnguyen1@aqmd.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good morning,

All of the data in your request can be downloaded from the links below.

<https://kimley-horn.securevdr.com/d-3ef898061f63437a>

<https://kimley-horn.securevdr.com/d-2cb7045b343e4799>

<https://kimley-horn.securevdr.com/d-6f2bfd11404143a6>

Please let me know if you have any difficulty accessing this data.

Thank you.

CHRISTINA TAYLOR
 Community Development Director
 City of Beaumont
 550 E. 6th Street, Beaumont, CA 92223
 Desk (951) 572-3212 Fax (951) 769-8526
 Beaumontca.gov

From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Wednesday, May 4, 2022 9:42 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: Technical Data Request: Proposed Beaumont Summit Station Project

Dear Ms. Taylor,

South Coast AQMD staff received the Draft Environmental Impact Report (Draft EIR) for the Proposed Beaumont Summit Station Project (South Coast AQMD Control Number: RVC220421-04). Staff is currently in the process of reviewing the Draft EIR. The public commenting period is from 4/21/2022 – 6/6/2022.

Upon reviewing the files provided as part of the public review period, I was able to access the Draft EIR and Appendices through the City's website.

Please provide all technical documents related to air quality, health risk, and GHG analyses, electronic versions of all emission calculation files, and air quality modeling and health risk assessment files (complete files, not summaries) that

were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following:

- CalEEMod Input Files (.csv files);
- EMFAC output files (not PDF files);
- All emission calculation spreadsheet file(s) (not PDF files) used to calculate the Project's emission sources (i.e., truck operations);
- AERMOD Input and Output files, including AERMOD View file(s) (.isc);
- Any HARP Input and Output files and/or cancer risk calculation files (excel file(s); not PDF) used to calculate cancer risk and chronic and acute hazards from the Project;
- Any files related to post-processing done outside AERMOD to calculate pollutant-specific concentrations (if applicable).

You may send the files mentioned above via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff **by COB on Monday, 05/09/22**. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

If you have any questions regarding this request, please don't hesitate to contact me.

Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

Christina Taylor

From: shirley <bslick2@roadrunner.com>
Sent: Friday, May 13, 2022 7:44 AM
To: Christina Taylor
Subject: Summit station

City Council of Beaumont: I firmly oppose the proposed warehouse summit station. Please do not let this happen. Please consider the local schools,, the air quality and the traffic situation on the I-10 and the intersection at Cherry valley Blvd. One huge warehouse is ENOUGH!!!

Shirley Slick
1776 Brittney Rd
Beaumont CA

Christina Taylor

From: Dung Nguyen <dnguyen1@aqmd.gov>
Sent: Friday, May 13, 2022 7:23 AM
To: Christina Taylor
Cc: Lijin Sun
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

Thanks for working on the fix. I'm in the process of reviewing the documents, so if you can, please have the data send over to me by today or Monday (5/16/2022).

Thank you, and I appreciate that.

Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Wednesday, May 11, 2022 10:44 AM
To: Dung Nguyen <dnguyen1@aqmd.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good morning,

I am working on a fix. I should have those over to you shortly.

CHRISTINA TAYLOR
Community Development Director

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

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Sent: Wednesday, May 11, 2022 8:57 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

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21865 Copley Drive, Diamond Bar, CA 91765
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Cc: Lijin Sun <LSun@aqmd.gov>
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Kimley»Horn

Kimley-Horn Sign In

ShareFile is a safe, secure method for sharing files. Click Sign In below to access.

Sign In

Client/Guest Sign In

Email

Password

Sign In

Remember Me

[Forgot Password?](#)

Regards,

Dung Nguyen (*She/Her/Hers*)
 Air Quality Specialist, CEQA IGR
 Planning, Rule Development & Area Sources
 South Coast Air Quality Management District
 21865 Copley Drive, Diamond Bar, CA 91765
 Phone: (909) 396-3531
 E-mail: dnguyen1@aqmd.gov
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Cc: Lijin Sun <LSun@aqmd.gov>
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

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<https://kimley-horn.securevdr.com/d-6f2bfd11404143a6>

Please let me know if you have any difficulty accessing this data.

Thank you.

CHRISTINA TAYLOR
 Community Development Director
 City of Beaumont
 550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526
Beaumontca.gov

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Sent: Wednesday, May 4, 2022 9:42 AM
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Cc: Lijin Sun <LSun@aqmd.gov>
Subject: Technical Data Request: Proposed Beaumont Summit Station Project

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- EMFAC output files (not PDF files);
- All emission calculation spreadsheet file(s) (not PDF files) used to calculate the Project's emission sources (i.e., truck operations);
- AERMOD Input and Output files, including AERMOD View file(s) (.isc);
- Any HARP Input and Output files and/or cancer risk calculation files (excel file(s); not PDF) used to calculate cancer risk and chronic and acute hazards from the Project;
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If you have any questions regarding this request, please don't hesitate to contact me.

Regards,

Dung Nguyen (*She/Her/Hers*)
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

Christina Taylor

From: Hallie Kutak <hkutak@biologicaldiversity.org>
Sent: Thursday, May 12, 2022 4:40 PM
To: Christina Taylor
Subject: Beaumont Summit Station

Hi Christina,

Could you put me on the list to receive updates about this project? Thanks.

Best,
Hallie

Hallie Kutak
Staff Attorney | Senior Conservation Advocate
Urban Wildlands Program
CENTER for BIOLOGICAL DIVERSITY
Ph: 510-844-7117
hkutak@biologicaldiversity.org



Christina Taylor

From: Marcia Casem <mac-extra@msn.com>
Sent: Thursday, May 12, 2022 10:30 AM
To: Christina Taylor
Subject: RE: Summit Station

Thank you,

Marcia

Sent from [Mail](#) for Windows

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Thursday, May 12, 2022 9:44:24 AM
To: Marcia Casem <mac-extra@msn.com>
Subject: RE: Summit Station

Thank you for your comments. They will be provided to the decision makers and noted for the record.

CHRISTINA TAYLOR
Community Development Director

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Marcia Casem <mac-extra@msn.com>
Sent: Thursday, May 12, 2022 9:21 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Summit Station

Good Morning Christina:

I am a resident of Solera Oak Valley Greens Assoc. and I am opposed to the Summit Station proposal with every breath I take. I worked in Mira Loma for 12 years and each year I had to do a report for the company (SWOT) which included Threats. This included environmental concerns. Mira Loma had the worst air quality in the country due to TRUCKS. There are nothing but warehouses, distribution centers and manufacturing from before the 60 to the 15 freeways on Etiwanda Ave. People can't say that Beaumont is windy and will blow bad air away. Mira Loma has more and stronger winds than Beaumont.

Many seniors in this community have breathing problems, and I am one of them. I moved to Beaumont in 2005 because of the small town feel and clean air. You may not think that one more project like this will hurt anything, but look what's coming at the east end of Moreno Valley, the World Logistic Center project, which is going to pollute our air and freeway with 14,000 trucks a day. I consider this in our own backyard, and now Beaumont is literally going to put one in my backyard. I absolutely hate driving on Cherry Valley Blvd. now because of the new construction there. What will the proposed one do to Brookside? This will have a negative effect on our property values, and I sincerely doubt that our property taxes will be reduced enough to cover our medical expenses required because of our declining health from this project.

Please vote against this project. It is NOT good for Beaumont or for the residents of Beaumont!

Thank you for your consideration,

Marcia Beyer-Casem
1718 S. Forest Oaks Dr.
Beaumont, CA. 92223

Sent from [Mail](#) for Windows

Christina Taylor

From: Marcia Casem <mac-extra@msn.com>
Sent: Thursday, May 12, 2022 9:21 AM
To: Christina Taylor
Subject: Summit Station

Good Morning Christina:

I am a resident of Solera Oak Valley Greens Assoc. and I am opposed to the Summit Station proposal with every breath I take. I worked in Mira Loma for 12 years and each year I had to do a report for the company (SWOT) which included Threats. This included environmental concerns. Mira Loma had the worst air quality in the country due to TRUCKS. There are nothing but warehouses, distribution centers and manufacturing from before the 60 to the 15 freeways on Etiwanda Ave. People can't say that Beaumont is windy and will blow bad air away. Mira Loma has more and stronger winds than Beaumont.

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Please vote against this project. It is NOT good for Beaumont or for the residents of Beaumont!

Thank you for your consideration,

Marcia Beyer-Casem
1718 S. Forest Oaks Dr.
Beaumont, CA. 92223

Sent from [Mail](#) for Windows

Christina Taylor

From: Kathy Maroste <jafakat@gmail.com>
Sent: Thursday, May 12, 2022 8:09 AM
To: Christina Taylor
Subject: Summit Station

I am writing to you regarding my extreme concern about Summit Station. As a Solera resident, I am already impacted by the first mega-warehouse almost finished on Cherry Valley Blvd.

Summit Station would be even closer to Solera. As a senior citizen, this greatly impacts my health with diesel emissions, truck traffic & the value of my property.

Please consider the lives of the residents who have already made Beaumont their home, expecting their "golden years" to be tranquil and healthy by voting AGAINST SUMMIT STATION.

Thank you, Kathleen Maroste, Solera Resident

Christina Taylor

From: David <davidscott10@gmail.com>
Sent: Thursday, May 12, 2022 7:29 AM
To: Christina Taylor
Subject: Summit Station Project

Dear Ms Taylor:

As a resident of Solera Beaumont I am highly opposed to this development. We don't want more traffic congestion and more diesel pollution in Beaumont/Cherry Valley; there's enough of that going on already. We've already seen what all this development is doing to the Banning area; specifically Highland Spring Ave and Sun Lakes area: ridiculous traffic congestion and more to come; enough is enough. Please vote this project down.

Sincerely,
David L. Scott
1589 Valhalla Ct
Beaumont, CA 92223

Sent from [Mail](#) for Windows

Christina Taylor

From: ScrappinVall <scrappinval@yahoo.com>
Sent: Wednesday, May 11, 2022 8:20 PM
To: Christina Taylor
Subject: Summit Station

By now, I hope you have received hundreds if not thousands of emails and/or letters opposing the Summit Station warehouses. I don't think I can add any details as to why this would be welcomed in our residential community. I know our HOA board will be attending any meetings concerning this project and representing our Solera community with a firm "NO - WE DO NOT WANT IT HERE" view. I just wanted to add my name to the hundreds of others that say NO. As a voter, I think we should be heard!

PLEASE CONSIDER MY 'NO' VOTE FOR THIS PROJECT.

Vallarie Clegg
1754 Dalea Way
Beaumont, CA

Christina Taylor

From: David Burke <dmburke@mail.com>
Sent: Wednesday, May 11, 2022 7:20 PM
To: Christina Taylor
Subject: Summit Station Warehouse

Good Evening,

I wanted to express our opposition for the building of the Summit Station Warehouse. My wife and I moved to the Solera Community to retire. We carefully chose this location because my wife suffered significant lung damage as a result of COVID and this area offered a clean air environment where we could spend the rest of our lives.

The Summit Station warehouse project that is proposed to be adjacent to our retirement community would create noise pollution, air pollution, traffic congestion due to the semi-truck traffic, impact the limited wildlife found in our area such as Bobcats, Coyotes, Quail, Rabbits, Squirrels and song birds.

There was a reason this planned retirement community was built here, because of the beautiful view, open spaces, clean air and quiet living. This proposed Summit Station warehouse would jeopardize all of the aforementioned items. I am certain you would lose long standing residences and the tax revenue and business revenue this community generates, if this project is approved. The City of Beaumont and local businesses has greatly benefited from the members of the Solera retirement community.

While, We understand that the City of Beaumont may be considering how much tax revenue this warehouse will generate for the city, they need to focus on how much they could lose if this project is approved and residence chose to leave the area.

Respectfully,
David and Mary Burke
1158 Blackbrush Rd.
Beaumont, Ca. 92223
(909) 744-2411

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender by replying to this message, and then delete it.

Christina Taylor

From: Jim Gleason <jimg1126@gmail.com>
Sent: Wednesday, May 11, 2022 5:12 PM
To: Christina Taylor
Subject: Summit station warehouse

Hi can you please add me to list to receive updates on this project? I live in Solera and this would be catastrophic.
Thank you. James Gleason.

Sent from my iPhone

Christina Taylor

From: srjoel@verizon.net
Sent: Wednesday, May 11, 2022 4:33 PM
To: Christina Taylor
Subject: Summit Station

I am not opposed to warehouse projects; however, I am respectfully requesting not to approve this warehouse project as it will be directly across the street from the 55+ Solera Senior Community in which I live as it would cause serious problems for the seniors in our community. Senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

The hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike.

Putting a mega warehouse adjacent to our community would significantly lower the value of our homes.

There are many appropriate places to build industrial warehouses – but putting one across the street from senior communities is NOT appropriate.



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Christina Taylor

From: Arthur Wallace <artwallace.inc@icloud.com>
Sent: Wednesday, May 11, 2022 3:51 PM
To: Christina Taylor
Cc: crodgers@keystonepacific.com
Subject: Summit Station

Re: Proposed Summit Station Warehouse project

Dear Sirs,

As a long time (17 yrs.) resident of the city of Beaumont, and of the community of Solera, I am writing to voice my opposition to the building of another mega-warehouse within the immediate area of our community and of the area between Brookside and Cherry Valley Boulevard.

As you know a million square foot warehouse is already being built just a few miles from us, directly off the freeway on and off ramps at Cherry Valley Boulevard. That warehouse, by itself will cause damage to the environment, air quality, traffic and the traditionally rural nature of Beaumont and Cherry Valley. It's more than enough, and the citizens of this area of Beaumont fought this project for three years. Sadly, we lost.

Now, it is the responsibility of the City of Beaumont to do the right thing for its residents. Please don't sell us out again. The City has already zoned areas for warehouse use. Put warehouses where they are intended, not by senior communities.

The land in question was originally zoned for single family dwellings. Then, later, commercial and restaurant type enterprises. A massive warehouse complex was never imagined for that area by our original City Fathers. Why would you do that now?

In my opinion, this warehouse project, and any others like it, will damage the character of our city, damage the quality of our lifestyle, degrade traffic flow, degrade air quality, degrade our home prices, and permanently damage the livability of this City we call home.

Please reject this project.

Respectfully,

Arthur Wallace
Barbara Wallace
1784 Muirfield Lane
Beaumont, CA 92223
951-922-6004

Christina Taylor

From: Mike Mike <mbungahead@yahoo.com>
Sent: Wednesday, May 11, 2022 3:44 PM
To: Christina Taylor
Subject: The warehouse

Don't really care if it built or not.

[Sent from Yahoo Mail on Android](#)

Christina Taylor

From: Sheila M. Sannadan <ssannadan@adamsbroadwell.com>
Sent: Wednesday, May 11, 2022 12:50 PM
To: Christina Taylor; Nicole Wheelwright; Carole Kendrick
Cc: Tara C. Rengifo
Subject: RE: Request for Immediate Access to Documents Referenced in the Draft Environmental Impact Report – Beaumont Summit Specific Plan Project (6128)
Attachments: 6128-001j - Beaumont Summit Specific Plan Project - DEIR Ref Req - 04-29-22.pdf

Good Afternoon,

I would like to follow up on the status of this request, submitted on April 29, 2022. (Please see attached)

We have requested immediate access to any and all documents referenced, incorporated by reference, and relied upon in the Draft Environmental Impact Report (“DEIR”) prepared for the Beaumont Summit Specific Plan Project (SCH No. 2021090378) (“Project”) proposed by the Exeter Cherry Valley Land, LCC (“Applicant”). *This request excludes a copy of the DEIR and its appendices. This request also excludes any documents that are currently available on the City of Beaumont website, as of today’s date.*

We understand that comments on the DEIR are due by June 6, 2022. Could you please advise when the requested documents will be provided/available so that we can conduct a meaningful review on the DEIR?

Thank you for your assistance.

Regards,
 Sheila

Sheila Sannadan
 Legal Assistant
 Adams Broadwell Joseph & Cardozo
 601 Gateway Boulevard, Suite 1000
 South San Francisco, CA 94080
 Phone (650) 589-1660
 Fax (650) 589-5062
ssannadan@adamsbroadwell.com

From: Lorrie J. LeLe <ljlle@adamsbroadwell.com>
Sent: Friday, April 29, 2022 4:33 PM
To: ctaylor@beaumontca.gov; nicolew@beaumontca.gov; ckendrick@beaumontca.gov
Cc: Sheila M. Sannadan <ssannadan@adamsbroadwell.com>
Subject: Request for Immediate Access to Documents Referenced in the Draft Environmental Impact Report – Beaumont Summit Specific Plan Project (6128)

On behalf of Californians Allied for a Responsible Economy, we submit the attached request for immediate access to documents for the Beaumont Summit Specific Plan project.

If you have any questions, please contact Sheila Sannadan.

Thank you,

Lorrie LeLe

Legal Assistant

Adams Broadwell Joseph & Cardozo

520 Capitol Mall, Suite 350

Sacramento, CA 95814

lilele@adamsbroadwell.com | Phone: 916.444.6201 Ext. 10 | Fax: 916.444.6209 |

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ADAMS BROADWELL JOSEPH & CARDOZO

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ATTORNEYS AT LAW

601 GATEWAY BOULEVARD, SUITE 1000
SOUTH SAN FRANCISCO, CA 94080-7037

TEL: (650) 589-1660

FAX: (650) 589-5062

ssannadan@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721

TEL: (916) 444-6201

FAX: (916) 444-6209

KEVIN T. CARMICHAEL
CHRISTINA M. CARO
THOMAS A. ENSLOW
KELILAH D. FEDERMAN
RICHARD M. FRANCO
ANDREW J. GRAF
TANYA A. GULESSERIAN
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*MARC D. JOSEPH
DANIEL L. CARDOZO**Not admitted in California.
Licensed in Colorado.*

April 29, 2022

Via Email and U.S. MailChristina Taylor
Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Email: ctaylor@beaumontca.govNicole Wheelwright, Deputy City Clerk
City Clerk's Office
Beaumont Civic Center
550 E. 6th Street
Beaumont, CA 92223
Email: nicolew@beaumontca.gov**Via Email Only**Carole Kendrick, Planning Manager
Email: ckendrick@beaumontca.gov**Re: Request for Immediate Access to Documents Referenced in the
Draft Environmental Impact Report – Beaumont Summit
Specific Plan Project (SCH No. 2021090378)**

Dear Ms. Taylor, Ms. Wheelwright, and Ms. Kendrick:

We are writing on behalf of Californians Allied for a Responsible Economy (“CARECA”) to request immediate access to any and all documents referenced, incorporated by reference, and relied upon in the Draft Environmental Impact Report (“DEIR”) prepared for the Beaumont Summit Specific Plan Project (SCH No. 2021090378) (“Project”) proposed by the Exeter Cherry Valley Land, LCC (“Applicant”). *This request excludes a copy of the DEIR and its appendices. This request also excludes any documents that are currently available on the City of Beaumont website, as of today’s date.*¹

The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components. The Project would also include 6.7 acres of public and private roads. The Project site is located

¹ Accessed <https://www.beaumontca.gov/> on April 29, 2022.
6128-001j

April 29, 2022

Page 2

within the San Gorgonio Pass area, which is located between the Coachella, San Jacinto, and Moreno valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench in Riverside County, California. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

Our request for *immediate access* to all documents referenced in the DEIR is made pursuant to the California Environmental Quality Act ("CEQA"), which requires that all documents referenced, incorporated by reference, and relied upon in an environmental review document be made available to the public for the entire comment period.²

I will be contacting you to arrange for the review/duplication/transmission of the requested records soon. In the interim, please use the following contact information for all correspondence:

U.S. Mail

Sheila Sannadan
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email

ssannadan@adamsbroadwell.com

Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan
Legal Assistant

SMS:ljl

² See Public Resources Code § 21092(b)(1) (stating that "all documents referenced in the draft environmental impact report" shall be made "available for review"); 14 Cal. Code Reg. § 15087(c)(5) (stating that all documents incorporated by reference in the EIR . . . shall be readily accessible to the public"); see also *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007) (EIR must transparently incorporate and describe the reference materials relied on in its analysis); *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3rd 818, 831 ("[W]hatever is required to be considered in an EIR must be in that formal report. . ."), internal citations omitted.

6128-001j

Christina Taylor

From: PMS Supreme <pmskriletz@gmail.com>
Sent: Tuesday, May 10, 2022 11:52 AM
To: Christina Taylor
Subject: Summit Station

I just heard yet another large warehouse is being planned in Cherry Valley. Please don't approve this! Traffic at the I-10 freeway and Cherry Valley exit is already building and will be awful when the huge warehouse north of Cherry Valley Blvd opens. The Highland Springs exit is already a mess.

I know politicians don't care about the people they are supposed to represent. I know they receive money for voting in the developers' best interests.

It's just so gross.

Patricia Skriletz
a concerned Cherry Valley resident

Christina Taylor

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 09, 2022 3:18 PM
To: Christina Taylor
Subject: Re: Appendix L on DEIR Summit Station

Thank you!

On Mon, May 9, 2022 at 11:03 AM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Yes ma'am. Understood and I will make sure your comment is noted for the record and provided to Planning Commission and Council.

CHRISTINA TAYLOR
Community Development Director
City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212 | Fax (951) 769-8526
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

#ACITYELEVATED

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 9, 2022 10:47:48 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Appendix L on DEIR Summit Station

Christina: Thank you for the clarification. I don't trust a document that uses statements for the sole purpose of misleading the reader -- like the one indicating the city produced the DEIR document. As far as I'm concerned that was written to make people think the city is supporting this inappropriate proposal and that therefore there is nothing that can be done to oppose it. I certainly hope that isn't true. Of course I really don't trust ANY statement made or written by a developer. That comes from 15 years of reading EIRs. Thank you for your help. Mary Daniel

On Mon, May 9, 2022 at 10:03 AM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Hi Mary,

I wanted to confirm that the Appendix L was the NOP and it is indeed that document. The link on the website has been fixed as well so you should be able to access it there. Comments from the NOP/Scoping meeting would have been taken into consideration and addressed in the Draft EIR but there would be no formal response to scoping meeting comments. The formal response to comments are made to comments received during this current DEIR review period.

As for writing the EIR, the developer does pay for and have a consultant prepare the EIR. The City has a firm with Planning and other technical experts who does a peer review on behalf of the City. The document is the City's document because we are the lead/responsible agency according to CEQA but the applicant pays all costs not the City.

Hope this helps. . If you need any other information please let me know and I'm happy to provide it.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526

Beaumontca.gov

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 9, 2022 9:58 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Appendix L on DEIR Summit Station

Hi Christina: Still haven't received the Appendix L with the summary of issues raised during the public scoping meeting. Waiting for it so I can finish my response to the DEIR Summit Station. Thank you for your help. Mary Daniel

On Wed, May 4, 2022 at 10:51 AM Mary Daniel <mad4brtx2@gmail.com> wrote:

Got it. But that isn't what I thought was in Appendix L. The DEIR said this: " a more detailed summary of the issues raised DURING the public scoping meeting, are included in Appendix L, Notice of Preparation. Areas of concern identified during the scoping period include: Traffic, Lighting, Noise, Solid Waste, and Residential Property Values. No other areas of controversy are known to the lead agency." The attachment was only the NOP which was given to us BEFORE the public scoping meeting -- so I guess I was expecting comments of what was said at the meeting itself. Another question: the DEIR also indicated that the city staff were the ones to write the DEIR. Just wondering since when does the city staff do the work for developers? Let me know about the Appendix L and I appreciate your helpfulness. Mary Daniel

On Tue, May 3, 2022 at 7:57 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Hi Mary,

Let me know if you receive this attachment. Carole is working on fixing the link on the website.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212 | Fax (951) 769-8526

BeaumontCa.gov

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#ACITYELEVATED

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 2, 2022 9:28:38 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Appendix L on DEIR Summit Station

I did get the e-mail so that's not the problem. Don't know why the attachment doesn't come through. If that doesn't work -- I can always stop by and you can give me a hard copy. Let me know. Thank you for your help. Mary Daniel

On Mon, May 2, 2022 at 9:05 AM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Hi Mary,

I keep getting an error when I try to respond to your email with the attachment. Can you confirm you received this email from me and I'll try to send the attachment again.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526

Beaumontca.gov

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Sunday, May 1, 2022 8:15 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Appendix L on DEIR Summit Station

Hi Christina: I tried to pull up the Appendix L on the DEIR and was unable to find it. Could you see what the problem might be? I am not the most tech savvy so it's probably me -- but could you just send me a copy of that particular section via email? Thanks so much for your help. Mary Daniel

Christina Taylor

From: Sheila M. Sannadan <ssannadan@adamsbroadwell.com>
Sent: Monday, May 09, 2022 3:12 PM
To: Christina Taylor; Nicole Wheelwright; Carole Kendrick
Subject: RE: Request for Immediate Access to Public Records – Beaumont Summit Specific Plan Project (6128)
Attachments: 6128-002j - Beaumont Summit Specific Plan Project - Imm PRA Req - 04-29-22.pdf

Good Afternoon,

Could you please tell me what is the status of this *immediate access* PRA request, submitted on 4/29/22? See attached.

Thank you.

Regards,
Sheila

Sheila Sannadan
Legal Assistant
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
Phone (650) 589-1660
Fax (650) 589-5062
ssannadan@adamsbroadwell.com

From: Lorrie J. LeLe <ljlle@adamsbroadwell.com>
Sent: Friday, April 29, 2022 4:43 PM
To: ctaylor@beaumontca.gov; nicolew@beaumontca.gov; ckendrick@beaumontca.gov
Cc: Sheila M. Sannadan <ssannadan@adamsbroadwell.com>
Subject: Request for Immediate Access to Public Records – Beaumont Summit Specific Plan Project (6128)

On behalf Californians Allied for a Responsible Economy, we submit this request for immediate access to public records for the Beaumont Summit Specific Plan project.

If you have any questions, please contact Sheila Sannadan.

Thank you,

Lorrie LeLe

Legal Assistant
Adams Broadwell Joseph & Cardozo
520 Capitol Mall, Suite 350
Sacramento, CA 95814
ljlle@adamsbroadwell.com | Phone: 916.444.6201 Ext. 10 | Fax: 916.444.6209 |

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KEVIN T. CARMICHAEL
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TANYA A. GULESSERIAN
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*MARC D. JOSEPH
DANIEL L. CARDOZO**Not admitted in California.
Licensed in Colorado.*

April 29, 2022

Via Email and U.S. MailChristina Taylor
Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Email: ctaylor@beaumontca.govNicole Wheelwright
Deputy City Clerk
Beaumont Civic Center
550 E. 6th Street
Beaumont, CA 92223
Email: nicolew@beaumontca.gov**Via Email Only**Carole Kendrick, Planning Manager
Email: ckendrick@beaumontca.gov**Re: Request for Immediate Access to Public Records – Beaumont Summit Specific Plan Project (SCH No. 2021090378)**

Dear Ms. Taylor, Ms. Wheelwright, and Ms. Kendrick:

We are writing on behalf Californians Allied for a Responsible Economy (“CARECA”) to request ***immediate access*** to any and all public records referring or related to the Beaumont Summit Specific Plan Project (SCH No. 2021090378) (“Project”) proposed by the Exeter Cherry Valley Land, LCC (“Applicant”). This request includes, but is not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. This request ***does not include*** the Draft Environmental Impact Report (“DEIR”) or documents referenced or relied upon in the DEIR, **which we have requested in a separate letter pursuant to the California Environmental Quality Act.**

The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components. The Project would also include 6.7 acres of public and private roads. The Project site is located 6128-002j

April 29, 2022
Page 2

within the San Gorgonio Pass area, which is located between the Coachella, San Jacinto, and Moreno valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench in Riverside County, California. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

This request is made pursuant to the California Public Records Act, Government Code §§ 6250, et seq. This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information shall be narrowly construed.

We request ***immediate access*** to review the above documents pursuant to section 6253(a) of the Public Records Act, which requires public records to be “open to inspection at all times during the office hours of the state or local agency” and provides that “every person has a right to inspect any public record.” Gov. Code § 6253(a). Therefore, the 10-day response period applicable to a “request for a copy of records” under Section 6253(c) does not apply to this request.

My contact information is:

U.S. Mail

Sheila Sannadan
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email

ssannadan@adamsbroadwell.com

April 29, 2022
Page 3

I will be contacting you to arrange for duplication/transmission of the documents. If you have any questions, please call our South San Francisco office at (650) 589-1660. Thank you for your assistance with this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Sheila M. Sannadan". The signature is fluid and cursive, with a long horizontal flourish at the end.

Sheila M. Sannadan
Legal Assistant

SMS:lj1

6128-002j

Christina Taylor

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 09, 2022 10:48 AM
To: Christina Taylor
Subject: Re: Appendix L on DEIR Summit Station

Christina: Thank you for the clarification. I don't trust a document that uses statements for the sole purpose of misleading the reader -- like the one indicating the city produced the DEIR document. As far as I'm concerned that was written to make people think the city is supporting this inappropriate proposal and that therefore there is nothing that can be done to oppose it. I certainly hope that isn't true. Of course I really don't trust ANY statement made or written by a developer. That comes from 15 years of reading EIRs. Thank you for your help. Mary Daniel

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As for writing the EIR, the developer does pay for and have a consultant prepare the EIR. The City has a firm with Planning and other technical experts who does a peer review on behalf of the City. The document is the City's document because we are the lead/responsible agency according to CEQA but the applicant pays all costs not the City.

Hope this helps. . If you need any other information please let me know and I'm happy to provide it.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526

Beaumontca.gov

From: Mary Daniel <mad4brtx2@gmail.com>
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To: Christina Taylor <Ctaylor@beaumontca.gov>
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CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212 | Fax (951) 769-8526

BeaumontCa.gov

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#ACITYELEVATED

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 2, 2022 9:28:38 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Appendix L on DEIR Summit Station

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CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526

Beaumontca.gov

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Christina Taylor

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 09, 2022 9:58 AM
To: Christina Taylor
Subject: Re: Appendix L on DEIR Summit Station

Hi Christina: Still haven't received the Appendix L with the summary of issues raised during the public scoping meeting. Waiting for it so I can finish my response to the DEIR Summit Station. Thank you for your help. Mary Daniel

On Wed, May 4, 2022 at 10:51 AM Mary Daniel <mad4brtx2@gmail.com> wrote:

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Christina Taylor

From: Jon Elliott <jteyates@hotmail.com>
Sent: Friday, May 06, 2022 2:22 PM
To: Christina Taylor
Subject: Summit valley warehouse

Do not approve the permits to build another monstrosity warehouse that will increase truck traffic on side streets. Be a visual blight to the views that the area offers And why we moved out here in the first place.

Because of the increase truck traffic, there will be increased wear and tear on the roads.

Lastly, there is already a 2.6 million Square feet warehouse nearing completion so why do there need to be another one?

Jon Elliott

Sent via the Samsung Galaxy Note20 5G, an AT&T 5G smartphone

Christina Taylor

From: Julienne LeMaster <juliennelemaster@yahoo.com>
Sent: Friday, May 06, 2022 10:55 AM
To: Christina Taylor
Subject: Summit Station Warehouse

Hello,

Please don't allow another warehouse building in our beautiful town. The construction building of warehouses and housing developments has already caused way to much congestion on out roads and highway. Can't imagine all the wildlife that has already been killed and destroyed.

Sincerely a concerned constituent,

Julienne Lemaster

Christina Taylor

From: Katie Edwards <kt4tea@gmail.com>
Sent: Thursday, May 05, 2022 6:18 PM
To: Christina Taylor
Subject: Summit Station

Dear Ms. Taylor,

I am writing to respectfully oppose the Summit Station Warehouse project approval.

There are a number of factors ignored or minimized in this draft EIR that would have negative effects on the thousands of seniors in Solera/Oak Valley Greens, which is located across Brookside Avenue from the site of this warehouse.

For example:

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

Second, based on estimates from the South Coast Air Quality Management District of the number of trucks per square foot of warehouses, more than 800 big-rigs a day would be going to and from the warehouse. This would cause significant traffic safety problems for drivers and pedestrians alike, especially seniors.

Third, many seniors in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to the community would significantly lower the value of their homes.

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

I urge the Planning Commission and City Council to turn down the proposed warehouse.

Thank you for your consideration.

Katherine Edwards
Beaumont Resident

Christina Taylor

From: arachkid1@verizon.net
Sent: Thursday, May 05, 2022 4:40 PM
To: Christina Taylor
Subject: Summit Station Warehouse

Dear Ms. Taylor:

It is our understanding that yet another warehouse is being proposed for Cherry Valley, an area that has been designated as rural for many years. Please do not allow Cherry Valley to be further defiled by another warehouse. Please make us residents your primary consideration and not the warehouse owners/operators who undoubtedly live elsewhere.

Sincerely,

Harry and Nadine Fieger
40020 Bridges Street
Cherry Valley CA 92223

Christina Taylor

From: Jan Kuhn <jkuhn99@gmail.com>
Sent: Wednesday, May 04, 2022 6:52 PM
To: Christina Taylor
Subject: Summit warehouse

Please do not build this warehouse.

This would be an eyesore and a nightmare for residents to navigate to work, school, etc.

There is no infrastructure in place to support the traffic. I know there may be plans to update the bridges and roads, but that is 5 years or more after this warehouse will be built.

The city of Beaumont needs to consider what it means to be a good steward of public funds. Building this warehouse is NOT what is in the best interest for the community you serve.

-Janice Kuhn

Christina Taylor

From: Suni <artbysuni@gmail.com>
Sent: Wednesday, May 04, 2022 3:28 PM
To: Christina Taylor
Subject: Summit Station Warehouse.

PLEASE? NO MORE WAREHOUSES. TRAFFIC IS A NIGHTMARE NOW!

THANK YOU!

SARAH GODBOLD

RESIDENT OF CHERRY VALLEY, RESIDENT OF THIS AREA SINCE 1972.

Christina Taylor

From: Debbie Holley <grammiedeb57@yahoo.com>
Sent: Wednesday, May 04, 2022 1:06 PM
To: Christina Taylor
Subject: Summit Station

Ms.Taylor,

Please, please reconsider the location for the Summit Station Warehouse. We moved to Cherry Valley because of the quaintness and rural location! These warehouses will cause even more traffic and congestion which is already a huge problem! There are so many other locations that are farther out from the community where these can be built! Please think of the residents, not the \$\$\$!

Thank you,

Eric and Deborah Holley- Cherry Valley

[Sent from Yahoo Mail for iPhone](#)

Christina Taylor

From: Mary Pickett <mpickett_k@hotmail.com>
Sent: Wednesday, May 04, 2022 12:59 PM
To: Christina Taylor
Subject: Re: summit station

Thank you. I appreciate that.
M. A. Pickett

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Tuesday, May 3, 2022 4:03 PM
To: Mary Pickett <MPickett_k@hotmail.com>
Subject: Re: summit station

Thank you for your comments Mary. They will be noted for the record and provided to the decision makers.

CHRISTINA TAYLOR
Community Development Director
City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212 | Fax (951) 769-8526
BeaumontCa.gov
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#ACITYELEVATED

From: Mary Pickett <MPickett_k@hotmail.com>
Sent: Saturday, April 30, 2022 2:59:29 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: summit station

Thank you for collecting opinions and thoughts on Summit Station.

Please, please- not another warehouse!!!!
Cherry Valley Blvd. will be undrivable!!
The air quality in our beautiful Cherry Valley will be unbreathable!
Retail space-yes, but PLEASE- not another Warehouse!!!!
Mary Anne Pickett

Christina Taylor

From: Dan Merritt <dan@stiel-merritt.com>
Sent: Wednesday, May 04, 2022 11:56 AM
To: Christina Taylor
Subject: Summit Station

To whom it may concern:

I have lived in Cherry Valley for 22 years. To allow another mega warehouse in our area would be devastating for all Beaumont and Cherry Valley residents.

You must oppose such a project.

Sincerely,

Dan Merritt
39227 Oak View Lane
Cherry Valley, CA 92223

Christina Taylor

From: Jerry Liversage <respondingrecoveryministries@hotmail.com>
Sent: Wednesday, May 04, 2022 12:04 PM
To: Christina Taylor
Subject: [*Suspicious Link*] AGAINST BUILDING SUMMIT STATION

Dear Ms Taylor,
PLEASE DO NOT VOTE TO BUILD ANOTHER WAREHOUSE IN OUR CHERRY VALLEY/BEAUMONT AREA. We already have enough warehouses being built in our area. We are very much AGAINST THE BUILDING OF THE SUMMIT STATION WAREHOUSE. THANK YOU.

Holly Liversage and

Jerry Liversage - DBAC, RAS

www.respondingrecoveryministries.org

www.banningnazarene.org

www.jerryliversageministries.org

This electronic mail message and any attachments are from Jerry Liversage Ministries, Inc./Responding Recovery Ministries and are intended only for the addressee(s). This message may contain confidential or sensitive information, which is privileged, and may be subject to various federal and state laws. If you are not the intended recipient of this message or responsible for delivering this email to its intended recipient, you are hereby notified that you have received this document in error. Any review, dissemination, copying, or taking action based on the contents of this information is prohibited. Please promptly delete this message and notify the sender of the delivery error by email.

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From: Mary Daniel <mad4brtx2@gmail.com>
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Christina Taylor

From: Kim, Kristine <KAKim@RIVCO.ORG>
Sent: Wednesday, May 04, 2022 7:23 AM
To: Christina Taylor
Subject: City of Beaumont = Beaumont Summit Station
Attachments: City of Beaumont = Beaumont Summit Station.pdf; Contracted City Planning Review Fees July 2021.pdf

Ms. Taylor,

Please see Department of Environmental Health comments for the Beaumont Summit Station.

Sincerely,



Kristine Kim

Supervising Environmental Health Specialist
 Riverside County Department of Environmental Health
 Environmental Cleanup Program
 3880 Lemon Street Suite 200, Riverside CA 92501
 Phone #: 951-955-8980
 Fax #: 951-955-8988
 E-mail: kakim@rivco.org
www.rivcoeh.org
 Office Hours: Tue-Friday



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[County of Riverside California](#)



5/4/22

County of Riverside
DEPARTMENT OF ENVIRONMENTAL HEALTH

P.O. BOX 7909 • RIVERSIDE, CA 92513-7909

JEFF JOHNSON, DIRECTOR

City of Beaumont
 ATTN: Christina Taylor
 550 E. 6th Street
 Beaumont CA 92223

SUBJECT: DEPARTMENT OF ENVIRONMENTAL HEALTH REVIEW OF CITY OF BEAUMONT SUMMIT STATION

Dear Ms. Taylor

City of Beaumont Community Development Department is responsible for implementing the requirements of CEQA^[1] for planning projects within their jurisdiction. To ensure compliance with CEQA^[2], City of Beaumont Planners distribute projects to the appropriate Agencies/Departments for review by staff with the specific knowledge and experience to evaluate projects for compliance with State and Local laws/regulations specific to their department and areas of expertise.

Proper review of proposed projects by appropriate staff ensures compliance with state and local laws and regulations as well as provides protection for the citizens of Riverside County and the environment from potential adverse effects of a project.

For Department of Environmental Health (DEH) to conduct a review of projects, the following items will need to be addressed:

REVIEW FEES

Please refer to the attached “Environmental Health Review Fees” Tier chart for the appropriate fees. A minimum initial deposit will be required to conduct reviews. Additional fees may be

^[1] The California Environmental Quality Act (CEQA) CCR Title 14 15065 is a statute that requires state and local agencies to determine whether a project may have a significant effect on the environment.

^[2] A project is an activity which must receive some discretionary approval (meaning that the agency has the authority to deny the requested permit or approval) from a government agency which may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment.

Office Locations • Blythe • Corona • Hemet • Indio • Murrieta • Palm Springs • Riverside

Phone (888)722-4234

www.rivcoeh.org

required depending on time spent on the project. These fees will need to be collected prior to this Department issuing a final project comments letter.

WATER AND WASTEWATER:

DEH will request information to evaluate a project's water source and method of sewage disposal. Information should be included in exhibits so that DEH can provide further comments as to what will be required for the project.

ENVIRONMENTAL CLEANUPS PROGRAM (ECP)

ECP conducts environmental reviews on planning projects to ensure that existing site conditions will not negatively affect human health or the environment. The intent of the environmental reviews is to determine if there are potential sources of environmental and/or human exposures associated with the project, identify the significance of potential adverse effects from the contaminants, and evaluate the adequacy of mitigation measures for minimizing exposures and potential adverse effects from existing contamination and/or hazardous substance handling.

HAZARDOUS MATERIALS MANAGEMENT BRANCH (HMMB)

HMMB will review projects to determine if hazardous materials are being handled and will provide further comments as part of the review process as it relates to the project.

Should you have any questions regarding this letter, please contact me at (951) 955-8980.

Sincerely,
Kristine Kim, REHS
County of Riverside, Department of Environmental Health
Environmental Protection and Oversight Division
3880 North Lemon Street, Suite 200
Riverside, CA 92501



County of Riverside DEPARTMENT OF ENVIRONMENTAL HEALTH

P.O. BOX 7909 • RIVERSIDE, CA 92513-7909
JEFF JOHNSON, DIRECTOR

Environmental Health Review Fees (Planning Case Transmittals for Contracted Cities)

DESCRIPTION	FEE
Tier 1 - Water and Sewer verification review <ul style="list-style-type: none"> • Will Serve Letter • Onsite Wastewater Treatment Systems • Advance Treatment Units • Solis Percolation Report • Issuance of a SAN 53 and/or Comments Letter • Wells • Review if a Phase I ESA is needed <p>Average time 3 hours for review</p>	\$573.00
Tier 2 - Phase I Environmental Site Assessment (ESA) review or additional report reviews <ul style="list-style-type: none"> • Review of items aforementioned in Tier 1 <p>Average time 7 hours for review</p>	\$1337.00
Tier 3 - Phase II Environmental Site Assessment (ESA) review and additional report reviews, <ul style="list-style-type: none"> • Review of items aforementioned in Tier 1 and Tier 2 <p>Average time 10 hours for review</p>	\$1910.00

NOTES TO FEE SCHEDULE:

- The fees noted in the fee schedule are minimum fees to be paid at the time of application filing to cover the average Department cost of review. Should actual costs exceed the amount of the fee, the applicant will be billed for additional costs. Services are charged at a rate of \$191/hour.
- An hourly rate of \$191 shall be charged for other development-related fees which may be required, but are not necessarily limited to, well, and septic system fees.
- An application shall be filled with the Planning Department of the Contracted city prior to submitting any items listed above to this Department for Review. Please provide a copy of the Planning Case transmittal to this Department.

Rev 02/08/22

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Christina Taylor

From: Mary Daniel <mad4brtx2@gmail.com>
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Follow Up Flag: Flag for follow up
Flag Status: Completed

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Mary Anne Pickett

Christina Taylor

From: Lorrie J. LeLe <ljlele@adamsbroadwell.com>
Sent: Friday, April 29, 2022 4:49 PM
To: Christina Taylor; Nicole Wheelwright; Carole Kendrick
Cc: Sheila M. Sannadan
Subject: Request for Mailed Notice of Actions and Hearings – Beaumont Summit Specific Plan Project (6128)
Attachments: 6128-003j - Beaumont Summit Specific Plan Project - CEQA Notice Req - 04-29-22.pdf

Please find attached our request for mailed notice of actions and hearings for the Beaumont Summit Specific Plan project.

If you have any questions, please contact Sheila Sannadan.

Thank you,

Lorrie LeLe

Legal Assistant

Adams Broadwell Joseph & Cardozo

520 Capitol Mall, Suite 350

Sacramento, CA 95814

ljlele@adamsbroadwell.com | Phone: 916. 444.6201 Ext. 10 | Fax: 916.444.6209 |

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ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

601 GATEWAY BOULEVARD, SUITE 1000
SOUTH SAN FRANCISCO, CA 94080-7037TEL: (650) 589-1660
FAX: (650) 589-5062

ssannadan@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721TEL: (916) 444-6201
FAX: (916) 444-6209KEVIN T. CARMICHAEL
CHRISTINA M. CARO
THOMAS A. ENSLOW
KELILAH D. FEDERMAN
RICHARD M. FRANCO
ANDREW J. GRAF
TANYA A. GULESSERIAN
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*MARC D. JOSEPH
DANIEL L. CARDOZO**Not admitted in California.
Licensed in Colorado.*

April 29, 2022

Via Email and U.S. MailChristina Taylor
Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Email: ctaylor@beaumontca.govNicole Wheelwright, Deputy City Clerk
Beaumont Civic Center
550 E. 6th Street
Beaumont, CA 92223
Email: nicolew@beaumontca.gov**Via Email Only**Carole Kendrick, Planning Manager
Email: ckendrick@beaumontca.gov**Re: Request for Mailed Notice of Actions and Hearings – Beaumont Summit Specific Plan Project (SCH No. 2021090378)**

Dear Ms. Taylor, Ms. Wheelwright, and Ms. Kendrick:

We are writing on behalf of Californians Allied for a Responsible Economy (“CARECA”) to request mailed notice of the availability of any environmental review document, prepared pursuant to the California Environmental Quality Act, for the Beaumont Summit Specific Plan Project (SCH No. 2021090378) (“Project”) proposed by the Exeter Cherry Valley Land, LCC (“Applicant”), as well as a copy of the environmental review document when it is made available for public review.

The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components. The Project would also include 6.7 acres of public and private roads. The Project site is located within the San Gorgonio Pass area, which is located between the Coachella, San Jacinto, and Moreno Valley and includes the incorporated cities of Banning,

6128-003j

April 29, 2022

Page 2

Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench in Riverside County, California. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

We also request mailed notice of any and all hearings and/or actions related to the Project. These requests are made pursuant to Public Resources Code Sections 21092.2, 21080.4, 21083.9, 21092, 21108, 21152 and 21167(f) and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send the above requested items by email and U.S. Mail to our San Francisco office as follows:

U.S. Mail

Sheila M. Sannadan
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email

ssannadan@adamsbroadwell.com

Please call me at (650) 589-1660 if you have any questions. Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan
Legal Assistant

SMS:ljl

6128-003j

Christina Taylor

From: Lorrie J. LeLe <ljlele@adamsbroadwell.com>
Sent: Friday, April 29, 2022 4:43 PM
To: Christina Taylor; Nicole Wheelwright; Carole Kendrick
Cc: Sheila M. Sannadan
Subject: Request for Immediate Access to Public Records – Beaumont Summit Specific Plan Project (6128)
Attachments: 6128-002j - Beaumont Summit Specific Plan Project - Imm PRA Req - 04-29-22.pdf

On behalf Californians Allied for a Responsible Economy, we submit this request for immediate access to public records for the Beaumont Summit Specific Plan project.

If you have any questions, please contact Sheila Sannadan.

Thank you,

Lorrie LeLe

Legal Assistant
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Sacramento, CA 95814
ljlele@adamsbroadwell.com | Phone: 916.444.6201 Ext. 10 | Fax: 916.444.6209 |

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520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721

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KEVIN T. CARMICHAEL
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ANDREW J. GRAF
TANYA A. GULESSERIAN
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*MARC D. JOSEPH
DANIEL L. CARDOZO**Not admitted in California.
Licensed in Colorado.*

April 29, 2022

Via Email and U.S. MailChristina Taylor
Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Email: ctaylor@beaumontca.govNicole Wheelwright
Deputy City Clerk
Beaumont Civic Center
550 E. 6th Street
Beaumont, CA 92223
Email: nicolew@beaumontca.gov**Via Email Only**Carole Kendrick, Planning Manager
Email: ckendrick@beaumontca.gov**Re: Request for Immediate Access to Public Records – Beaumont Summit Specific Plan Project (SCH No. 2021090378)**

Dear Ms. Taylor, Ms. Wheelwright, and Ms. Kendrick:

We are writing on behalf Californians Allied for a Responsible Economy (“CARECA”) to request ***immediate access*** to any and all public records referring or related to the Beaumont Summit Specific Plan Project (SCH No. 2021090378) (“Project”) proposed by the Exeter Cherry Valley Land, LCC (“Applicant”). This request includes, but is not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. This request ***does not include*** the Draft Environmental Impact Report (“DEIR”) or documents referenced or relied upon in the DEIR, **which we have requested in a separate letter pursuant to the California Environmental Quality Act.**

The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components. The Project would also include 6.7 acres of public and private roads. The Project site is located 6128-002j

April 29, 2022
Page 2

within the San Gorgonio Pass area, which is located between the Coachella, San Jacinto, and Moreno valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench in Riverside County, California. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

This request is made pursuant to the California Public Records Act, Government Code §§ 6250, et seq. This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information shall be narrowly construed.

We request ***immediate access*** to review the above documents pursuant to section 6253(a) of the Public Records Act, which requires public records to be “open to inspection at all times during the office hours of the state or local agency” and provides that “every person has a right to inspect any public record.” Gov. Code § 6253(a). Therefore, the 10-day response period applicable to a “request for a copy of records” under Section 6253(c) does not apply to this request.

My contact information is:

U.S. Mail

Sheila Sannadan
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email

ssannadan@adamsbroadwell.com

April 29, 2022
Page 3

I will be contacting you to arrange for duplication/transmission of the documents. If you have any questions, please call our South San Francisco office at (650) 589-1660. Thank you for your assistance with this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Sheila M. Sannadan". The signature is fluid and cursive, with a long horizontal stroke at the end.

Sheila M. Sannadan
Legal Assistant

SMS:lj

6128-002j

Christina Taylor

From: Lorrie J. LeLe <ljlele@adamsbroadwell.com>
Sent: Friday, April 29, 2022 4:33 PM
To: Christina Taylor; Nicole Wheelwright; Carole Kendrick
Cc: Sheila M. Sannadan
Subject: Request for Immediate Access to Documents Referenced in the Draft Environmental Impact Report – Beaumont Summit Specific Plan Project (6128)
Attachments: 6128-001j - Beaumont Summit Specific Plan Project - DEIR Ref Req - 04-29-22.pdf

On behalf of Californians Allied for a Responsible Economy, we submit the attached request for immediate access to documents for the Beaumont Summit Specific Plan project.

If you have any questions, please contact Sheila Sannadan.

Thank you,

Lorrie LeLe

Legal Assistant

Adams Broadwell Joseph & Cardozo

520 Capitol Mall, Suite 350

Sacramento, CA 95814

ljlele@adamsbroadwell.com | Phone: 916.444.6201 Ext. 10 | Fax: 916.444.6209 |

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ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

601 GATEWAY BOULEVARD, SUITE 1000
SOUTH SAN FRANCISCO, CA 94080-7037

TEL: (650) 589-1660

FAX: (650) 589-5062

ssannadan@adamsbroadwell.com

SACRAMENTO OFFICE

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TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*MARC D. JOSEPH
DANIEL L. CARDOZO**Not admitted in California.
Licensed in Colorado.*

April 29, 2022

Via Email and U.S. MailChristina Taylor
Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Email: ctaylor@beaumontca.govNicole Wheelwright, Deputy City Clerk
City Clerk's Office
Beaumont Civic Center
550 E. 6th Street
Beaumont, CA 92223
Email: nicolew@beaumontca.gov**Via Email Only**Carole Kendrick, Planning Manager
Email: ckendrick@beaumontca.gov**Re: Request for Immediate Access to Documents Referenced in the
Draft Environmental Impact Report – Beaumont Summit
Specific Plan Project (SCH No. 2021090378)**

Dear Ms. Taylor, Ms. Wheelwright, and Ms. Kendrick:

We are writing on behalf of Californians Allied for a Responsible Economy (“CARECA”) to request immediate access to any and all documents referenced, incorporated by reference, and relied upon in the Draft Environmental Impact Report (“DEIR”) prepared for the Beaumont Summit Specific Plan Project (SCH No. 2021090378) (“Project”) proposed by the Exeter Cherry Valley Land, LCC (“Applicant”). *This request excludes a copy of the DEIR and its appendices. This request also excludes any documents that are currently available on the City of Beaumont website, as of today’s date.*¹

The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components. The Project would also include 6.7 acres of public and private roads. The Project site is located

¹ Accessed <https://www.beaumontca.gov/> on April 29, 2022.
6128-001j

April 29, 2022

Page 2

within the San Gorgonio Pass area, which is located between the Coachella, San Jacinto, and Moreno valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench in Riverside County, California. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

Our request for *immediate access* to all documents referenced in the DEIR is made pursuant to the California Environmental Quality Act (“CEQA”), which requires that all documents referenced, incorporated by reference, and relied upon in an environmental review document be made available to the public for the entire comment period.²

I will be contacting you to arrange for the review/duplication/transmission of the requested records soon. In the interim, please use the following contact information for all correspondence:

U.S. Mail

Sheila Sannadan
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email

ssannadan@adamsbroadwell.com

Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan
Legal Assistant

SMS:ljl

² See Public Resources Code § 21092(b)(1) (stating that “all documents referenced in the draft environmental impact report” shall be made “available for review”); 14 Cal. Code Reg. § 15087(c)(5) (stating that all documents incorporated by reference in the EIR . . . shall be readily accessible to the public”); see also *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007) (EIR must transparently incorporate and describe the reference materials relied on in its analysis); *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3rd 818, 831 (“[W]hatever is required to be considered in an EIR must be in that formal report. . .”), internal citations omitted.
6128-001j

Christina Taylor

From: Russ Buckland <rb4sc@att.net>
Sent: Friday, April 29, 2022 12:01 PM
To: Christina Taylor
Subject: Summit Station proposed development

Ms. Taylor,

I wish to voice my opposition to the Summit Station project on CV Blvd. The proposed regional park would be a welcome addition to the community, while more warehouses on this side of the freeway are not. After seeing the huge warehouses already under construction on CV Blvd, it is obvious to anyone that more of them would be an unwanted addition to the community. Please consider rejecting the city's support of any new warehouses north of the 10 and 60 freeways. The south side of the 60 approaching the Badlands seem to me to be a much better location such projects.

Respectfully submitted,

Russell Buckland
964 Essex Rd
Beaumont

Christina Taylor

From: sw072153@aol.com
Sent: Thursday, April 28, 2022 8:49 PM
To: Christina Taylor
Subject: Fwd: Summit Station

-----Original Message-----

From: sw072153@aol.com
To: ctaylor@beaumont.gov <ctaylor@beaumont.gov>
Sent: Thu, Apr 28, 2022 8:44 pm
Subject: Summit Station

Dear Christina Taylor

The above-mentioned proposed warehouse is once again too close to a senior community, Solera and school children. Why would the City of Beaumont even think of mixing industrial development with residential?

It's bad enough that we're having to fight the warehouse sneaked in during covid lockdown, proposed behind Albertsons, which would jam solid Highland Springs, half of which is in Beaumont.

The extra particulate matter and traffic gridlock are not worth the initial tax benefits and low paying jobs. At this rate, those who are able to leave Beaumont will do so and it will become just another Mira Loma, a place where senior's lives are cut short and children's brains don't develop properly due to pollution.

Last December I asked a City Council member at a charity fundraiser NOT to make Beaumont another Mira Loma and he told me he would try to prevent it.

I ask the City Council to deny this project as Beaumont's roads are not built for thousands of big rigs trundling around, spewing out deadly particulate matter and causing gridlock and hazards to the community, blocking access to Emergency Services.

Please take into consideration the lives of the residents here, not the greedy out of town, out of State corporations who won't have to live with the consequences of their dreadful warehouses.

Geoffrey Wilson, 951-845-5192.

Christina Taylor

From: Rick Craven <rmcraven@gmail.com>
Sent: Thursday, April 28, 2022 8:09 PM
To: Christina Taylor
Subject: The will of the people.

Re Cherry Valley Blvd:

When does the will of the people get recognized? This country's greatness came from freedoms, including from tyranny. The majority of the people where this (not one originally requested mega warehouse, but two mega warehouses are already put in; the largest one, that was to be hidden BELOW the boulevard - but now put on an artificial mountain high up in the air, like thumbing their noses at the citizens each day they have to pass by this behemoth) warehouse was requested to be put in, was refuted by the locals. But 4-5 elected officials (which at least one now is an apparent employee of this investor - talking about conflict of interest), voted for this; against the will of the people & against what it was originally zoned for, and against the recommendation of the wildlife impact recommendations. This monster is now prominently blocking any views of nature/mountains/open spaces, which previously was the welcoming views into the vast open spaces of the once beautiful Cherry Valley. Now the area will be plugged with semi trucks, delaying our already overwhelmed streets & highways to get to work - to pay taxes for our previous privilege to live in this once open space.

These elected officials (which were to represent their constituents, not one wealthy investor who doesn't even live here), do not care for us, but choose I'll begotten gains for short term satisfaction, while forever changing the landscape beyond their lives and negatively affecting the vast majority of the residents & impacting nature in a negative way for many years to come.

We are told, there is nothing we can do about it. May be true, but there likely will be more people escaping the tyranny of California and it's crooked politics...

Peace...

Sent from Rick's iPhone

Christina Taylor

From: Patricia Norcutt <pnorcutt@yahoo.com>
Sent: Thursday, April 28, 2022 5:29 PM
To: Christina Taylor
Subject: Summit Warehouses

Please, please don't do this to our city and our residents. The trucks, the traffic, the noise and pollution is already is over the top. I live off Highland Springs in Four Seasons where thanks to poor planning and decisions on the part of Banning City government, we face a huge warehouse project to the east of us. Enough.

There are a number of factors ignored or minimized in this draft EIR that would have negative effects on the thousands of seniors in Solera/Oak Valley Greens, which is located across Brookside Avenue from the site of this warehouse.

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

Second, based on estimates from the South Coast Air Quality Management District of the number of trucks per square foot of warehouses, more than 800 big-rigs a day would be going to and from the warehouse. This would cause significant traffic safety problems for drivers and pedestrians alike, especially seniors.

Third, many seniors in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to the community would significantly lower the value of their homes.

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

I urge the Planning Commission and City Council to turn down the proposed warehouse.

Thank you for your consideration.

Patricia Norcutt
Quiet Creek
Beaumont

Christina Taylor

From: lisa mertins <lmertinsillos@gmail.com>
Sent: Thursday, April 28, 2022 2:25 PM
To: Christina Taylor
Subject: Summit Station Mega Warehouse

Dear Ms Taylor,

I'm a long-time Cherry Valley resident and OC ex-pat that would like to weigh in regarding this project.

I had heard there would be homes across the street from the one that is being built now. Are you aware the first million-dollar home development is being built in Yucaipa now?

This is an AMAZING opportunity to listen to those of us that want SMART growth. How on earth can we attract good neighbors that will move to this area with ANOTHER leviathan to mar the landscape?

Infrastructure should be paramount to planners. Locals are furious about the blight of the new buildings. Give us an upscale, pretty off ramp so we don't have to look at the monstrosity every time we go to work. How about a beautiful "Welcome to Cherry Valley" sign to distinguish us from Warehouse Blight? If there is a master plan to look at, please point me to it.

Thanks for your time, I'm sure you will notice you have our attention thanks to the God-Awful warehousing. UGH!

Sincerely, Lisa (I vote!) Mertins
Sent from my iPad

Christina Taylor

From: Steve Mehlman <smehl1506@aol.com>
Sent: Thursday, April 28, 2022 12:08 PM
To: Christina Taylor
Subject: Comments on Summit Station warehouse proposal draft EIR

There are a number of factors ignored or minimized in this draft EIR that would have negative effects on the thousands of seniors in Solera/Oak Valley Greens, which is located across Brookside Avenue from the site of this warehouse.

For example:

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

Second, based on estimates from the South Coast Air Quality Management District of the number of trucks per square foot of warehouses, more than 800 big-rigs a day would be going to and from the warehouse. This would cause significant traffic safety problems for drivers and pedestrians alike, especially seniors.

Third, many seniors in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to the community would significantly lower the value of their homes.

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

I urge the Planning Commission and City Council to turn down the proposed warehouse.

Thank you for your consideration.

Christina Taylor

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Wednesday, April 27, 2022 5:48 PM
To: Christina Taylor
Subject: Re: Cost of General Plan 2040

Thank you so much.

On Wed, Apr 27, 2022 at 11:13 AM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Good morning Mrs. Daniel,

It was a pleasure to see you last night. The total cost for the General Plan Update was \$840,129.00. It was approved at City Council on December 1, 2020 and took effect 30 days after.

Please let me know if you have any additional questions.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212

BeaumontCa.gov

[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Wednesday, April 27, 2022 10:07 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Cost of General Plan 2040

A question: How much did the City of Beaumont pay for the latest General Plan? And when was it approved. Thanks for your help. Mary Daniel

Christina Taylor

From: Richard Hobson <RHobson@csusb.edu>
Sent: Wednesday, April 27, 2022 5:31 PM
To: Christina Taylor
Subject: Re: Summit warehouse

Shouldn't the polluters be financing this monitoring of the air instead of the taxpayers via AQMD? Someone else should run the monitoring operation, of course, but the polluters themselves should be paying for it. No?

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Wednesday, April 27, 2022 1:12 PM
To: Richard Hobson <RHobson@csusb.edu>
Subject: RE: Summit warehouse

Good afternoon,

The Draft Environmental Impact Report can be found here on the project page
<https://www.beaumontca.gov/1239/Beaumont-Summit-Station>

The Air Quality and Green House Gas sections provide details on how the measurements and analysis were performed.

Typically AQMD is responsible for air quality monitoring devices. I am not aware of any in our area but AQMD may be able to advise if there are any in the Pass Area.

CHRISTINA TAYLOR
Community Development Director

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



From: Richard Hobson <RHobson@csusb.edu>
Sent: Wednesday, April 27, 2022 12:20 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Summit warehouse

How will the increase in pollution be measured? Tailpipe emissions from the trucks? Do we have air pollution monitoring sites around Cherry Valley and Beaumont?

Christina Taylor

From: Richard Hobson <RHobson@csusb.edu>
Sent: Wednesday, April 27, 2022 12:20 PM
To: Christina Taylor
Subject: Summit warehouse

How will the increase in pollution be measured? Tailpipe emissions from the trucks? Do we have air pollution monitoring sites around Cherry Valley and Beaumont?

Christina Taylor

From: steven mehlman <smehlman@beaumontca.gov>
Sent: Monday, April 25, 2022 1:12 PM
To: Christina Taylor
Subject: Summit Station

Hi. Hope you had a nice weekend.

Two questions: 1. Where can I find the name, address and, if possible, website for the developer?

2. Do you plan on having a public hearing before or after the June 6 deadline for comments. Reason I asked is that I'll be out of state from 5/24 to 6/6. I'd hate to miss it.

Thanks.

Steve Mehlman

Christina Taylor

From: Gayla Faux <fergiesplc@sbcglobal.net>
Sent: Monday, April 25, 2022 11:56 AM
To: Christina Taylor
Subject: Beaumont Summit Station Plan

Is the City of Beaumont considering building more warehouses along Cherry Valley on opposite side of the monstrosity under construction currently. If so, how do the resident of Beaumont protest this travesty? I just ran across a proposal from October 2021.

Christina Taylor

From: Allan Lovelace <lovelaceallan@gmail.com>
Sent: Saturday, April 23, 2022 11:08 PM
To: Christina Taylor; Allan Lovelace
Subject: Beaumont Summit Station comments

Dear Christina Taylor:

I am writing to request that my comments in this email be included in opposition to the proposed Beaumont Summit Station warehouse project.

There is not adequate water for the project. As stated in the report for the project, rainfall has decreased in the area. Southern California is in the grips of the worst drought in 1,200 years. Also, the State Water Project has announced additional significant reductions in water delivery.

I also oppose the project because of its additional dust that is already a severe problem in the area, along with the significant air pollution that will come from the many diesel trucks that will visit the warehouse.

I know that the additional tax revenue that would come from the warehouse must be appealing, but the timing could not be worse for this warehouse project. If the city would wait another 10 or 15 years, the drought may have passed and by then most trucks will use electric power. Please do the right thing and wait until the drought and California's water woes have passed. And please wait until most trucks use electric power.

Thank you.

Allan Lovelace
810 Bogey Drive
Beaumont, CA 92223

P.S.: I am retired, a resident of Beaumont, and not affiliated with a company or nonprofit.

Christina Taylor

From: Pablo Soto <sotopa1993@gmail.com>
Sent: Friday, April 22, 2022 9:23 PM
To: Christina Taylor
Subject: Re: Summit Station Draft EIR Notice of Availability

Christina Taylor,

While I am very disappointed that The City of Beaumont is still entertaining this project, I am not the least bit surprised. I understand you must always entertain any business venture for the citizens of Beaumont, but I totally disagree with another "warehouse" being proposed for this area. Commerce Center....really???? Come on, It's a warehouse. Please relay this to everyone involved. It's a warehouse. Lipstick on a pig if you will. I truly believe The City of Beaumont will approve this project because it's the furthest piece of land from City Hall, and none of you will see it from your offices. I'm sure most City Hall employees work from home, or "telework", so it won't bother them one bit. But it bothers me and the people living in Stetson. Please consider the concerns of the people who live hundreds of feet from it, and who will have to live with the diesels, the traffic, the noise, the trash...oh, and more diesels. It is very unfortunate, it's demoralizing, and it's insulting that our beautiful neighborhoods will soon look like Gotham City. I honestly do not understand any of your impact report, and whoever prepared it knows that the average person won't either. This "warehouse" is NOT needed, and I look forward to it failing entirely. I appreciate you notifying us, the concerned citizens that are most directly affected by this project, and as much as I would like to berate and yell at you, and the City, I realize that you have a job to do. And, that just isn't who I am. Just please understand how much we don't want this project to go through. I am actually too angry and tired to continue writing, I look forward to opposing this project in person to you at your next public forum. Thank You.

On Wed, Apr 20, 2022 at 9:02 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Greetings,

You are receiving this email because you have requested to be notified of project related activity for the proposed Summit Station Specific Plan.

Attached is the Notice of Availability for the Draft EIR for the proposed project. A link to view the Draft EIR is contained in the attached document or the Draft EIR and other related documents can be found on the City's website here <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>

Information on the public hearings and how to provide comments is included in the attached document.

The City looks forward to receiving your comments.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

[550 E. 6th Street, Beaumont, Ca 92223](#)

[BeaumontCa.gov](#)

[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

Christina Taylor

From: Malou Reyes <malou@mitchtsailaw.com>
Sent: Friday, April 22, 2022 4:52 PM
To: steven mehlman; Christina Taylor
Cc: Mitchell Tsai; Ronald Giang; Brandon Young; Hind Baki; Maria Sarmiento; Rebekah Youngblood; Malou Reyes; Steven Thong
Subject: SWRCC - [City of Beaumont, Beaumont Summit Station] - PRA Request
Attachments: 20220422_SWRCC_Beaumont_SummitStation_PRArequest_Signed.pdf

Good afternoon,

Attached please find our Public Records Act ("PRA") request regarding the above mentioned project in the City of Beaumont. This PRA Request also includes a request to be placed on the Advanced Notice and Interested Parties List for this project.

Please confirm receipt of this email and its attachment.

Thank you,
Malou

--

Malou Reyes
Paralegal
Mitchell M. Tsai, Attorney At Law
139 South Hudson Avenue Suite 200
Pasadena, CA 91101
Phone: (626) 314-3821
Fax: (626) 389-5414
Email: Malou@mitchtsailaw.com
Website: <http://www.mitchtsailaw.com>

*** Our Office Has Recently Moved. Please Note New Mailing Address ****

CONFIDENTIALITY NOTICE: This e-mail transmission, and any documents, files or previous e-mail messages accompanying it, may contain confidential information that is legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of any of the information contained in or attached to this message is STRICTLY PROHIBITED and may violate applicable laws including the Electronic Communications Privacy Act. If you have received this transmission in error, please immediately notify us by reply e-mail at Malou@mitchtsailaw.com or by telephone at (626) 381-9248 and destroy the original transmission and its attachments without reading them or saving them to disk. Thank you.

Ph: (626) 381-9248
Fx: (626) 389-5414
Em: info@mitchtsailaw.com



139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

April 22, 2022

Steven Mehlman, City Clerk
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Em: smehlman@beaumontca.gov

Christina Taylor, Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Em: ctaylor@beaumontca.gov

**RE: Public Records Act and Mailing List Request Regarding
Beaumont Summit Station Project (SCH #: 2021090378).**

Dear Mr. Mehlman and Ms. Taylor,

On behalf of Southwest Regional Council of Carpenters (“**SWRCC**” or “**Southwest Carpenters**”) and its members, this Office requests that the City of Beaumont (“**City**”) provide any and all information referring or related to the Beaumont Summit Station Project (“**Project**”) pursuant to the California Public Records Act (“**PRA**”), Cal. Government (“**Gov’t**”) Code §§ 6250–6270 (collectively “**PRA Request**”).

Moreover, SWRCC requests that City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq.*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

The Southwest Regional Council of Carpenters is a labor union representing more than 50,000 union carpenters in six states, including California, and has a strong

interest in well-ordered land use planning and addressing the environmental impacts of development projects, such as the Project.

I. PUBLIC RECORDS ACT REQUEST.

Southwest Carpenters is requesting any and all information referring or related to the Project.

The Public Records Act defines the term “public record” broadly as “any writing containing information relating to the conduct of the public’s business . . . regardless of physical form and characteristics.” Gov’t Code § 6252(d). “Records” includes all communications relating to public business regardless of physical form or characteristics, including but not limited to any writing, picture, sound, or symbol, whether paper, magnetic, electronic, text, other media, or written verification of any oral communication. Included in this request are any references in any appointment calendars and applications, phone records, or text records. These “records” are to include, but are not limited to correspondences, e-mails, reports, letters, memorandums, and communications by any employee or elected official of City concerning the Project.

Please include in your response to this request the following examples of “records,” as well as any similar physical or electronic forms of communication: any form of writing such as correspondence, electronic mail records (“email”), legal and factual memoranda, facsimiles, photographs, maps, videotapes, film, data, reports, notes, audiotapes, or drawings. Cal. Government Code § 6252(g) (defining a writing to including “any record thereby created, regardless of the manner in which the record has been stored”). Responsive correspondence should include, inter alia, emails, text messages, or any other form of communication regardless of whether they were sent or received on public or privately-owned electronic devices “relating to the conduct of the public’s business.” Cal. Government Code § 6252(e); *Citizens for Ceres v. Super. Ct.* (“Ceres”) (2013) 217 Cal. App. 4th 889, 909; *Citizens for Open Gov’t v. City of Lodi* (“Lodi”) (2012) 205 Cal.App.4th 296, 307, 311; *City of San Jose v. Superior Court* (2017) 2 Cal. 5th 608, 625 (finding that a public employee or officer’s “writings about public business are not excluded” from the California Public Records Act “simply because they have been sent, received, or stored in a personal account.”) .

This Office requests any and all information referring or related to the Project, including but not limited to:

- (1) All Project application materials;
- (2) All staff reports and related documents prepared by the City with respect to its compliance with the substantive and procedural requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the CEQA Guidelines, title 14, California Code of Regulations, § 15000 et seq. (collectively “CEQA”) and with respect to the action on the Project;
- (3) All staff reports and related documents prepared by the City and written testimony or documents submitted by any person relevant to any findings or statement of overriding considerations adopted by the agency pursuant to CEQA;
- (4) Any transcript or minutes of the proceedings at which the decisionmaking body of the City heard testimony on, or considered any environmental document on, the Project, and any transcript or minutes of proceedings before any advisory body to the public agency that were presented to the decisionmaking body prior to action on the environmental documents or on the Project;
- (5) All notices issued by the City to comply with CEQA or with any other law governing the processing and approval of the Project;
- (6) All written comments received in response to, or in connection with, environmental documents prepared for the Project, including responses to the notice of preparation;
- (7) All written evidence or correspondence submitted to, or transferred from, the City with respect to compliance with CEQA or with respect to the Project;
- (8) Any proposed decisions or findings submitted to the decisionmaking body of the City by its staff, or the Project proponent, Project opponents, or other persons;
- (9) The documentation of the final City decision and approvals, including the final environmental impact report, mitigated negative declaration, negative declaration, or notice of exemption, and all documents, in addition to those referenced in paragraph (3), cited

or relied on in the findings or in a statement of overriding considerations adopted pursuant to CEQA;

- (10) Any other written materials relevant to the public agency's compliance with CEQA or to its decision on the merits of the Project, including the initial study, any drafts of any environmental document, or portions thereof, that have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the Project and either made available to the public during the public review period or included in the City 's files on the Project, and all internal agency communications, including staff notes and memoranda related to the Project or to compliance with CEQA; and
- (11) The full written record before any inferior administrative decisionmaking body whose decision was appealed to a superior administrative decisionmaking body prior to the filing of any litigation.

Please respond within 10 days from the date you receive this request as to whether this request specifies identifiable records not exempt from disclosure under the PRA or otherwise privileged or confidential, and are therefore subject to disclosure. This Office understands that this time may be extended up to 14 days for unusual circumstances as provided by Cal. Government Code § 6253(c), and that we will be notified of any extension and the reasons justifying it.

We request that you provide all documents in electronic format and waive any and all fees associated with this Request. SWRCC is a community-based organization. Please notify and obtain express approval from this Office before incurring any duplication costs.

If any of the above requested documents are available online, please provide us with the URL web address at which the documents may be downloaded. If any of the requested documents are retained by the City in electronic computer-readable format such as PDF (portable document format), please provide us with pdf copies of the documents via email, or inform us of the location at which we can copy these documents electronically.

In preparing your response, please bear in mind that you have an obligation under Government Code section 6253.1 to (1) identify all records and information responsive to our request or the purpose of our request; (2) describe the information technology and physical location in which the records exist; and (3) provide suggestions for overcoming any practical basis for denying access to the records or information sought.

In responding to this request, please bear in mind that any exemptions from disclosure you may believe to be applicable are to be narrowly construed. *Marken v. Santa Monica-Malibu Unif. Sch. Dist.* (2012) 202 Cal. App. 4th 1250,1262; and may be further narrowed or eliminated by the adoption of Proposition 59, which amended article I, section 3(b)(2) of the California Constitution to direct that any “statute ... or other authority ... [that] limits the right of access” to “information concerning the conduct of the people’s business” must be “narrowly construed.”

As for any records that you nonetheless decline to produce on the grounds of an exemption, please bear in mind that the case law under the Public Records Act imposes a duty on you to distinguish between the exempt and the non-exempt portion of any such records, and to attempt in good faith to redact the exempt portion and to disclose the balance of such documents.

Please bear in mind further that should you choose to withhold any document from disclosure, you have a duty under Government Code section 6255, subd. (a) to “justify withholding any record by demonstrating that the record in question is exempt under express provisions” of the Public Records Act or that “the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record.”

Finally, please note that you must retain and not destroy any and all records, notwithstanding any local record retention or document destruction policies. As the Court noted in *Golden Door Properties, LLC v. Superior Court of San Diego County* (2020) 53 Cal.App.5th 733 that a public agency “must retain ‘[a]ll written evidence or correspondence submitted to, or transferred from’ . . . with respect to” CEQA compliance or “with respect to the project.”

II. NOTICE LIST REQUEST.

We also ask that you put this Office on its notice list for any and all notices issued under the CEQA and the Planning and Zoning Law.

In particular, we request that City send by mail or electronic mail notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivision for the Project, or supported, in whole or in part, through permits, contracts, grants, subsidies, loans, or other forms of approvals, actions or assistance, including but not limited to the following:

- Notices of any public hearing held in connection with the Project; as well as
- Any and all notices prepared pursuant to CEQA, including but not limited to:
- Notices of determination that an Environmental Impact Report (“EIR”) or supplemental EIR is required for a project, prepared pursuant to Public Resources Code Section 21080.4;
- Notices of availability of an EIR or a negative declaration for a project prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations;
- Notices of approval or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of approval or certification of any EIR or negative declaration prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of exemption from CEQA prepared pursuant to Public Resources Code section 21152 or any other provision of law; and
- Notice of any Final EIR prepared pursuant to CEQA.

This Office is requesting notices of any approvals or public hearings under CEQA and the California Planning and Zoning Law. This request is filed pursuant to California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 requiring agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

City of Beaumont – Summit Station Project
April 22, 2022
Page 7 of 7

Please send notice by regular and electronic mail to:

Mitchell M. Tsai, Attorney At Law
139 South Hudson Avenue,
Suite 200
Pasadena, California 91101
Em: mitch@mitchtsailaw.com
Em: ronald@mitchtsailaw.com
Em: brandon@mitchtsailaw.com
Em: rebekah@mitchtsailaw.com
Em: maria@mitchtsailaw.com
Em: hind@mitchtsailaw.com
Em: steven@mitchtsailaw.com
Em: malou@mitchtsailaw.com
Em: info@mitchtsailaw.com

We look forward to working with you. If you have any questions or concerns, please do not hesitate to contact our Office.

Sincerely,



Mitchell M. Tsai
Attorneys for Southwest Regional Council
of Carpenters

Christina Taylor

From: Tadevil <tadevil@aol.com>
Sent: Friday, April 22, 2022 11:46 AM
To: Christina Taylor
Subject: BEAUMONT SUMMIT STATION

RE: Exeter Cherry Valley Land, LLC

We are the owners of 7.99 acres on Fabian Lane, Assessment#407190007-8.

Also in partnership 34.75 acres Ass#407180002-2, 15.37 acres Ass#407170012-0.6.20 acres Ass#407170011-9 and HANNON MUTUAL WATER CO. Ass#407140003-9 TOTAL 64 .Plus acres

We are in favor of the proposed project. We feel the need for progress in the area., and can be reached the following ways:

Thank you for your consideration.

DOLORES WEITZ
17720 MAGNOLIA BLVD #312
ENCINO,CALIF 91316

PHONE:310 730-3525

E-MAIL: TADEVIL@AOL.COM

Christina Taylor

From: Mauricio Alvarez <malvarez@rivertsidetransit.com>
Sent: Friday, April 22, 2022 8:36 AM
To: Christina Taylor
Subject: Beaumont Summit Station

Good Morning Ms. Taylor,

Thank you for giving Riverside Transit Agency the opportunity to review this development. At this time, RTA has no comments to provide regarding the Beaumont Summit Station.

Thank you,

Mauricio Alvarez, MBA

Planning Analyst
Riverside Transit Agency
p: 951.565.5260 | e: malvarez@rivertsidetransit.com
[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)
1825 Third Street, Riverside, CA 92507

Christina Taylor

From: Sonny Lee <sonny89@verizon.net>
Sent: Thursday, April 21, 2022 2:04 PM
To: Christina Taylor
Subject: Re: Summit Station Draft EIR Notice of Availability
Attachments: Summit Station NOA FINAL.pdf

Hi Christina,

Thank you very much for your information.

Have a blessed day.

Sonny.

Sent from my iPhone

On Apr 20, 2022, at 9:02 PM, Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Greetings,

You are receiving this email because you have requested to be notified of project related activity for the proposed Summit Station Specific Plan.

Attached is the Notice of Availability for the Draft EIR for the proposed project. A link to view the Draft EIR is contained in the attached document or the Draft EIR and other related documents can be found on the City's website here

<https://www.beaumontca.gov/1239/Beaumont-Summit-Station>

Information on the public hearings and how to provide comments is included in the attached document.

The City looks forward to receiving your comments.

CHRISTINA TAYLOR
Community Development Director

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

Christina Taylor

From: Diane Mendez <dmendez@beaumontusd.k12.ca.us>
Sent: Thursday, April 21, 2022 12:21 PM
To: Christina Taylor
Subject: Fwd: Summit Station Specific Plan
Attachments: 2022-04-21 EIR Response Request.pdf

Not sure why this email is bouncing back as not deliverable. Please confirm receipt.

Thank you,
Diane Mende

----- Forwarded message -----

From: Diane Mendez <dmendez@beaumontusd.k12.ca.us>
Date: Thu, Apr 21, 2022 at 12:00 PM
Subject: Summit Station Specific Plan
To: <etaylor@beaumontca.gov>

The Beaumont Unified School District does not have an issue with the Summit Station Specific Plan EIR, notification attached, but would like to take this opportunity to remind the developer that the project is subject to school mitigation fees.

The current fee for commercial/industrial projects is \$.66 per square foot. An increase has been approved by the Beaumont Unified School District Board of Trustees of \$.78 per square foot for commercial/industrial projects. The new fee will take effect June 13, 2022. These fees are subject to change annually, and the developer should verify the current rate at the District's website at https://www.beaumontusd.us/apps/pages/Developer_Fees.

Thank you,
Diane Mendez

--
Beaumont Unified School District
Facilities & Planning Team

Diane M. Mendez - Facilities Coordinator

P.O. Box 187 - 350 Brookside Avenue
Beaumont, CA 92223-0187
Direct: (951) 797-5374
Fax: (951) 845-4561
Email: dmendez@beaumontusd.k12.ca.us

Mission Statement: The Beaumont Unified School District shall provide high-quality educational opportunities for all students in a safe and secure learning environment through a shared commitment among home, school, and community.



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***Beaumont Unified School District
Facilities & Planning Team***

Diane M. Mendez - Facilities Coordinator

P.O. Box 187 - 350 Brookside Avenue
Beaumont, CA 92223-0187
Direct: (951) 797-5374
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Email: dmendez@beaumontusd.k12.ca.us

Mission Statement: The Beaumont Unified School District shall provide high-quality educational opportunities for all students in a safe and secure learning environment through a shared commitment among home, school, and community.



Christina Taylor

From: Malou Reyes <malou@mitchtsailaw.com>
Sent: Thursday, April 21, 2022 10:28 AM
To: Christina Taylor
Cc: Rebekah Youngblood
Subject: Re: Summit Station Draft EIR Notice of Availability

Thanks for the quick response.

Have a great day.

On Thu, Apr 21, 2022 at 9:55 AM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Thank you for letting me know. We will get that corrected. Section 4.0 is attached. If you find any other issues, please let me know.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212

BeaumontCa.gov

[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Malou Reyes <malou@mitchtsailaw.com>
Sent: Thursday, April 21, 2022 9:44 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Summit Station Draft EIR Notice of Availability

Thank you Ms. Taylor,

I checked the DEIR for the project on the City's website and noticed that Section 4.0 (Environmental Impact Analysis) is actually a duplicate of Section 3.0 (Project Description). Could I have a copy of Section 4.0 - Environmental Impact Analysis?

Thanks again,

Malou

On Wed, Apr 20, 2022 at 9:02 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Greetings,

You are receiving this email because you have requested to be notified of project related activity for the proposed Summit Station Specific Plan.

Attached is the Notice of Availability for the Draft EIR for the proposed project. A link to view the Draft EIR is contained in the attached document or the Draft EIR and other related documents can be found on the City's website here <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>

Information on the public hearings and how to provide comments is included in the attached document.

The City looks forward to receiving your comments.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

BeaumontCa.gov

[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

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Malou Reyes
Paralegal
Mitchell M. Tsai, Attorney At Law
139 South Hudson Avenue Suite 200
Pasadena, CA 91101
Phone: (626) 314-3821
Fax: (626) 389-5414
Email: Malou@mitchtsailaw.com
Website: <http://www.mitchtsailaw.com>

*** Our Office Has Recently Moved. Please Note New Mailing Address ***

CONFIDENTIALITY NOTICE: This e-mail transmission, and any documents, files or previous e-mail messages accompanying it, may contain confidential information that is legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of any of the information contained in or attached to this message is STRICTLY PROHIBITED and may violate applicable laws including the Electronic Communications Privacy Act. If you have received this transmission in error, please immediately notify us by reply e-mail at Malou@mitchtsailaw.com or by telephone at (626) 381-9248 and destroy the original transmission and its attachments without reading them or saving them to disk. Thank you.

Christina Taylor

From: Fran kriegler <ftjustin@yahoo.com>
Sent: Wednesday, June 01, 2022 2:52 PM
To: Christina Taylor
Subject: Summit station warehouse

Dear Ms. Taylor,

I too wish to protest the building of this warehouse. Not only because it is across from the retirement communities there on Brookside Ave. I just feel that Beaumont has allowed enough companies to move in here with their gigantic warehouses.

At this time with us facing a severe drought condition of unknown length and the already numerous warehouses being built, do we really need another.

Not only that, how is the city going to handle the increased amount of pollutants these big rigs will be spilling out into the local environment. There are already days when some residents who have respiratory problems feel the affects from the higher pollution in the air. Do you and the city officials wish to make it even worse for them?

My opinion is that there are enough warehouses here in Beaumont/Cherry Valley now. Besides which I really don't wish to see us turn into another Moreno Valley or Redlands with all the warehouses they have.

Thank you for reading my reply to this question before the council.

Fran Krieger

[Sent from Yahoo Mail on Android](#)

Christina Taylor

From: jeannecminnerly <debfarouk@aol.com>
Sent: Wednesday, June 01, 2022 5:07 PM
To: Christina Taylor
Subject: Summit Station

My name is Debbie Connor. my husband and I live in Solera. One of the reasons for moving here, was to retire, get away from traffic, less noise, and slower pace.

I'm sure you are hearing this from many people here in Solera, we are very much opposed to a warehouse across the street, from Brookside, that is a main road for us for shopping, etc. I would not like to share the roadway with large trucks.

Thank you.

Debbie Connor
1192 Silverleaf Canyon Rd
Beaumont CA

Christina Taylor

From: susan cunningham <susanna1954may@yahoo.com>
Sent: Thursday, June 02, 2022 1:34 PM
To: Christina Taylor
Subject: Deep Concern

My input ...concern for Emergency Ambulance and Fire Trucks responding to The Lakes, Sunlakes and Four Seasons. Highlands Springs is impossible in the mornings and afternoons .

It took me from sunlakes ave to Hwy 10
20 mins. This is a daily concern.

Banning and Beaumont are growing at such a fast rate. Adding Trucker Warehouse is stinkin thinking.

Just the issue of population growth to our area has increased crime and slow
Backup traffic daily concern

Thanks so much

susanna1954may@yahoo.com
Susan Cunningham
SunLakes Country Club
206 225 0405

[Sent from Yahoo Mail on Android](#)

Christina Taylor

From: Cindi Deats <cindi.deats@icloud.com>
Sent: Thursday, June 02, 2022 1:39 PM
To: Christina Taylor
Subject: Summit Station Draft EIR

Some questions and statements from an e-commerce warehouse/hotels opposing community citizen:

Regarding the Beaumont Summit Station Draft EIR.

Hello my name is Cindi Deats, my property is the closest residential home to Amazon Warehouse in Beaumont. I am on the border of Beaumonts major industrial properties and believe that future industrial builds should stay in an allotted area such as mine ensuring Beaumont stays the bedroom community it has always been. The charm of Beaumont, Banning, Cherry Valley, Calimesa & Oak Glen are our small businesses. Apples, the pumpkin patch, cherries, lavender festivals are things the residents in our area want to be known for. We are not a large scale warehousing hub, nor do we want to be.

Let our cities be the places that travelers can't wait to stop at instead of the warehouse lined highways we drive through in LA and Orange counties.

I'm here for the rural landscape therefore, you won't hear me saying I need a SuperTarget or closer restaurants. I'm looking to continue to shop in our local owned businesses, the businesses that fit with what I envision Beaumont to grow up to be. Active downtown, small businesses, pet friendly, restored & historic properties instead of ugly square warehouses.

We love growth but a little growth at a time!

I'd like to see a cap on the square footage allowed for warehouses. When we do build warehousing, let's always honor the theme that our towns recognize. Western or railroad themes or family farmhouse theme.

I enjoy high desert low water landscaping as seen in Palm Springs instead of the generic plants always used.

Make the off ramps beautiful and different than all the usual things.

I really love the Potrero Bridge made from iron, again, fitting the theme that The Pass Area tries hard to stick to, Railroad and Western. I also think a forest of Evergreens that will eventually grow to cover the large, plain warehouses. Planting an abundance of long living trees would help pull the pollutants from the air that will settle here from the trucks, traffic and the warehousing itself. It would make commuting feel like a beautiful, relaxing drive home through the country side.

Let's slow down on future fast paced growth until we can fund and provide the infrastructure needed to handle all we're trying to build. This will upset the community if we continue to do the work backwards.

If the city council would be for more and more development like these warehouses without the traffic improvements needed then we have the wrong people in our local government, ones who do not know its own citizens or our highly respected surrounding communities. Because I can assure you that Beaumont, with Cherry Valley community and the like, are the last people who want 1M sqft+ warehousing built in their little slice of heaven.

For example, Cherry Valley residents love their small town for its large lots, far neighbors and low traffic. Cherry Valley Blvd is one of my favorite roads in our area for its rolling hills, cute farm houses, lil shops and abundant wildlife and livestock to be seen. There will be more vehicles and noise around and through their little town, long time residents have probably never seen the likes of.

Other problematic changes will soon arise with industrial land use, there will be a great need to open up the Brookside Westbound Rest Stop/off ramp behind Stetson. Bringing more traffic, litter and crime.

They will have to widen many of the major surrounding roads to accommodate the influx of traffic. More specifically, the on/off ramps of 6th St/60, Oak Valley, CV, Calimesa & Singleton.

Cherry Valley Blvd, Brookside Dr, Union St, Hannon Dr, Oak Valley and Beaumont Ave will have to widen and reinforce their roads to withstand the major uptake of heavy loaded diesels. Not to mention all the other roads needing improvements.

The traffic cumulative impact report needs to include present and future neighboring cities' warehouses and plans for warehousing. Our city could have a clear, honest picture of what life here will look like in the coming years and that will not make us happy.

We need to keep future industrial plans in our industrial area off of Fourth St.

We need a hillside ordinance in place so potential landowners and new builders come in knowing that this is not ideal land for large warehousing to be build on top of. It is directly on San Jacinto Fault Line, our existing homeowners are losing their home insurance left and right! How do you plan on insuring 1M sqft when most people in our residential homes are getting dropped from their long term insurance companies because of the high fire risk. It's very difficult this year especially, to find another company who will take the chance with insuring our homes.

We need frontage roads for ER vehicles to use when these year round fires happen all around us.

Traffic is congested like clockwork, major improvements will need to take place in order to add even more on Beaumonts plate.

How long will that realistically take? There is nothing in the records setting a date for projects like that. That is important to people in Beaumont.

Road work on a 2-lane road(guaranteed to break ground after the warehouses are built and traffic is unmanageable)while trying to be on time for work?

It is difficult enough getting to Beaumont High School on Cherry Valley Blvd in the mornings... or any elementary school within 5 miles, for that matter. Imagine how long that line will be for us while we're waiting for a ton of semis at all the stop signs!

There will be too much large Semi Truck traffic for a roundabout so installing traffic lights will be necessary. I am really uncomfortable with the rushing traffic and congestion near the schools already.

The city is going to have to add so many new stoplights with the handfults of warehouses that are slated to be built after this one.

I hope the builders and the city see and meet our needs and add flashing crosswalk lights across the road near all the the schools because people will be constantly running late, running stop signals and causing accidents. These updates for school children need to be made asap and will be imperative in ensuring their safety.

Wide sidewalks for children on bikes and children who walk so they are not having to pass each other by one or more children riding or walking into the 2 lane road loaded with new semi trucks and the existing morning and after school rush.

Additionally, the hotel. I'm just waiting for the day when our governor will allow us to house our homeless there. Again, a little too close to schools for my comfort, sorry.

No judgement here but it is things like this that every resident of Cherry Valley, Beaumont, Banning, Calimesa and Yucaipa are thinking about. It is an even bigger concern of every one of our neighbors living in the nearby neighborhoods this is directly affecting.

Once built, there will soon be a need for gas stations nearby equipped for a large amount of trucks to refuel daily. Maybe a Loves and a Pilot. That will inevitably bring more crime/traffic/litter 24/7 to an area that has never had growth this massive before.

These may all just sound like big city problems but that's just it, this is not a big city. It's not even big enough to recycle its own water, yet! But big enough for its sewer system to be at capacity.

Let's instead focus on the sewers, water processing and storage!

I call for a moratorium on large scale(500k sqft +)warehouse builds until we have the infrastructure to support the growth we have already gone through.

This is not just affecting the city of Beaumont. We are a community of small towns & we'd like to stay that way.

I do hope our City Council oppose or minimize the future planned warehouses on the books as well as propose a better planned land use for the developer of Beaumont Summit Station, one that our community will really benefit from and be proud to have in Beaumont!

In place of warehousing I propose building an exclusive, residential neighborhood with a few small shops all fitting a countryside theme. This represents who our town is and how it wants to stay. Cherry Valley Blvd is a very beautiful area and it would be amazing to have a high end neighborhood on a historic piece of land. Maybe with a set of lakes to help replenish Beaumonts water storage since the basin is natural in that area.

Thank you for your time,
Cindi Deats
Beaumont

Item 2.

Sent from my iPhone with LOVE.

Christina Taylor

From: Barbara Searcy <acbarbm@aol.com>
Sent: Thursday, June 02, 2022 1:56 PM
To: Christina Taylor
Subject: SUMMIT WAREHOUSE

I object to the construction of the warehouse. To whom May I send my objection?

Sent from my iPad

Christina Taylor

From: Laura Ramirez <lramirez2011@hotmail.com>
Sent: Thursday, June 02, 2022 2:06 PM
To: Christina Taylor
Subject: Opposition of Building of Warehouse

We are strongly against the structure of warehouses and buildings that obstruct; create more traffic and pollution.

Please respect our neighborhoods and our way of life.

Laura Ramirez
lramirez2011@hotmail.com

Sent from my iPhone

Christina Taylor

From: Alisha C. Pember <apember@adamsbroadwell.com>
Sent: Thursday, June 02, 2022 3:06 PM
To: Christina Taylor; Carole Kendrick
Cc: Tara C. Rengifo
Subject: Second Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)
Attachments: 6128-005acp - 2nd Req for Ext of Time - Beaumont Summit Station_DEIR (6-2-22) and Exhibits A-C.pdf

Good afternoon,

Please find attached our **Second Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378 and Exhibits A-C.**

A hard copy will be sent out in today's mail.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
(650) 589-1660 voice, Ext. 24
apember@adamsbroadwell.com

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Christina Taylor

From: Alisha C. Pember <apember@adamsbroadwell.com>
Sent: Thursday, June 02, 2022 3:06 PM
To: Christina Taylor; Carole Kendrick
Cc: Tara C. Rengifo
Subject: Second Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)
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Thank you.

Alisha Pember

Alisha C. Pember
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
(650) 589-1660 voice, Ext. 24
apember@adamsbroadwell.com

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reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having a meaningful opportunity to comment on the DEIR that is required by CEQA.

Best,
Tara

Tara C. Rengifo (she/her)
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
trengifo@adamsbroadwell.com
Phone: (650) 589-1660
Fax: (650) 589-5062

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From: Alisha C. Pember <apember@adamsbroadwell.com>
Sent: Friday, May 13, 2022 3:36 PM
To: ctaylor@beaumontca.gov
Cc: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Subject: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
(650) 589-1660 voice, Ext. 24
apember@adamsbroadwell.com

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ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

601 GATEWAY BOULEVARD, SUITE 1000
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FAX: (650) 589-5062

trensifo@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721TEL: (916) 444-6201
FAX: (916) 444-6209KEVIN T. CARMICHAEL
CHRISTINA M. CARO
THOMAS A. ENSLOW
KELILAH D. FEDERMAN
RICHARD M. FRANCO
ANDREW J. GRAF
TANYA A. GULESSERIAN
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*
MARC D. JOSEPH
DANIEL L. CARDOZO

June 2, 2022

Via Email and U.S. MailChristina Taylor, Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Email: ctaylor@beaumontca.govCarole Kendrick, Planning Manager
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Email: ckendrick@beaumontca.gov**Re: Second Request to Extend the Public Review and Comment
Period for the Draft Environmental Impact Report for
Beaumont Summit Station Project (SCH No. 2021090378)**

Dear Ms. Taylor and Ms. Kendrick:

We are writing on behalf of Californians Allied for a Responsible Economy (“CARECA”) to respectfully request that the City of Beaumont (“City”) extend the public review and comment period for the Draft Environmental Impact Report (“DEIR”) prepared for the Beaumont Summit Station Project (SCH No. 2021090378) (“Project”), proposed by Exeter Cherry Valley Land, LLC. We previously requested an extension of time on the public comment period in a letter dated May 13, 2022, to which the City did not directly respond.¹ To date, the City has failed to produce any of the DEIR reference documents requested by CARECA pursuant to the California Environmental Quality Act (“CEQA”), during the DEIR’s public comment period, resulting in violations of CEQA’s procedural requirements and CARECA’s rights to access the documents relied upon by the City in its environmental review. The City

¹ Letter from Tara Rengifo, Adams Broadwell Joseph & Cardozo, to Christina Taylor, City of Beaumont (May 13, 2022). Attached hereto as Exhibit A.
6128-005acp

June 2, 2022
Page 2

has also failed to provide access to records sought pursuant to the Public Records Act (“PRA”).

The current public comment period on the DEIR ends on Monday, June 6, 2022, which is about one business day from the date of this letter. We request an extension of the public comment period for at least 45 days, the minimum public review period set out in the CEQA, due to the City’s failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period.

This request is made pursuant to Public Resources Code section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), which require that “all documents referenced,” relied upon, and “incorporated by reference,” in a draft environmental impact report be “available for public review” during the entire comment period, and “***readily accessible to the public during the lead agency’s normal working hours.***”²

On April 29, 2022, we submitted a letter to the City, pursuant to CEQA section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), requesting “***immediate access to any and all documents referenced, incorporated by reference, and relied upon***” in the DEIR (emphasis added). The City did not respond to this request. On May 11, 2022, we emailed the City, again expressing the need for the City to provide access to all documents referenced in the DEIR in response to our request. We submitted the first letter to request an extension of time on the public comment period on May 13, 2022. The letter identified several DEIR reference documents that were not attached to the DEIR or available online. The City responded on May 23, 2022, that the DEIR documents and other project documents are available either online or in-person.³ On May 26, we responded via email to request access to the following documents referenced in the DEIR:

- Project’s Development Agreement
- Preliminary WAIRE calculations referenced at page 28 in Appendix A
- Original native files for AERMOD

² Public Resources Code § 21092(b)(1); 14 C.C.R. § 15087(c)(5); *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, *as modified* (Apr. 18, 2007).

³ Email from Christina Taylor, City of Beaumont, to Tara Rengifo, Adams Broadwell Joseph & Cardozo (May 23, 2022). Attached hereto as Exhibit B.
6128-005acp

June 2, 2022
Page 3

- Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.⁴

The City did not respond to our May 26 request. To date, the City has failed to provide CARECA, and potentially other members of the public, with access to all documents referenced and relied upon in the DEIR, as required by law.

We have identified several documents referenced in the DEIR and its appendices that remain missing, many weeks after we requested access to them. CARECA therefore lacks access to critical supporting documents to the DEIR which it has a right to review during the CEQA public comment period. The missing documents are critical to understanding and commenting on the DEIR's analysis of the Project's impacts to several critical resource areas.

The missing documents include, but are not limited to, the following:

- Project's Development Agreement
- Beaumont Summit Station Specific Plan
- Preliminary WAIRE calculations referenced at page 28 in Appendix A
- Original native files for AERMOD
- Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.

Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having the meaningful opportunity to comment on the DEIR that is required by CEQA. CARECA and other members of the public are also unable to evaluate the accuracy of the City's analyses, or the efficacy of the City's proposed mitigation measures. Additionally, the size of the DEIR and the Project's complexity make it difficult to effectively comment without the referenced documents by the current comment deadline of June 6, 2022.

⁴ Email from Tara Rengifo, Adams Broadwell Joseph & Cardozo, to Christina Taylor, City of Beaumont (May 26, 2022). Attached hereto as Exhibit C.
6128-005acp

June 2, 2022

Page 4

Courts have held that the failure to provide even a few pages of CEQA documents for a portion of the review period invalidates the entire process, and that such a failure must be remedied by permitting additional public comment.⁵ It is also well settled that a CEQA document may not rely on hidden studies or documents that are not provided to the public.⁶ By failing to make all documents referenced and incorporated by reference in the DEIR “readily available” during the current comment period, the City is violating the clear procedural mandates of CEQA, to the detriment of CARECA and other members of the public who wish to meaningfully review and comment on the DEIR.

In addition to our request for the DEIR reference documents pursuant to CEQA, we also submitted a PRA request pursuant to Government Code §§ 6250, *et seq.*, dated April 29, 2022, for immediate access to any and all public records referring or related to the Project. The request included, but was not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. The City has not responded to our PRA request either, as mandated by the PRA.⁷ For this reason, we ask that the City produce all responsive records as soon as possible.

Accordingly, we request that:

- 1) the City immediately provide us with access to the documents requested in our DEIR reference document request dated April 29, 2022, including but not limited to, the documents enumerated by this letter.
- 2) the City extend the public review and comment period on the DEIR for at least 45 days from the date on which the City releases these documents for public review. If the missing documents are provided by tomorrow, we request an extension to Monday, July 18, 2022.
- 3) the City immediately provide us with access to the documents requested in our PRA request dated April 29, 2022.

⁵ *Ultramar v. South Coast Air Quality Man. Dist.* (1993) 17 Cal.App.4th 689, 699.

⁶ *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831 (“Whatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.”).

⁷ Gov’t Code § 6253(c).

6128-005acp

June 2, 2022
Page 5

Given the short time before the current comment deadline, please contact me as soon as possible with your response to this request, but **no later than Friday, June 3, 2022.**

Please feel free to email me at TRengifo@adamsbroadwell.com with any questions. Thank you for your prompt attention and response.

Sincerely,
Tara C. Rengifo
Tara C. Rengifo
Associate Attorney

Attachments

TCR:acp

6128-005acp

EXHIBIT A

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

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trengifo@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721TEL: (916) 444-6201
FAX: (916) 444-6209KEVIN T. CARMICHAEL
CHRISTINA M. CARO
THOMAS A. ENSLOW
KELILAH D. FEDERMAN
RICHARD M. FRANCO
ANDREW J. GRAF
TANYA A. GULESSERIAN
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*
MARC D. JOSEPH
DANIEL L. CARDOZO

May 13, 2022

Via Email and U.S. MailChristina Taylor, Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Email: ctaylor@beaumontca.gov**Re: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)**

Dear Ms. Taylor:

We are writing on behalf of Californians Allied for a Responsible Economy (“CARECA”) to respectfully request that the City of Beaumont (“City”) extend the public review and comment period for the Draft Environmental Impact Report (“DEIR”) prepared for the Beaumont Summit Station Project (SCH No. 2021090378) (“Project”), proposed by Exeter Cherry Valley Land, LLC. The current public comment period ends on June 6, 2022. We request an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act (“CEQA”) due to the City’s failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period.

This request is made pursuant to Public Resources Code section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), which require that “all documents referenced,” relied upon, and “incorporated by reference,” in a draft environmental impact report be “available for public review” during the entire comment period, and ***“readily accessible to the public during the lead agency’s normal working hours.”***¹

¹ Public Resources Code § 21092(b)(1); 14 C.C.R. § 15087(c)(5); *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007).

6128-004acp

May 13, 2022
Page 2

On April 29, 2022, we submitted a letter to the City, pursuant to CEQA section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), requesting ***“immediate access to any and all documents referenced, incorporated by reference, and relied upon”*** in the DEIR (emphasis added). The City did not respond to this request. On May 11, 2022, we emailed the City again expressing the need for the City to provide access to all documents referenced in the DEIR in response to our request. To date, the City has failed to respond to these requests and has not provided CARECA, and potentially other members of the public, with access to all documents referenced and relied upon in the DEIR, as required by law.

We have identified several documents referenced in the DEIR and its appendices that remain missing, two weeks after we requested access to them. CARECA therefore lacks access to critical supporting documents to the DEIR which it has a right to review during the CEQA public comment period. The missing documents are critical to understanding and commenting on the DEIR’s analysis of the Project’s impacts to several critical resource areas.

The missing documents include, but are not limited to, the following: the Project’s Development Agreement; preliminary WAIRE calculations referenced at page 28 in Appendix A; HPA Architecture, Conceptual Site Plan: Brookside Ave. and Cherry Valley Blvd., June 24, 2021; EXETER Property Group, Conceptual Site Plan, June 2021; CalEEMod 2020.4.0 model data input files; and Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.

Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having the meaningful opportunity to comment on the DEIR that is required by CEQA. CARECA and other members of the public are also unable to evaluate the accuracy of the City’s analyses, or the efficacy of the City’s proposed mitigation measures. Additionally, the size of the DEIR and the Project’s complexity make it difficult to effectively comment without the referenced documents by the current comment deadline of June 6, 2022.

Courts have held that the failure to provide even a few pages of CEQA documents for a portion of the review period invalidates the entire process, and that

May 13, 2022
Page 3

such a failure must be remedied by permitting additional public comment.² It is also well settled that a CEQA document may not rely on hidden studies or documents that are not provided to the public.³ By failing to make all documents referenced and incorporated by reference in the DEIR “readily available” during the current comment period, the City is violating the clear procedural mandates of CEQA, to the detriment of CARECA and other members of the public who wish to meaningfully review and comment on the DEIR.

In addition to our request for the DEIR reference documents pursuant to CEQA, we also submitted a Public Records Act (“PRA”), Government Code §§ 6250, *et seq.*, request dated April 29, 2022, to the City for immediate access to any and all public records referring or related to the Project. The request included, but was not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. The request did not include the DEIR, or documents referenced or relied upon in the DEIR, which we requested in a separate letter pursuant to CEQA. The City has not responded to our PRA request either, as mandated by the PRA.⁴ For this reason, we ask that the City produce all responsive records as soon as possible.

Accordingly, we request that:

- 1) the City immediately provide us with access to the documents requested in our DEIR reference document request dated April 29, 2022, including but not limited to, the documents enumerated by this letter.
- 2) the City extend the public review and comment period on the DEIR for at least 45 days from the date on which the City releases these documents for public review. If the missing documents are provided today, we request an extension to Monday, June 27, 2022.
- 3) the City immediately provide us with access to the documents requested in our PRA request dated April 29, 2022.

² *Ultramar v. South Coast Air Quality Man. Dist.* (1993) 17 Cal.App.4th 689, 699.

³ *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831 (“Whatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.”).

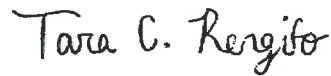
⁴ Gov’t Code § 6253(c).

May 13, 2022
Page 4

Given the short time before the current comment deadline, please contact me as soon as possible with your response to this request, but **no later than Tuesday, May 17, 2022.**

Please feel free to email me at TRengifo@adamsbroadwell.com with any questions. Thank you for your prompt attention and response.

Sincerely,



Tara C. Rengifo
Associate Attorney

TCR:acp

EXHIBIT B

From: [Christina Taylor](#)
To: [Tara C. Rengifo](#)
Cc: [Christina Caro](#)
Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)
Date: Monday, May 23, 2022 1:24:45 PM
Attachments: [image001.png](#)

Good afternoon,

The DEIR documents and all other project documents are available online or in person for anyone who would like to review. They can be found on the City's website here <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>, in person at City Hall or at the Beaumont Library.

CHRISTINA TAYLOR
Deputy City Manager

City of Beaumont
 550 E. 6th Street, Beaumont, Ca 92223
 Desk (951) 572-3212
[BeaumontCa.gov](#)
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Sent: Thursday, May 19, 2022 10:37 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Christina Caro <ccaro@adamsbroadwell.com>
Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good morning, Ms. Taylor,

On behalf of Californians Allied for a Responsible Economy ("CARECA"), we submitted a letter dated May 13, 2022, to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the

Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. Please see attached letter.

The public comment period on the DEIR ends on June 6, 2022. We requested an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period. Given the short time before the current comment deadline, we asked that the City respond to the request for extension of time by Tuesday, May 17, 2022. We have not received a response from the City. Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having a meaningful opportunity to comment on the DEIR that is required by CEQA.

Best,
Tara

Tara C. Rengifo (she/her)
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
trengifo@adamsbroadwell.com
Phone: (650) 589-1660
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From: Alisha C. Pember <apember@adamsbroadwell.com>
Sent: Friday, May 13, 2022 3:36 PM
To: ctaylor@beaumontca.gov
Cc: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Subject: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember
Adams Broadwell Joseph & Cardozo

601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
(650) 589-1660 voice, Ext. 24
apember@adamsbroadwell.com

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EXHIBIT C

From: [Tara C. Rengifo](#)
To: [Christina Taylor](#)
Cc: [Christina Caro](#)
Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)
Date: Thursday, May 26, 2022 1:27:00 PM
Attachments: [image001.png](#)

Dear Ms. Taylor,

Will you please provide the following information referenced in the DEIR?

- Project's Development Agreement
- Preliminary WAIRE calculations referenced at page 28 in Appendix A
- Original native files for AERMOD
- Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013

Will you also please let me know where I can find information disclosing the current average VMT per capita for residential?

Thank you for your assistance.

Best,
Tara

Tara C. Rengifo (she/her)
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
trengifo@adamsbroadwell.com
Phone: (650) 589-1660
Fax: (650) 589-5062

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From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Monday, May 23, 2022 1:25 PM
To: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Cc: Christina Caro <ccaro@adamsbroadwell.com>
Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

The DEIR documents and all other project documents are available online or in person for anyone who would like to review. They can be found on the City's website here <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>, in person at City Hall or at the Beaumont Library.

CHRISTINA TAYLOR
Deputy City Manager

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Sent: Thursday, May 19, 2022 10:37 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Christina Caro <ccaro@adamsbroadwell.com>
Subject: RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good morning, Ms. Taylor,

On behalf of Californians Allied for a Responsible Economy ("CARECA"), we submitted a letter dated May 13, 2022, to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. Please see attached letter.

The public comment period on the DEIR ends on June 6, 2022. We requested an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period. Given the short time before the current comment deadline, we asked that the City respond to the request for extension of time by Tuesday, May 17, 2022. We have not received a response from the City. Without access to these critical DEIR

Christina Taylor

From: Greg & Debby <gregdeb.chamberlin@gmail.com>
Sent: Thursday, June 02, 2022 3:54 PM
To: Christina Taylor
Subject: SUMMIT STATION OPPOSITION

As residents of Solera Oak Valley Greens 55+ Community, we were very unhappy to learn that the City is considering the approval of a proposal by an Arizona developer to build a 2.5 million sq. ft. industrial warehouse between Cherry Valley Blvd. and Brookside Avenue, just down the street from Solera. We understand this mega-warehouse will be 30% larger than the Gateway warehouse, which we were also opposed to, now under construction further down Cherry Valley Blvd.

This beautiful rural-type area is being changed into an area that will be so congested with all the trucks that will be on the road once Gateway is operational and now you want to approve an even bigger warehouse operation very near Solera.

Please do not approve this proposed warehouse. One is bad enough!! Our property values will drop, traffic will be negatively affected, and the air quality will worsen.

Sincerely, Gregory and Deborah Chamberlin

Christina Taylor

From: Jerry Wilmes <jerry_wilmes@socal.rr.com>
Sent: Thursday, June 02, 2022 5:18 PM
To: Christina Taylor
Subject: Summit Station

Dear Ms. Taylor,

My wife and I are adamantly opposed to the Summit Station Warehouse proposal. Section 1.8 of the Draft EIR Executive summary clearly states that the project cannot mitigate the significant impacts on air quality, greenhouse gas emissions, noise pollution and traffic congestion conflicting with air quality plans, an agency plan to reduce greenhouse emissions and CEQA Guidelines.

The negative impacts on air quality, the increases in noise pollution and greenhouse gas emissions and the increased traffic congestion will affect the most vulnerable city residents, the children attending the schools adjacent to the project and the approximately 2,500 seniors living in Solara.

One study indicated that 800 trucks would arrive and leave the project daily. That's a eighteen wheeler every 54 seconds. Add this many vehicles to the estimated 1,200 eighteen wheelers arriving and leaving the Cherry Valley Warehouses daily will create a traffic nightmare.

This project would greatly compromise the quality of life of the children attending the adjoining schools and the residents in the surrounding communities in addition to negatively impacting property values. Some seniors have their entire life savings invested in their homes. Any negative impact on property values would be devastating for them.

We understand the need for warehouses to accommodate the increase in ecommerce but they should not be placed in residential and school areas. There is plenty of room along Highway 60 for additional warehouses. In addition to the negative impacts the project would have discussed above, there would be approximately 2,000 individuals in the community daily who have no ties to the community.

The jobs generated by the project are low paying. Warehouse employees, retail clerks and hotel employees generally earn close to minimum wages. Many of these jobs will be part time with no benefits. Hardly worth the damage the project will do to the environment and to the quality of life of the surrounding communities.

Considering the several negative impacts of this project and the minimal benefits generated, we strongly urge the City Council to reject the proposed change to the land use designation from low density residential to a mix of Industrial, Commercial and Open Space.

Sincerely,

Jerry and Gladi Wilmes (Residents of Solara)
1672 Woodlands Rd.
Beaumont

Christina Taylor

From: Anita Finkelstein <animaybme@gmail.com>
Sent: Thursday, June 02, 2022 5:46 PM
To: Christina Taylor
Subject: Re: The Warehouse across from Sun Lakes

Thank you for asking. Yes, I sent the same concerns to the Banning City Manager.

On Tue, May 24, 2022 at 7:09 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:
 Good evening,

Thank you for your comments. Have you also provided these comments to the City of Banning?

CHRISTINA TAYLOR
 Deputy City Manager
 City of Beaumont
 550 E. 6th Street, Beaumont, Ca 92223
 Desk [\(951\) 572-3212](tel:9515723212) | Fax [\(951\) 769-8526](tel:9517698526)
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

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From: Anita Finkelstein <animaybme@gmail.com>
Sent: Tuesday, May 24, 2022 10:44:20 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: The Warehouse across from Sun Lakes

Dear Ms. Taylor,

I am sure you have received many comments on the matter of the proposed warehouse location across from the Sun Lakes retirement community. I personally live in Beaumont at Four Seasons. Our major concern that the building of this facility and its use will cause hardship for us seniors is almost unanimous! The increased traffic and air pollution this will cause, with all the trucking activity will exacerbate the respiratory problems many of us suffer from, not to mention cause severe traffic problems for all residents. The environmental impact report that was required for this property owner to move forward with his plans, was done during the Covid lockdown, when traffic was at a minimal level all around southern California. This did not reflect an accurate picture of the air quality in our area. To conduct and accept such a report at that time was very misleading and deceitful!! From what was stated by the owner of the property, no one has been identified as a leasee of the warehouse and he was building it on spec. This implies that an alternative development of the property could be made. Why build such a huge structure when you have no one to lease it?

Thank you for allowing me to air my concerns on this very upsetting issue that has gotten the whole community upset.

Sincerely,
 Anita C. Finkelstein

Christina Taylor

From: Diana Tull <letsgo_dt@verizon.net>
Sent: Thursday, June 02, 2022 6:53 PM
To: Christina Taylor
Subject: Summit Station

Christina Taylor,

My name is Diana Tull and I live in the Solera community which I love, I moved here because of the security plus the beautiful hills and mountains and the community was small. Now it is growing so fast. Beaumont has had the highest growth rate of any community in Riverside and San Bernardino Counties.

Regarding the Summit Station which I OPPOSE.

They just built a 1.8 million square foot warehouse on cherry valley which will have 306 trucks. Beside plus there will be employees, the traffic is going to be awful, and Beaumont wants to put another warehouse on Brookside with more trucks. Please do not even consider this proposal. There are seven warehouses in Beaumont we do not need another one, they are building another warehouse out near Desert Hot Spring area three million sq. feet. How many warehouses do we need? There are 3,300 Large scale warehouse distributions centers in Southern Calif. , 289 in Ontario, and building another, 140 in Fontana and more than 3,000 in Riv. County.

Please don't ruin are beautiful mountains, by adding huge warehouses and more traffic . If you build this warehouse it will bring down prices of our homes, this is a senior community, the emissions from all the trucks will be bad for a lot of seniors that have health problems, this will diminish our quality of life, plus congestion.. There is not one good thing that this warehouse will bring. I STRONGLY OPPOSE THIS WAREHOUSE .. !!!!!!!!!!!

Thank You
Diana Tull

Christina Taylor

From: Ryan Fuentes <ryanfu09@gmail.com>
Sent: Thursday, June 02, 2022 11:05 PM
To: Christina Taylor
Subject: Summit Station

I am responding to the proposed amendment to allow 2,557, 465 square feet of industrial warehouses right across the street from our neighborhood. We strongly disagree with this proposal. Please let us know if there is any other actions needed.

Thank you

Ryan Fuentes
909-213-3816

Christina Taylor

From: Mary McDuffee <mmcduffee01@yahoo.com>
Sent: Friday, June 03, 2022 11:32 AM
To: Christina Taylor
Subject: Summit Station development
Attachments: Summit Station Development.pdf

MS. Taylor,
Please find the attached letter regarding the Summit Station Development
Thank you, Brad McDuffee

Ms. Taylor,

I am writing to express my opposition to the Summit Station warehouse development proposed between Cherry Valley Blvd. and Brookside Ave.

The proposed development will have a significant negative impact on the city and surrounding areas while at the same time providing no benefit to its citizens. The residential areas will experience increased traffic congestion on the streets. Cherry Valley Blvd. is a major thoroughfare that will soon have the impact of the Gateway warehouse traffic. The Summit Station will have an unknown but significant increase in the traffic flow. This will undoubtedly cause a more dangerous situation on the boulevard for the residents of the city. Cherry Valley Blvd. already experiences traffic gridlock. The schools' access will experience increased traffic flow which will increase the risk to our young citizens.

It is well known that truck traffic increases the maintenance of roadways. This will require the city to absorb the cost of repairs and maintenance of the streets and roadways in the area. As you are aware these costs are not fixed and will likely increase over time.

There will be an increase in the noise and air pollution which is already increasing. Regardless of the proposed mitigation efforts it will still have an undesirable impact for the community.

There are senior communities and schools too close to the proposed development that have increased risk of respiratory and other health issues as a result of air pollution. Several studies have outlined the detrimental effects of air pollution on children and seniors. The increased health risks are too great.

There are already many planned warehouses that threaten the quality of life in the pass area. I believe it is short sighted to continue to build warehouses in residential areas. Beaumont City has a General Plan that has been adopted by the City Council. The Summit Station would require this plan to be amended for this development to be approved. It would seem that this area has not been zoned for this type of development. I encourage the Planning Commission and City Council of Beaumont to reject this proposed development. The citizens should not be subject to the negative impacts this development will create.

Sincerely,
Bradley McDuffee
Mary McDuffee
990 Hidden Oaks Drive
Beaumont, Ca 92223
951 381-1988

Christina Taylor

From: KATHY KRAUSE <ktmckrause@aol.com>
Sent: Friday, June 03, 2022 12:32 PM
To: Christina Taylor
Subject: Summit station

As a resident of the Solera community, I am strongly opposed to your warehouse project at summit station.
Kathy Krause
1698 Sarazen street

Sent from my iPad

Christina Taylor

From: Tara C. Rengifo <tregifo@adamsbroadwell.com>
Sent: Friday, June 03, 2022 1:07 PM
To: Christina Taylor
Subject: Beaumont Summit Station Comment Cutoff Time

Dear Ms. Taylor,

Will you please let me know the cutoff time to submit comments on the Draft EIR for the Beaumont Summit Station Project? I did not see a time identified in the [Notice of Availability](#).

Thank you,
Tara

Tara C. Rengifo (she/her)
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
tregifo@adamsbroadwell.com
Phone: (650) 589-1660
Fax: (650) 589-5062

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Christina Taylor

From: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Sent: Friday, June 03, 2022 1:41 PM
To: Christina Taylor
Cc: Christina Caro
Subject: RE: Beaumont Summit Station Comment Cutoff Time

Dear Ms. Taylor,

Thank you for your response. It is my understanding that comments will be considered timely submitted until 11:59pm on Monday, June 6 based on your response. Please let me know if that is incorrect.

Regarding the City's intended denial of our request for extension of time on the public review and comment period for this project, will the City produce the DEIR reference documents requested in our letter dated June 2, 2022, pursuant to Public Resources Code section 21092(b)(1) and CEQA Guidelines section 15087(c)(5)? As specified in the letter, the records include:

- Project's Development Agreement
- Beaumont Summit Station Specific Plan
- Preliminary WAIRE calculations referenced at page 28 in Appendix A
- Original native files for AERMOD
- Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.

Sincerely,

Tara C. Rengifo (she/her)
 Adams Broadwell Joseph & Cardozo
 601 Gateway Boulevard, Suite 1000
 South San Francisco, CA 94080
trengifo@adamsbroadwell.com
 Phone: (650) 589-1660
 Fax: (650) 589-5062

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From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Friday, June 3, 2022 1:33 PM
To: Tara C. Rengifo <trengifo@adamsbroadwell.com>
Subject: RE: Beaumont Summit Station Comment Cutoff Time

The NOA, bottom of page 2 identifies the public review period. The review period closes June 6, 2022. The City does not intend to extend the review period.

CHRISTINA TAYLOR
Deputy City Manager

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BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



From: Tara C. Rengifo <tregifo@adamsbroadwell.com>
Sent: Friday, June 03, 2022 1:07 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Beaumont Summit Station Comment Cutoff Time

Dear Ms. Taylor,

Will you please let me know the cutoff time to submit comments on the Draft EIR for the Beaumont Summit Station Project? I did not see a time identified in the [Notice of Availability](#).

Thank you,
Tara

Tara C. Rengifo (she/her)
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
tregifo@adamsbroadwell.com
Phone: (650) 589-1660
Fax: (650) 589-5062

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Christina Taylor

From: Bud Charlick <jbcharlick@gmail.com>
Sent: Friday, June 03, 2022 1:54 PM
To: Christina Taylor
Subject: Re Summit Station

Dear C Taylor:

My name is Bud Charlick and my wife Judith and I live on Lantana Drive in Solera in Beaumont. We are opposed to the building of the proposed development , Summit Station as we are in our 80's and we are concerned about more truck traffic and the pollution that is caused by diesel exhaust. As we only live less than a mile from the proposed site,when the wind blows from the West to the East, as it does often, we could be subjected to this pollution.

We would like the council to consider the elder citizens who live in Solera, when the vote comes up later this month.

Thank you for your consideration on this matter..

Bud Charlick
1192 Lantana Drive
Beaumont

951-769-6465

Christina Taylor

From: Steve Mehlman <smehl1506@aol.com>
Sent: Friday, June 03, 2022 4:29 PM
To: Christina Taylor
Subject: Fwd: SUMMIT STATION

Hi, Christina,

My friend Gary Stoh sent this to the City Council. Please add it to the comments on Summit Station.

Thanks.

Steve Mehlman

-----Original Message-----

From: garymstoh@aol.com
 To: smehl1506@aol.com
 Sent: Fri, Jun 3, 2022 1:45 pm
 Subject: SUMMIT STATION

Dear Beaumont City Council,

My wife and I are Beaumont residents and were one of the first residents to live in the 55+ Community of Solera since it was developed in 2003. We, like many retired residents in Solera, chose to move to Beaumont to escape the "Rat Race" of Orange and LA Counties and adopt a more relaxed and enjoyable standard of living. Since moving to Beaumont we have obviously seen many changes. Most have been good and have enhanced our lifestyle while still retaining a feeling of a rural Community.

Unfortunately, the recent trend to start building mega warehouses near residential areas in the beautiful Pass area is threatening to destroy the tranquil lifestyle that we have come to enjoy. We are not opposed to warehouses, however, we are opposed to building them next to residential and senior communities where the big-rig traffic and pollution are a problem that affects the health, safety, quality of life and values of our property. Additionally, making zoning changes and amending the Beaumont General Plan to accommodate a warehouse is inappropriate.

While we fought the Gateway warehouse with petitions, attendance at the supervisor board meetings, and written opposition by the Beaumont City Council it did no good and the project is being built. However, the proposed Summit Station is now in the hands of the Beaumont City Council and Planning Commission. It is our sincere hope that they will step up and seriously oppose this project that is proposed to be built in an inappropriate location. Please consider the residents of Beaumont that live adjacent to the location and their well-being. Don't make the in-excusable decision that the Banning Planning Commission and City Council made when they approved putting a warehouse next to Sun Lakes and The Lakes. Clearly they did not care about the residents. We hope that this doesn't happen in our City.

Regards,
 Gary M. Stoh
 951 Gleneagles Road

Christina Taylor

From: walekpaula@yahoo.com
Sent: Friday, June 03, 2022 6:20 PM
To: Christina Taylor
Subject: Summit Station

I strongly oppose any building between Cherry Valley Boulevard & Brookside Avenue.
We don't need any more warehouses that provide low paying servitude jobs.
Destroying our environment & robbing us of the beauty we moved here to enjoy.
My grandparents moved here in 1946 to escape Compton which back then was becoming the now concrete jungle mess of a city.
When will the elected & appointed people represent & protect the families of this community ? No courageous one left to not sell out to the highest bidder? I hope there is one willing to start a new trend of refusing to ruin our way of life.

Sent from my iPad

Christina Taylor

From: Maureen Imoe <moeland@sbcglobal.net>
Sent: Saturday, June 04, 2022 12:06 PM
To: Christina Taylor
Subject: BEAUMONT SUMMIT STATION

Greetings,

I am writing to offer my opposition to the proposed project which would change the original approved plans to more warehouse facilities. It is disheartening to know that this would even be considered for our area with the many huge warehouses currently being built. Our traffic (in the city, on the freeway, and the on/off ramps) will not accommodate more vehicles, especially large trucks making many trips back and forth. This disrupts the already built structures throughout, including emergency personal, housing, schools, retail, etc.

Please do not allow this to continue. I appreciate your consideration.

Thank you,

Maureen Imoe
Beaumont, CA

Christina Taylor

From: lsbpc@aol.com
Sent: Saturday, June 04, 2022 1:57 PM
To: Christina Taylor
Subject: Environment Impact Report

I am writing this email to give my opinion regarding the Environment Impact Report on the warehouse(s) to be built near Cherry Valley Boulevard. I am opposed to the warehouse(s) because already our traffic in Beaumont is atrocious and with the increase of more trucks on the road it will be a nightmare getting around in this area.

The air quality in this area has been unhealthful to moderate lately and the summer isn't even here yet. This is a concern for us as seniors and children.

With the present drought where is the extra water going to come from to supply the warehouse(s)?

I moved to this area six years ago to a beautiful 55 and older community to get away from traffic, noise and overcrowding. If this project goes through it will take away my quality of life not to mention decreasing my property value.

PLEASE DO NOT CHANGE THE ZONING.

I only ask that the City of Beaumont really think about if the city will really benefit having the warehouse(s) here.

Linda Clark
467 Everest Peak
Beaumont, CA

[Sent from the all new AOL app for iOS](#)

Christina Taylor

From: Jean Bowman <bowman1208@aol.com>
Sent: Saturday, June 04, 2022 2:46 PM
To: Christina Taylor
Subject: Beaumont Summit Station

Att: Christina Taylor
Community Development Director

I am not a writer just a retired woman who lives here in Banning/Beaumont area . I so pray all of the people in our area are heard and not on deaf ears like our Banning City council. I attended all the meetings and heard all the plea's from individuals both healthy and sick to no avail. Their minds were made up that this warehouse monstrosity was going to be build no matter what. We all know that the warehouses are going to be choking us eventually but the only thing we are fighting now is the ridiculous location of the one right in our faces and next door to a facility that houses sick people . Our traffic right now is unreal. We all are frustrated with waiting for light after light just to get to the other side of the freeway or on the freeway. It's beyond our imagination that individuals would even consider this location. Our air quality is already bad and would get even worse. This area is surrounded by people 55 and over who already have health issues. We have ambulances coming and going constantly into our gated communities already. With large trucks on our roads how are they supposed to get through in an emergency. I'm pleading with you to please not let this go through .

My Name is Jean Bowman. I live in Sun Lakes Country Club. We do so much for charities in our cities please do something for us.

Christina Taylor

From: Jesse Donardt <jdd39@verizon.net>
Sent: Saturday, June 04, 2022 3:02 PM
To: Christina Taylor
Subject: Summit-Station

I wish to object to the warehouse project, in the strongest of terms.

Jesse Donardt
996 Ironwood Rd
Beaumont, CA 92223

Jesse Donardt

Christina Taylor

From: BARBARA OTTE <bjotte@aol.com>
Sent: Saturday, June 04, 2022 3:59 PM
To: Christina Taylor
Subject: Summit Station Warehouse

Please reject this warehouse. This is NOT an industrial area. Solera and Stetson homeowners along Brookside should not have to overlook monstrous warehouses and trucks, plus the noise, fumes, added traffic on Cherry Valley Blvd. There is plenty of room along the I-10 out in the desert for these warehouses. Please protect your Beaumont residents and reject this proposal.

Barbara and Wayne Otte

Sent from my iPad

Christina Taylor

From: Sheila Kelly <sheila92223@gmail.com>
Sent: Saturday, June 04, 2022 4:02 PM
To: Christina Taylor
Subject: BEAUMONT SUMMIT STATION

June 4, 2022

C. Taylor
550 E. 6th Street
Beaumont, CA 92223

RE: BEAUMONT SUMMIT STATION

There was a terrible tractor trailer accident yesterday at Cherry Valley Blvd/Calimesa and the I-10 on & off ramps. This is just a sign of things to come, can't anyone see this? The warehouses are not open yet and there are trucks and trailers already. Can you imagine when it is full and running and you are actually thinking of building another warehouse on Brookside? One now on Cherry Valley and now you want to add one on Brookside? I live in Solera and last week two very large trucks came down Union toward Cherry Valley from Brookside, the second one turning in such a small radius, I was forced to pull off almost to the fence. Then to add insult to injury, another huge truck was driving west on Brookside.

Please, please there are senior communities, family resident communities, two elementary schools, one Jr. High School and one High School within a mile of your thought process of adding another warehouse. I also notice kids, especially HS and Jr. HS kids seem to travel in packs and as kids will be pushing and shoving – I can see it now, one shove & just one truck, that's all it takes. The environment and air quality...do you have any idea how many senior citizens and children will be affected by this, not to mention the family residential communities.

I am a senior citizen and I never thought I'd feel this way but it seems no one much worries about us nor veterans anymore, why listen to us you say? we're old and won't be here that long. But you don't have the right to take away what quality of life we have left, not to mention the health effects of children.

Of course everyone possible should write to you and beg or plead or do whatever it takes. "But" it's really up to you to listen to us and do the right thing, please.

Thank you,

Item 2.

Sheila Kelly
Solera Oak Velley Greens

Christina Taylor

From: Donna Littlefield <littlefielddonna@icloud.com>
Sent: Saturday, June 04, 2022 5:11 PM
To: Christina Taylor
Cc: donna littlefield
Subject: Beaumont Summit Station

Hi,

I will get right to the point. Thank you.

My family moved to this area 26 years ago and we loved living in this area until now. We could even accept that things change and houses need to be built. This project is really a bad idea. I feel so bad for the Cherry Valley community along with the Beaumont community and with us in the Calimesa area. The pollution which has cancer causing effects, the traffic, taking away what is left of the rural area, the roads are already horrible and I don't see much improvement being done with that alone. The congestion in this area is already getting bad. The trucks are already a problem and with no where to park much less everything else that the trucks need to do to get on and off the freeway. Extra turning area, etc. Add more houses and warehouses and shopping and everyone will be using Calimesa Blvd to go around that congestion on the freeway like they already do.

Please consider that the people that live here have a voice and it isn't and shouldn't always be about money.

Thank you,

Donna Littlefield

Littlefielddonna@yahoo.com

Sent from my iPhone

Christina Taylor

From: S Fritz <fritzs@hotmai.com>
Sent: Saturday, June 04, 2022 5:21 PM
To: Christina Taylor
Subject: Summit Station

We live in Beaumont in the Solera Oak Valley Greens neighborhood, and my husband and I are opposed to more industrial warehouses being constructed so near to our residential homes. The increased traffic, pollution, and noise, in addition to the industrial atmosphere created by these business warehouses lowers property values and are eyesore in that location. We along with many many others do not think any positive contribution these make to the city can make up for them being placed in that location. We opposed Gateway, and Summit Station will only exacerbate the problems. Please do not allow this project to move forward.

Sincerely,

Dr. Helmuth and Susan Fritz

Christina Taylor

From: Catherine Frates <cathy.frates@icloud.com>
Sent: Saturday, June 04, 2022 6:48 PM
To: Christina Taylor
Subject: summit station

I would like to know if any member voting "yes" for the summit station lives next to the proposed site-if none, then I propose it be built next to their home. It's time for them to be thinking about the well being of the people they represent and not the all mighty dollar

Sent from my iPhone

Christina Taylor

From: Richard Bennecke <RBennecke@hotmail.com>
Sent: Sunday, June 05, 2022 5:21 AM
To: Christina Taylor
Subject: Beaumont Summit Station Specific Plan Draft EIR

I would like to submit the following comments re: Beaumont Summit Station Specific Plan Draft EIR.

This Project represents a major land use shift to an area which has been rural, Originally designated for multi-family housing with minimal impact to existing transportation infrastructure, this project will place extreme stress on the current roadways and connecting corridors. With this in mind, attention needs to be made on how the developer will contribute to the mitigation of this impact. Mitigation of this impact on the transportation network in the area should be funded upfront and begin today. If not, we will continue to have the current bottlenecks at Cherry Valley interchange. Planning for the required improvements will take time. The residents on the westside of Beaumont are, and have been, feeling the impact of the fast-paced housing development in the area. Let's be proactive and creative in getting ahead of what we know will be a problem down the road by improving our transportation corridors now.

Richard J. Bennecke
36709 Bay Hill Dr,
Beaumont, CA

Christina Taylor

From: Sharon <iamlovinretirement@gmail.com>
Sent: Sunday, June 05, 2022 9:31 AM
To: Christina Taylor
Subject: Proposed 2.5 million square foot warehouse on Cherry Valley Blvd.

To whom It May Concern:

The Inland Empire already is facing the worst air pollution and traffic congestion in the entire United States.

Data compiled by UCLA has shown that 71% of children of 10 years and under living in the area have asthma. The

American Lung Association has rated Riverside County with an F for ozone and Particular Matter pollution.

With the increasing number of warehouses in Beaumont/Banning area the semi-truck pollution will increase the rates of asthma, lung cancer and cardiovascular diseases.

From a report by the South Coast Air Quality Management District (SCAQMD), the office found that those living as close as a half-mile from warehouses have a much higher chance of developing complications with heart diseases and asthma.

This warehouse will destroy this Pass area with more air pollution, traffic congestion and make this area the most unhealthiest area to live in.

Please consider the welfare of the residents that live here.

Thank you.

Sharon Sylva

Banning reside

Christina Taylor

From: bob radabaugh <bobradaba@hotmail.com>
Sent: Sunday, June 05, 2022 10:12 AM
To: Christina Taylor
Cc: RACHAEL Lyon
Subject: Beaumont Summit Station EIR comments

June 4, 2022

Subject: Draft EIR

Project title: Beaumont Summit Station

Project applicant: Exeter Cherry Valley Land, LLC

Comments:

The key is zoning.

Once again, a thorough job of explaining all the Mitigation Measures that will make this project a success for Exeter Cherry Valley Land. Seems the chief mitigating resolution, for these 186 acres of rolling hills and open areas with some cattle grazing, is to sacrifice it to developers for \$\$'s.

EIR results presented are similar to the development on the North side of Cherry Valley Blvd. by the developer (*Shopoff*) who, as part of his push to get that project approved by the Riverside County Commission, proposed the Sunny-Cal Specific Plan (ref. Project Background), another fantasy idea floated to the public to calm nerves.

To me the issue is how this Beaumont city property should be zoned to meet the needs of the *citizens* of Beaumont? Do Not change this property to Industrial, fulfill the Sunny-Valley promise for the betterment of the community.

The City has already done a marvelous job in establishing a planned Industrial-Warehouse district that has the infrastructure & lots to build additional warehouses and Industrial businesses on W. 4th St.

Let's not let these outside real-estate flippers come into our city and destroy the rich heritage of Cherry Valley.

We don't want to see the "Welcome to Cherry Valley" sign replaced by "Entering Beaumont Summit Station".

Respectfully,

Robert Radabaugh & Rachael Lyon
886 Annandale Rd
Beaumont CA 92223

Christina Taylor

From: Katuria Julius <katuriaj2117@gmail.com>
Sent: Sunday, June 05, 2022 10:22 AM
To: Christina Taylor
Subject: Beaumont Summit Station

I am writing to say that I am against the building of more warehouses in this area. It is bad for the environment, traffic, and health. We live in a senior community and this is not at all what we signed up for in our area. Do not change the zone to industrial. It should meet the needs of the citizens in this community, NO MORE Warehouses PLEASE!!!

K. Julius

Christina Taylor

From: John Mitchell <mitchell71144@hotmail.com>
Sent: Sunday, June 05, 2022 1:22 PM
To: Christina Taylor

I am opposed to the placement of a 2.5 million square feet warehouse along Brookside Avenue next to the housing communities in that location. The three warehouses that Calimesa are installing along Cherry Valley Boulevard is enough for this area. My opposition is for the following:

1. The consuming of large tracts of land along with the land consumed by new housing has caused enough problems traffic wise as it is.
2. Freight trucks generate air pollutants, noise, pavement damage and traffic safety threats.
3. Trucks create a higher environmental impact than a passenger vehicle.
4. Exposure of local residents, especially children and the elderly to truck related emissions like NOx and particulate matter will cause health outcomes to this group of citizens
5. The incorporation of the warehouse and all the new housing will not have infrastructure to support the growing community, Beaumont has done little to nothing to improve the infrastructure with all the houses, as witnessed by the current traffic nightmares, and it seems that even with Melo Roo's in effect no infrastructure is accomplished, for example no new wastewater treatment plant to support new construction, no new fire stations, etc,etc,etc.
6. Warehouses do not belong in a housing community.
7. Warehouses seem to be a product of greed.

John Mitchell
940 Essex Rd
Beaumont, Ca
Sent from [Mail](#) for Windows

Sent from [Mail](#) for Windows

Christina Taylor

From: Diane Franklin <disabelf@gmail.com>
Sent: Sunday, June 05, 2022 1:44 PM
To: Christina Taylor
Subject: Summit Station

I am a resident of Cherry Valley and a member of CVAN. I have lived here in Cherry Valley since 2011. I was a part of the big group of people that opposed the San Gorgonio Crossing/ Gateway Center Project (Warehouse) that is now being built on Cherry Valley Boulevard. We were not successful in stopping it.

They changed the area to light industrial from rural to allow the project to continue. Now, Beaumont managed to annex more land from Cherry Valley. I had heard that Cherry Valley originally had their boundary on 11th Street and Beaumont had moved up to Bellflower with the exception of the high school. Now I heard that Cherry Valley borders have changed to Union to the west. Now that is a concern, no land to the 10. But the main concern and those of others who live here is the proposal of the Summit Station, which will be located on the Beaumont annex property across from the Gateway Center. It will be another warehouse complex which will be having 24-7 daily big rigs coming in and out from the 10 onto Cherry Valley Blvd. The traffic on Cherry Valley Blvd. and the 10 is already impacted by traffic on the west side from the housing development. We just had an accident of a big rig losing control trying to maneuver onto the 10 from Cherry Valley Blvd. We haven't seen yet what will happen when more trucks will be using the 10 and Cherry Valley Blvd. The reports gloss over the impact of traffic, they make it sound that it would be negative, no problems. We already have problems with out any trucks, imagine doubling up having two busy warehouses on each side of Cherry Valley Blvd. It probably would be advantageous to the landowner to be able to sell his land as an industrial complex but not to the best interest of us citizens of Cherry Valley. It would be great if we as citizens were recognized as owners, consumers, and citizens of our community and were given a voice. I hope we have a voice and you as our representatives hear it! Many of us think the Summit Station is a terrible idea and is not progress but a step in the wrong direction.

Sincerely,
Diane Franklin

Christina Taylor

From: Jerrie Offerdahl <jerrieofferdahl@aol.com>
Sent: Sunday, June 05, 2022 2:36 PM
To: Christina Taylor
Subject: Warehouse

We do Not need more warehouses in Cherry Valley. When we purchased our property it was all zone for agriculture. Now it is just rezoned whenever the city wants to make money. Totally unfair to us home owners. Please stop it.

Sent from my iPad. Jerrie

Christina Taylor

From: Caroline Sherwood <violet93765@yahoo.com>
Sent: Sunday, June 05, 2022 3:44 PM
To: Christina Taylor
Subject: Summit Station Warehouses

Hello,

My husband and i moved to Solera community right before covid. It's very peaceful. We like this area of Beaumont/Cherry Valley because of the rural atmosphere and small town feeling: Cherry Valley feed, Ace hardware, Flo's restaurant, cows, horses, and gardens. We were shocked the city of Calimesa allowed those warehouses across the street from the proposed Summit Station area!! It has destroyed our rolling hillside view, let alone the truck traffic it will cause with people on their way to and from work...no rural atmosphere anymore with mac trucks coming and going. My husband has begun to think we moved to the wrong place. The adjoining cities of Calimesa, Beaumont, and Banning have a madness with warehouses. The Summit Station warehouse will only magnify this madness. In Beaumont's General Plan for the city dated November 2020, they state their purpose of the plan is to improve quality of life, promote a 'sense of place' (not sure what that means tho), and enhance community character. We ask, how do warehouses improve quality of life? They will pollute the air more, cause a traffic nightmare even with the proposed change to Cherry Valley Blvd/I-10 interstate. We ask, how do warehouses promote a 'sense of place'? Well, let's see...rural atmosphere and small town feel will disappear completely. We will be known for that stretch of I-10 that has all the warehouses. Seriously, that is what Beaumont, Calimesa, and Banning want to be known for? Lastly we ask, how do warehouses enhance community character? From what i've learned about the people of Beaumont, they are very kind, fun, loving, and generous. It's history is full of diverse heritages. I think warehouses have no character, in fact, i think the idea means the city is either desperate or dumb. My husband and i are NOT for amending the Sunny Cal Specific Plan to allow mix industrial. We would like the area to remain as single family dwelling. Let's stick with the PLAN! Why not keep the warehouses where they are---over by Amazon and Wolverine? Why is Banning trying to put them over by Sun Lakes another senior community? Beaumont needs to step up and lead on-no warehouses at all in our 3 communities!

Thanks for listening,
Violet

Christina Taylor

From: s <doris4man@netscape.net>
Sent: Sunday, June 05, 2022 5:09 PM
To: Christina Taylor
Subject: Comments on the Warehouse

I urge the City Council to deny the proposed zoning change to e-commerce/warehouse use. The city has approve an industrial area south of I-10 where large warehouses are located away from residential homes and schools.

A drive along 6th Street/Ramsey or I-10 one sees a hazy fog in the air unless it has just rained. This is before the two large warehouses under construction at the western end of Cherry Valley Boulevard open. Air quality will get worse if an additional warehouses are built so close to two senior communities, an elementary school, middle school and high school.

The jobs created for warehouse workers are temporary with a high turn over rate. It is unrealistic that the "building manager or designee will be responsible for restricting trucks and support equipment from non essential idling longer than 5 minutes while on site." Will a third party truck driver respond to the building manager or designee if confronted when this person has no direct supervisory responsibility for the driver's performance or evaluation? How will this 5 minute idle time be monitored when trucks are continually arriving? What mechanism will be used? How ill the tenant have control over the age of the trucks arriving at a given bay?

The purchase of electric zero emission vehicle passenger cars for onsite employees employed for five years is unlikely due to the high turn over rate. Many employees are employed by employment agencies, not the warehouse tenant. The 119 parking spaces for clean air/electric vehicles will go unused. A salary of \$17 - \$20/hour does not ensure purchase of an electric vehicle which has a base price of \$27,000 upward. There will not be employees rushing to purchase electric vehicles at these salary levels.

Please do not approve the zone change!

Sincerely,
Doris Foreman
1781 Desert Poppy Lane
Beaumont

Christina Taylor

From: K Danice Rose <jdkrose@gmail.com>
Sent: Sunday, June 05, 2022 8:20 PM
To: Christina Taylor
Subject: Summit Station

I have lived in Fairway Canyon for 17 years and have watched the exponential growth without the proper infrastructure in place in a timely manner. It has been nearly impossible to travel from our residence to the High School during traffic hours. Adding another warehouse will almost certainly cut us off from the rest of Beaumont and Calimesa amenities. You need to come over to Palmer and Cheery Valley Blvd at 7:30 AM on a school day to see for yourself. Calimesa is to blame for the first series of warehousing in Cherry Valley. Additional warehouses without the proper road infrastructure is irresponsible and dangerous.

Joe Rose
Jdkrose@gmail.com

Christina Taylor

From: Gail West <mattgailannie@hotmail.com>
Sent: Monday, June 06, 2022 8:10 AM
To: Christina Taylor
Subject: "Summit Station" Please do not allow another mega warehouse near our Solera neighbor. It would make our air even more unhealthy. Thank You Matthew West and Gail west

Christina Taylor

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Monday, June 06, 2022 9:26 AM
To: Christina Taylor
Subject: Beaumont Summit Station - City of Calimesa Comments on Notice of Availability
Attachments: City of Calimesa_NOA Comment Letter_Beaumont Summit Station_6.6.2022.pdf

Good morning Christina,

Please find attached the City of Calimesa's comments on the Notice of Availability for the Beaumont Summit Station Draft EIR. A hard copy of the letter is also being sent to City Hall to your attention. We look forward to continue working with you on this project.

Thank you,



Kelly Lucia, M. URP
Planning Manager

Cell 909.809.8778 (preferred)

Office 909.795.9801 ext. 229

Email

klucia@cityofcalimesa.net

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June 6, 2022

City of Beaumont

Attn: Christina Taylor, Community Development Director

550 E. 6th Street

Beaumont, CA 92223

SUBJECT: CITY OF CALIMESA COMMENTS ON THE BEAUMONT SUMMIT STATION PROJECT – NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT IN COMPLIANCE WITH TITLE 14, SECTION 15087 OF THE CALIFORNIA CODE OF REGULATIONS

Dear Ms. Taylor,

The City of Calimesa (City) has completed a review of the April 2022 Draft Environmental Impact Report (DEIR) for the Beaumont Summit Station Specific Plan Project. The intent of this review is to focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and the mitigation associated with those impacts.

In 2016, the City of Calimesa entered into Settlement, Waiver and Release Agreement with the City of Beaumont, Sunny-Cal 1 Inv, LLC and CV Communities, LLC. In that Agreement, the developer of the property that is now proposed to be developed into the Beaumont Summit Station Specific Plan Project agreed to prepare or pay for plans, specifications and estimates ("PS&E") and right-of-way acquisition in the amount of not less than \$1 million for improvements to the Cherry Valley Boulevard/Interstate 10 Interchange. That prior developer also agreed to partially fund a traffic signal at the intersection of Desert Lawn Drive and Brookside Avenue. A more specific and thorough list of items to be funded with the \$1 million commitment from the developer was provided in a companion "Improvement and Credit Agreement for the Transportation Uniform Mitigation Fee Program" which was also entered into between the parties at the same time.

The City of Calimesa expects the developer of the Beaumont Summit Station Specific Plan to work with the City of Calimesa to develop a new set of agreements to replace and supersede the agreements referenced above so as to ensure that important and necessary improvements to the Cherry Valley/I-10 Interchange are completed or appropriately funded by the developer of the Beaumont Summit Station Specific Plan Project. Only through the negotiation and execution of specific agreements with the City of Calimesa will the City of Calimesa have confidence that required mitigation and TUMF improvements for impacts in the City of Calimesa, and particularly to the Cherry Valley Boulevard/I-10 Interchange, will occur and be appropriately funded. Unless and until those agreements are executed, the City of Calimesa will continue to insist through the CEQA review and public hearing process that the impacts of the project in Calimesa be fully and completely mitigated.

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Project Understanding

The 188-acre project site is the former Sunny-Cal Egg and Poultry Ranch located between Cherry Valley Boulevard and Brookside Avenue east of Interstate 10 (I-10) in the City of Beaumont, California. The site is east of the City of Calimesa. In 2007 the Sunny-Cal Specific Plan was approved by the City of Beaumont for the development of 560 single-family residences with supporting parks, open space and infrastructure on 200 acres. Due to litigation and other delays, the majority of the site was not annexed to the City of Beaumont until 2017. At this time the City of Beaumont is considering the Beaumont Summit Station Specific Plan and has issued a DEIR for this newly proposed project at the site. According to the DEIR, the 188-acre Beaumont Summit Station Specific Plan (project) would include 2,507,465 square feet (sf) of e-commerce uses, 50,000 sf of office space, 100,000 sf of hotel uses (220 rooms), 25,000 sf of retail, 25,000 sf of restaurant, 30.6 acres of open space, and 6.7 acres of roadway right of way.

Transportation Comments

The following comments are based on review of the *Traffic Study for the Beaumont Summit Station Project* prepared by Kimley-Horn and Associates, Inc. (KHA) dated February 2022, and Section 4.15 Transportation, of the *Beaumont Summit Station Specific Plan Draft Environmental Impact Report* also prepared by KHA and dated April 2022.

1. Project Description, page 1. The traffic study needs to include an analysis of all the proposed driveways, signalized and unsignalized, on Cherry Valley Boulevard to disclose any potential operational impacts to east-west traffic flow on Cherry Valley Boulevard. Per the Project Site Plan (Figure 2), four driveways are shown on Cherry Valley Boulevard, and no direct driveway to Parcel 4 (in Planning Area 2) is shown or noted. There is a 30-foot-wide driveway shown on Parcel 1 (in Planning Area 1), but it is not discussed and analyzed in the traffic study. Furthermore, while the site plan does not show a direct driveway to Parcel 4, Exhibit 3.0-7: Conceptual Circulation Plan in the DEIR, shows a fifth (vehicle) entry point from Cherry Valley Boulevard to Parcel 4. This driveway was also not discussed and analyzed in the traffic study.

Furthermore, the TIA indicated two cumulative projects across Cherry Valley Boulevard from the project site: Borstein Property (209 single-family homes) and San Gorgonio Crossing (1,861,000 square feet (SF) of high-cube warehousing (HCW)). The project site plan does not show the proposed driveways and/or intersections from these projects, nor where they included in the 2024, 2027, and 2040 traffic analyses.

2. Intersection Analysis – HCM Methodology, page 4: In addition to level of service (LOS) analyses, vehicular queueing impacts, specifically at the Interstate 10 (I-10)/Cherry Valley Boulevard and the project driveways, should be analyzed and disclosed in the traffic study. The proposed project would generate approximately 659 truck trips (1,977 PCE trips), 45 AM peak hour truck trips (135 PCE trips), and 53 PM peak hour truck trips (159 PCE trips) directly to the I-10/Cherry Valley Boulevard interchange. Based on the existing condition traffic analysis, both

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eastbound and westbound ramp intersections at the interchange operate with LOS F conditions in during the AM and PM peak hours. Both off-ramps are single-lane ramps, and all of the roadway approaches at the closely spaced Cherry Valley Boulevard intersections at Roberts Road, eastbound ramps, westbound ramps, and Calimesa Boulevard are all single-lane approaches. Those conditions likely result in significant vehicular queueing on Cherry Valley Boulevard and the I-10 off-ramps and may also impact operations at the project driveways close-by.

In addition, the (Shoppoff Realty) San Gorgonio Crossing project (1,861,000 SF of HCW) across the street from the proposed project has been conditioned (Condition of Approval 80.TRANS.12) to provide interim improvements at the I-10/Cherry Boulevard interchange and surrounding network which include traffic signals and additional turn/storage lanes. Similarly, the proposed Beaumont Summit Station project will also be required to construct any additional improvements as well as contribute their fair share to the interim improvements identified in Condition of Approval 80.TRANS.12, their fair share to the ultimate interchange improvements (Alternative 3, a Diverging Diamond Interchange), and all required TUMF fees. The determination of the extent of their fair share costs for interim and ultimate improvements at the interchange shall be coordinated with the City of Calimesa.

3. The Draft EIR states on page 1-8 that the Project would result in significant cumulative transportation impacts but then proposes and imposes no mitigation measures to lessen or reduce that cumulative impact. The California Environmental Quality Act requires that the lead agency must seek to reduce or lessen identified impacts on the environment prior to overriding those impacts with findings of overriding consideration. There is no indication that any reduction or partial reduction of cumulative transportation impacts was attempted as there are no mitigation measures for any transportation impact from the Project. As such the Draft EIR fails to adequately mitigate impacts of the project on transportation systems, including but not limited to Cherry Valley Boulevard.

4. On page 4.15-17, the Draft EIR states, in relevant part, "LOS at 19 intersection/driveways under seven scenarios was evaluated and found that under varying scenarios, various study intersections would operate at an unacceptable LOS and therefore not be compliance with [Beaumont GP] Policy 4.1.2. However, the recommended improvements below are proposed in order to bring the intersections to an acceptable LS:" The document then goes on to mention addition of vehicular traffic lanes and other improvements to various intersections, including I-10 East Bound Ramps at Cherry Valley Boulevard, I-10 West Bound Ramps at Cherry Valley Boulevard and Calimesa Boulevard at Cherry Valley Boulevard. However, nowhere does the DEIR require any of these improvements to be made or that any fair share contributions to those intersection improvements be required. Instead, the EIR concludes that "no mitigation measures are required." (page 4-15-19).

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Without any of the improvements or required fair share payments being required as mitigation measures, the admitted significant impacts to these intersections will be unmitigated. In this way, the conclusion that no mitigation measures are required does not align with the admitted impacts to the intersections listed on pages 4.15-17 and 4.15-18. Unless and until all project impacts to those intersections are appropriately mitigated, the DEIR fails to comply with CEQA.

5. Existing Traffic Volumes, page 10: Existing PM peak hour traffic counts were not adjusted to account for traffic that would have been generated by closed schools and business during the COVID 19 pandemic. Therefore, the existing PM peak hour traffic volumes, which are also the basis of the 2024 and 2027 conditions, do not appropriately reflect existing non-pandemic conditions. Operational impacts during these conditions should be re-evaluated. Existing traffic counts at the study intersections are either historical counts from 2017 or new traffic counts collected in May 2021 while local schools and businesses were closed due to the COVID 19 pandemic. The traffic study indicated that the existing 2021 PM peak hour volumes were not adjusted since they were lower than the 2017 PM peak hour volumes. Regardless, the May 2021 volumes were collected while schools and businesses were closed, and do not reflect non-pandemic conditions (i.e., existing PM peak hour volumes are likely higher than analyzed).

6. Figure 4 – Existing Traffic Volumes, page 11: Intersection 2, I-10 westbound ramps/Cherry Valley Boulevard, is missing the northbound (off-ramp) approach peak hour traffic volumes. Upon further investigation of the LOS worksheets in Appendix C, the northbound approach volumes were also not included in the LOS analysis. Therefore, delay and LOS values at this intersection are in error and the analyses should be corrected.

7. Opening Year 2024 Cumulative Conditions, page 25: Provide substantial evidence for the use of 2.0% as the ambient annual growth factor. While 2.0% may be considered as a conservative assumption in built-out cities, new land use projects are continually constructed in the cities of Beaumont and Calimesa which may reflect a higher-than-usual annual ambient growth rate.

8. Figure 15 – Horizon Year 2040 Traffic Volumes, page 42: Review of the AM peak hour traffic volumes in the eastbound direction at the I-10/Cherry Valley Boulevard interchange shows an increase of 100 vehicles per hour (vph) on the eastbound approach to the westbound ramp intersection. While it is anticipated that traffic volumes at the closely spaced ramp intersection may be slightly different due to rounding and the post-processing of modeled traffic volumes, a discrepancy of 100 vehicles per hour could significantly change the intersections' delay and LOS values. Therefore, the traffic volumes and LOS results at this interchange are in error and should be re-analyzed.

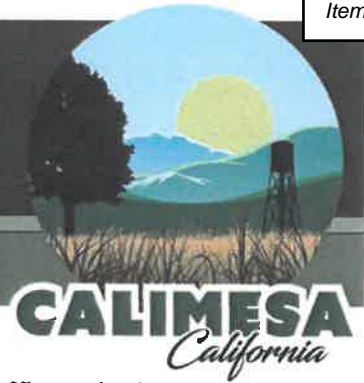
However, it should be noted that the 2040 traffic analyses assume the geometrics of the current interchange configuration. The *Interstate 10 (I-10)/Cherry Valley Boulevard Interchange Project Initial Study with (Proposed) Mitigated Negative Declaration/Environmental Assessment* (Caltrans December 2021) indicates that the Preferred Alternative for the interchange is Build Alternative 3,

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a Diverging Diamond Interchange (DDI). The 2040 traffic analyses in the traffic study do not reflect this interchange alternative and should be revised accordingly.

9. Recommended Improvements, page 47: The intersection improvements recommended at the intersections in order to be consistent with the City’s LOS standards need to show when they are specifically needed (i.e., Opening Years 2024 and/or 2027, and/or Horizon Year 2040 conditions). Otherwise, it is inferred that the improvements are needed by project’s Phase 1 opening year of 2024. Furthermore, the calculation of the project’s fair-share percentages shown on Tables 13 (2024), 14 (2027), and 15 (2040) are not provided. As noted in this section of the traffic study: *“Recommended improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair-share contribution toward future improvements toward future improvements, or a combination of these approaches.”*, the City of Calimesa requests that actual cost estimates (i.e., dollar amounts) be provided for the improvements at each intersection. The City of Calimesa further requests backup calculation sheets in an appendix documenting the calculation of the fair-share.

10. I-10/Cherry Valley Boulevard Interchange, page 49: More detailed and specific information on the I-10/Cherry Valley Boulevard interchange project needs to be provided in order to understand the context of the needed improvements. This information should include the following: status of the interchange’s environmental process; WRCOG’s Transportation Uniform Mitigation Fee (TUMF) and other sources of funding; which listed improvements are covered under TUMF; etc. The language with respect to the I-10/Cherry Valley Boulevard Interchange states, *“the project proposes to contribute towards the planned improvements... by a payment of TUMF fee and or fair share contribution”*. This information is insufficient to understand what the project intends to pay. It should be modified to eliminate the *“and or”* and simply state *“and”* such that the project will contribute TUMF fees and a fair share contribution to the interchange. The calculation of a fair share in excess of a TUMF contribution for funding components of the interchange not covered by TUMF should include the Interchange as a whole and not individual intersection locations. It should include all elements of the interchange as they are interdependent.

More importantly, it is likely that the project would be developed before the interchange improvement project is completed. In that case, interim improvements such as temporary lanes and temporary traffic signal controls should be implemented to improve already LOS F existing peak hour conditions. As mentioned in Comment #2 above, the San Gorgonio Crossing project has been conditioned to provide interim improvements at the I-10/Cherry Boulevard interchange and surrounding network which include traffic signals and additional turn/storage lanes. Similarly, the proposed Beaumont Summit Station project will also be required to construct any additional improvements as well as contribute their fair share to the interim improvements identified in Condition of Approval 80.TRANS.12, their fair share to the ultimate interchange improvements (Alternative 3, a Diverging Diamond Interchange), and all required TUMF fees. The determination of the extent of their fair share costs for interim and ultimate improvements at the interchange shall be coordinated with the City of Calimesa.

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Furthermore, the traffic study only provided an assessment of LOS impacts at this interchange. Other operational effects that the project could exacerbate include vehicular queueing (refer to Comment #2 above), inadequate truck circulation, turn radii, and pavement thickness to accommodate the higher volume of heavy trucks introduced by the project. While it is assumed that the redesign of the interchange will incorporate these issues, truck circulation impacts, queuing, and operational deficiencies should be addressed in the interim condition, or the period between the opening year of the project and completion of the interchange project.

Other Draft EIR Comments

The following additional comments are provided on the DEIR:

1. Executive Summary, page 1-6: The DEIR states "Impacts involving air quality, greenhouse gas emissions, and transportation were found to be significant and unavoidable." Please clarify whether cumulative noise impacts of the project are also significant and unavoidable.
2. Executive Summary, page 1-8 and Table 1-2: Similar to the above, please clarify in the introduction of Section 1.8 whether noise is also a significant and unavoidable cumulative project impact.
3. Introduction, page 2-1: Clarify whether the project site is 200 acres or if it is 188 acres.
4. Introduction, Section 2:1: Language is provided regarding subsequent and supplemental EIRs. Please clarify in Section 2.2 whether this document is intended to be a subsequent or supplemental EIR to the previously prepared EIR for the Sunny-Cal Specific Plan. If this is not a subsequent or supplemental document, it is suggested that the references and text provided for CEQA Statutes Section 21166 and CEQA Guidelines Section 15162 be removed to reduce confusion.
5. Introduction, Section 2.8: A list of documents incorporated by reference is provided. We recommend also providing information regarding the previous Sunny-Cal Specific Plan EIR.
6. Introduction, Section 2.8: This section refers to a draft 2020 General Plan EIR, but note that a final Elevate Beaumont 2040 General Plan Update has since been completed by the City of Beaumont. Please clarify which of these two documents is the applicable governing document for the proposed project.
7. Introduction, Section 2.8: This section references the 2019 Riverside County Climate Action Plan. The City of Beaumont also has an October 2015 Sustainable Beaumont: The

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City's Roadmap to Greenhouse Gas Reductions. Please clarify whether both of these documents are being considered in the analysis, and if both are incorporated by reference.

8. Project Description, page 3-3: the DEIR states "The approval of the Project would replace the existing Sunny-Cal Specific Plan for the property to allow for..." Please describe what would occur with the 12 acres previously covered by the Sunny-Cal Specific Plan that are not proposed to be covered by the currently proposed Beaumont Summit Station Specific Plan. Specifically, would those 12 acres continue to be covered by the previously adopted Specific Plan and how would this proposed project physically coordinate with that adjacent development area that assumed access would be also provided through the proposed project site. Would this project necessitate changes to the planned development of that adjacent area?

9. Project Description, Section 3.7: Please clarify if these project design features would be conditions of approval and/or how they would be enforced by the City of Beaumont.

10. Project Description, Section 3.8: A few of these project objectives are very specific to the point that they may not help the lead agency develop a reasonable range of alternatives or assist with the preparation of findings and statement of overriding considerations. For example, objective 5 stating "Facilitate the development of underutilized land currently planned for residential uses" seemingly unnecessarily limits the potential site. In addition, providing the specific building size included in the project as an objective (objective 5) and buffers at specific roadways (objective 12) also seems too specific and restrictive. Consider revising objectives to capture the underling purpose of the project without unnecessarily limiting potential project alternatives.

11. Exhibit 3.0-1: The star placed on the map makes it difficult to see the project site location in relation to the City of Beaumont boundary. Suggest using symbology so that the reader can clearly see the location of the project within the City of Beaumont.

12. Exhibit 3.0-4: This map is showing the 2007 Sunny-Cal Specific Plan and includes a "panhandle" call out and a note on the elimination of Planning Area 3, but the elimination of "panhandle" does not appear to be described in the text of the DEIR. Also provide an explanation regarding whether this area would continue to be subject to the Sunny-Cal Specific Plan and why this area is no longer included with the remainder of the site. (Refer to comment 8 above as well.)

13. Section 4.2, Air Quality, pages 4.2-37 to 4.2-38: Please clarify whether all the standard conditions identified throughout the DEIR will be a conditions of approval for the project. Please clarify if these assumptions were incorporated into the analysis as a part of the project and if the air quality emissions presented for the project include reductions per these standard conditions.

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14. Section 4.2, Air Quality, Level of Significance: Please quantify the emissions generated by the project with the implementation of the mitigation measures MM AQ-1 to MM AQ-6 for each significant impact analysis scenario, so that the reader can understand how much reduction in significant reactive organic gasses and nitrogen oxides would result after the implementation of mitigation. If reductions are not quantifiable, please state this accordingly.

15. Section 4.2 Air Quality: Refer to comments on the transportation information provided. If volumes require further updates based on comments, revisions to the air quality analysis may also be required.

16. Section 4.3, Biological Resources, MM BIO-2: This measure should accurately reflect the MSHCP pre-construction requirement for burrowing owl. Note that owls cannot be relocated/excluded from a site without additional agency coordination. The appropriate measure is as follows, "Due to the presence of suitable habitat for BUOW, a pre-construction survey for BUOW in areas of suitable habitat shall be conducted not more than 30 days prior to the initiation of ground disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities.

If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary."

17. Section 4.4, Cultural Resources, Page 4.4-16: The DEIR identified a potentially significant impact to unknown archaeological resources during grading and construction activities, and identified MM CUL-1 and MM CUL-2 to reduce this potential impact to below a level of significance. This mitigation strategy only identifies the need for archaeological monitoring during grading in native sediments and halting grading if a discovery is made to allow time for the qualified archaeologist to visit the site and to assess significance. However, no performance criteria are established in MM CUL-2 to identify how the resource would be evaluated for significance nor how a potential impact would be avoided in the event a significant resource was identified.

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It is recommended MM CUL-1 and MM CUL-2 be expanded to identify the criteria to be considered a “qualified” archaeologist and a “qualified archaeological monitor,” the criteria to assess archaeological significance of a discovery, and the methods/performance criteria to be used to address any identified significant archaeological resources in a manner to ensure impacts would be reduced to less than significant. Without adequate mitigation, potential archaeological impacts could remain significant and unavoidable.

18. Section 4.4, Cultural Resources, Page 4.4-16: The cultural section identifies that the record search has not been completed for the project. Such information is vital to assessing the potential for cultural resources on the site and off-site improvement areas, and potential project direct and cumulative impacts to cultural resources. This information is also typically vital for the tribal consultation required pursuant to Assembly Bill 52 and Senate Bill 18. Please explain whether tribal consultation has been closed or if consultation is still ongoing. Provide a complete Cultural Resources Assessment that includes and discusses the record search results.

19. Section 4.6, Geology and Soils, page 4.6-4: The DEIR states “As shown in Figure 5.6-9, Paleontological Sensitivity, of the General Plan, the Project site is not shown to be located in a high, low, or low to no-paleontological sensitivity potential.” Please describe the paleontological sensitivity of the site, consistent with the General Plan map. Figure 5.6 of the General Plan is identified as “Industrial Vacancy and Average Rent” and the information provided is unclear.

20. Section 4.6, Geology and Soils, page 4.6-20: Please incorporate performance standards into MM GEO-1 to ensure implementation, including that proper enforcement will be provided by the City of Beaumont. For example, identify who would be responsible for implementing the Settlement Monitoring Program. Identify who would be responsible for determining if “additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations” and what the criteria would be to make such a determination.

21. Section 4.7, Greenhouse Gas Emissions, pages 4.7-32, 4.7-40, and 4.7-53: The DEIR states “Project-related GHG emissions would exceed the City’s 3,000 MTCO_{2e} per year threshold.” The DEIR also states “the Project-related GHG emissions would exceed the SCAQMD’s threshold of 10,000 MTCO_{2eq}...” The DEIR provides several mitigation measures (MM AQ-1 to MM AQ-6, MM GHG-1 to MM GHG-4) to reduce greenhouse gas (GHG) emissions, but the DEIR concludes that these measures are not feasible to reduce emissions to below a level of significance. The analysis concludes that additional mitigation is not feasible, and that carbon offsets are not a viable mitigation option. First, offsets are allowed under CEQA as explained in CEQA Guidelines Section 15126.4, Mitigation Measures Related to Greenhouse Gas Emissions (c). Second, the California Natural Resources Agency’s Final Statement of Reasons For Regulatory Action for the CEQA Guidelines Amendments (2009) supports the use of GHG credits. Third, the California Air Resources Board’s (CARB) 2017 Scoping Plan encourages the use of GHG credits as CEQA mitigation to ensure that development projects do their fair share to contribute toward the state’s 2030 GHG target. Fourth, Assembly Bill (AB) 900 Environmental Leadership Projects have CEQA streamlining benefits if projects that met certain conditions including no net additional GHG

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emissions. AB 900 projects require CARB certification of GHG reduction strategy and to date, many AB 900 projects have relied heavily on purchasing carbon offsets to achieve carbon neutrality. Lastly, the interpretation of *Golden Door Properties, LLC V. County of San Diego* (2020) 50 Cal. App. 5th 467 case is not accurate. Golden Door said, *"Our decision is not intended to be, and should not be construed as blanket prohibition on using carbon offsets— even those originating outside of California—to mitigate GHG emissions under CEQA."* If the City of Beaumont, as lead agency under CEQA, would not like to use offsets as CEQA GHG mitigation as a policy decision, this should be stated as such, and an explanation to support its decision should be provided for the benefit of public and decision makers. Refer to Attachment A for additional information.

22. Section 4.7, Greenhouse Gas Emissions: As detailed in CEQA Guidelines Section 15126.4, an EIR shall describe feasible measures that could minimize significant adverse impacts. The DEIR needs to consider measures identified within the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Change Vulnerabilities, and Advancing Health and Equity¹ to reduce GHG impacts of the project.

23. EIR Section 4.8, Hazards and Hazardous Materials, page 4.8-20 to 4.8-21: the DEIR states "historical USTs are considered evidence of a REC in connection with the site, resulting in a potentially significant impact." However, the DEIR later states in that same Impact 4.8-2 discussion "No mitigation measures are required." Revise the Impact 4.8-2 discussion accordingly.

24. EIR Section 4.8-2, Hazards and Hazardous Materials, page 4.8-23: The DEIR identifies a potential issue with the former underground storage tanks (USTs) at the site and includes MM HAZ-1 to reduce the potential hazard to the public or the environment to below a level of significance. MM HAZ-1 states that the Applicant shall prepare a Soils Management Plan prior to the redevelopment of the site, but does not provide any performance standards or content requirements of this plan. This mitigation measure also does not provide mechanisms to ensure the plan is prepared and implemented appropriately, such as the requirement for the plan to be prepared prior to the issuance of grading permits, for proper review of the plan by regulating agencies, and verification that the plan was adequately implemented prior to the issuance of building permits. Revise this measure to ensure the mitigation would reduce the potential hazard impact to below a level of significance.

25. EIR Section 4.8, Hazards and Hazardous Materials, page 4.8-25: The Draft EIR states "The incremental effects of the proposed Project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific." Further describe how the conclusion was reached regarding the effects being only "site-specific."

¹ Refer to https://www.caleemod.com/handbook/full_handbook.html

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26. Section 4.10, Land Use: Please provide additional information regarding the proposed project's consistency with the General Plan, including the goals and policies of each element. For example, address consistency of the proposed land use changes with the City of Beaumont General Plan, including the Housing Element. The site is designated for residential use, and the Housing Element assumes the site would provide 560 residential units to assist the City of Beaumont with meeting its Regional Housing Needs Assessment goals. The City of Beaumont General Plan identifies itself as "A City that preserves its existing residential neighborhoods and promotes development of new housing choices." However, this project is removing a substantial amount of planned housing. If the project would result in a conflict, then the analysis should determine if that conflict would lead to a significant environmental impact. For example, if the project does not provide housing as identified in the General Plan Housing Element, would the City of Beaumont require replacement housing?

27. Section 4.11, Noise: Refer to comments on the transportation information provided. If volumes require further updates based on comments, revisions to the noise analysis may also be required.

28. Section 4.12, Population and Housing, page 4.12-8: It is recommended that the Beaumont Housing Element discussion disclose that the current Beaumont Housing Element identifies 560 single-family residences will be provided at the project site.

29. Section 4.12, Population and Housing, Impact 4.12-2: This analysis should disclose and address that the Housing Element assumed this site would be developed with 560 single-family homes, and address if the conversion of the land use to non-residential uses would result in the need for additional planned housing elsewhere. It is also noted that the DEIR refers to the 6th Cycle Housing Element dated 2021, but it appears there may be a more recent 2022 version.

30. Section 4.15, Transportation, Regional Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF), page 4.15-5: Refer to Transportation Comments section above, specifically Comment #9.

31. Section 4.15, Transportation, Impact 4.15-1. page 4.15-17: Refer to Transportation Comments section above, specifically Comments #2 through #9.

32. Section 4.15, Transportation, Site Access Improvements, page 4.15-19: Refer to Transportation Comments section above, specifically Comment #1.

33. Section 4.15, Transportation, Transportation Demand Management Strategies, page 4.15-21: Include a specific reference to Air Quality Mitigation Measure MM AQ-3 is this section. MM AQ-3 indicates that the project will be required to prepare a Transportation Demand Management (TDM) Plan as a mitigation measure to address VMT and air quality impacts. Note that only a maximum of 10 percent VMT reduction is achievable with the TDM Plan. Therefore, with MM AQ-3 impacts to VMT would remain significant and unavoidable.

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34. Section 4.16, Tribal Cultural Resources, page 4.16-11: As indicated in ^{Comment} 18 above, please clarify if tribal consultation has concluded or if it is ongoing. In addition, describe the nature of the potentially significant tribal cultural resource impact in the DEIR.

35. Chapter 6.0, Alternatives: The fully analyzed alternatives presented in the DEIR consist of a No Project Alternative and a Reduced Building Intensity Alternative. The DEIR alternatives analysis ultimately identifies that the Reduced Building Intensity alternative "it is not capable of meeting all of the basic objectives of the Project." Per CEQA Guidelines Section 15126.6, "[a]n 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." Explain why this Reduced Building Intensity Alternative would not meet the basic project objectives, as this alternative would meet the objectives presented in DEIR Section 6.2. Second, if this project does not meet the basic project objectives, then the DEIR only is providing a No Project alternative that is fully analyzed. It is recommended that additional alternatives be considered to reduce project impacts and ensure a reasonable range is provided. The project is resulting in significant and unmitigated impacts related to operational air emissions, greenhouse gas emissions, cumulative traffic noise, and vehicle miles travelled. Considering that many of the impacts appear to be related to vehicle emissions and travel, a project alternative that could reduce vehicle miles travelled and vehicle emissions should be considered to provide a meaningful range and evaluation of alternatives. Such an alternative may consist of a mixed use residential and commercial project.

Please note that a diligent effort has been made to provide comprehensive comments and corrections. Although the comments have been divided into sections, please ensure that all design/professional staff review all sections of the comments for areas that overlap with and may impact their scope of work. However, the City reserves the right to include additional comments as deemed necessary and appropriate throughout the review process. If you have any questions regarding this letter, or any of the required submittals or applications, please contact the Planning Department at 909-795-9801, ext. 229.

Sincerely,

Kelly Lucia, MURP, Planning Manager

Enclosures:

Attachment A – Carbon Offset Feasibility – Additional Information

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Attachment A

Carbon Offset Feasibility – Additional Information

DEIR Section 4.7 Greenhouse Gas Emissions, Phase 2 Operational Emissions, page 4.7-37 text:

The reliance on carbon offsets to reduce either the Project's mobile or non-mobile emissions is also not feasible, as no local programs are available that would meet CEQA's criteria for a valid mitigation measure. To reduce emissions, purchased offset credits must be genuine, quantifiable, additional, and verifiable. Even offset credits purchased from CARB-approved offset project registries have been determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions or cannot guarantee that such reductions are additional to any reduction that would occur under business-as-usual operations and reductions required by law. Such offsets have been determined to not comply with CEQA's definition of a valid mitigation measure. See *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467.

The City of Beaumont, the lead agency for the Project and the entity responsible for enforcing any mitigation measures incorporated into the Project and relied upon to reduce impacts to a less than significant level, has no enforcement authority over offset credits that fund carbon reduction projects outside of the City. Many offset credits "sell" reductions in emissions generated outside of California, which may not be genuine or verifiable. International offsets are even more difficult to verify, guarantee and enforce. Even CARB does not have enforcement authority over such reductions, let alone the City of Beaumont. Thus, the purchase of offset credits is not a feasible mitigation measure to reduce the emissions impact of the proposed Project.

Therefore, despite the incorporation of all feasible mitigation measures, the remaining mobile emissions in Phase 1 and Phase 2 cannot feasibly be mitigated because neither the Project nor the City has the regulatory authority to control tailpipe emissions. For additional information, **Table 4.7-3** and **Table 4.7-4** show anticipated Phase 1 and Phase 2 emissions in 2040, as current State and Federal regulations continue to reduce GHG emissions. However even by 2040, mobile source emissions would remain above the City's threshold.

Additional Comments and Information from Dudek:

The City of Beaumont incorrectly interprets the *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467 ("Golden Door") case, claiming that greenhouse gas (GHG) offsets are infeasible.

First, offsets are allowed under the California Environmental Quality Act (CEQA) as explained in CEQA Guidelines Section 15126.4, Mitigation Measures Related to Greenhouse Gas Emissions, (c):

Consistent with CEQA Guidelines section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant

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effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emissions may include, among others:

- (3) "Off-site measures, including offsets that are not otherwise required to mitigate a project's emissions"
- (4) "Measures that sequester greenhouse gases."

Second, the California Natural Resources Agency's Final Statement of Reasons For Regulatory Action for the CEQA Guidelines Amendments (2009) supports the use of GHG credits:

"Proposed subdivision (c)(3) recognizes the availability of various off-site mitigation measures. Such measures could include, among others, the purchase of carbon offsets, community energy conservation projects, and off-site forestry projects"

Referring to CEQA Guidelines section 15730, "As subdivision (e) implies, off-site measures may constitute mitigation under CEQA, and such measures have been upheld as adequate mitigation in CEQA case law" and "The efficacy of any proposed mitigation measure is a matter for the lead agency to determine based on the substantial evidence before it."

Third, the California Air Resources Board's (CARB) 2017 Scoping Plan encourages the use of GHG credits as CEQA mitigation to ensure that development projects do their fair share to contribute toward the state's 2030 GHG target:

"Local direct investments in actions to reduce GHG emissions should be supported by quantification methodologies that show the reductions are real, verifiable, quantifiable, permanent, and enforceable. Where further project design or regional investments are infeasible or not proven to be effective, it may be appropriate and feasible to mitigate project emissions through purchasing and retiring carbon credits." (p. 102)

It is acknowledged that the 2017 Scoping Plan establishes clear preference for on-site and local measures that achieve co-benefits before turning to off-site offsets.

Fourth, Assembly Bill (AB) 900 Environmental Leadership Projects have CEQA streamlining benefits if projects that met certain conditions including no net additional GHG emissions. AB 900 projects require CARB certification of GHG reduction strategy and to date, many AB 900 projects have relied heavily on purchasing carbon offsets to achieve carbon neutrality.

Lastly, Golden Door said, *"Our decision is not intended to be, and should not be construed as blanket prohibition on using carbon offsets— even those originating outside of California—to mitigate GHG emissions under CEQA."*

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Climate change is global as Earth's atmosphere is global; therefore, reducing GHG emissions in a City has the same effect on global climate change as reducing GHG emissions on another continent. Therefore, while there is no scientific reason to require offsets to be local, as a policy decision, some lead agencies have a stated preference for local offsets to achieve co-benefits. There is no requirement under CEQA that mitigation generate co-benefits; CEQA only requires that a project mitigate its direct and indirect impacts.

The majority of the political and social concerns related to offsets are regarding the aforementioned co-benefits and environmental justice, which at this time, are both not CEQA issues.

If local offsets are required as a policy decision, then in the vast majority of cases, a local offset mitigation would not be feasible in California. At this time, California's voluntary offset supply is limited due to the state's stringent regulations making the high standards of additional (GHG reductions must be additional to any that would have occurred in the absence of the offset market and are not a result of existing laws or regulations) that offsets need to meet challenging, together with strong competition California's Cap-and-Trade Program.

If the City of Beaumont, as lead agency under CEQA, would not like to use offsets as CEQA GHG mitigation as a policy decision, it should be stated as such and an explanation to support its decision would be helpful for the public and decision makers. Interpreting the Golden Door case as a prohibition of offsets within CEQA is an incorrect interpretation of, and application within, CEQA.

Christina Taylor

From: Sue Karalun <suek46@hotmail.com>
Sent: Monday, June 06, 2022 9:43 AM
To: Christina Taylor
Subject: Beaumont Summit Station

We are opposed to the idea of amending the previously approved Sunny-Cal Specific Plan to allow for 2,557,465 square feet of e-commerce uses on approximately 140 acres, up to 150,000 square feet of commercial uses (including hotel, retail and restaurant uses) on approximately 11 acres. This land is across from current residential housing, with children, and a 1290 home 55 plus community. The Project proposes to amend the existing General Plan designation from Single-Family Residential to Industrial to allow for the proposed e-commerce uses. Changing the designation for these parcels is not in the best interest of the residents who reside in the neighboring communities as older adults and children are the most vulnerable when it comes to environmental hazards.

Warehouses bring with them increased traffic and pollution. We don't need this in our community and urge the members of the City Council to vote no on changing the General Plan designation from Single Family residential to Industrial.

Thank you,
James and Susan Karalun
995 Gleneagles Rd
Beaumont, CA 92223

Christina Taylor

From: RONALD MONROE <ronoap@aol.com>
Sent: Monday, June 06, 2022 10:00 AM
To: Christina Taylor
Subject: Fwd: Summit Station

-----Original Message-----

From: RONALD MONROE <ronoap@aol.com>
To: ctaylor@Beaumont.gov <ctaylor@Beaumont.gov>
Sent: Mon, Jun 6, 2022 9:53 am
Subject: Summit Station

Please add our names to the growing opposition of the proposed Summit Station development.

My wife and I live in the Solera community of Beaumont, California. In addition to the usual noise and environmental concerns, let me add a few more.

In case of a disaster requiring evacuation of the Solera community, truck traffic along Brookside Ave will cause evacuations from Solera to be extremely difficult. Brookside Ave is the primary evacuation route for Solera with three entry/exit gates on Brookside Ave. There are many homes on the west side of the community that will use these gates to exit. Brookside with all the truck traffic and employee traffic will make evacuations next to impossible. Increased truck traffic will also delay emergency responders responding to Solera and other communities facing Brookside Ave and Cherry Valley Ave. The Solera community will be negatively affected by the proposed Summit development regardless of whatever traffic pattern is implemented.

Water....Our state, county and city is in a continual drought. Solera residents and HOA are actively reducing our water usage. My wife and I water our lawns twice a week and take other steps to conserve water. The Solera HOA has reduced its greenbelt watering program by fifty percent. That being said, The proposed Summit development would wipe out any water conservation programs that Solera and its residents have implemented. The Summit development is going to use massive amounts of water of during construction. Once completed, Summit Station tenants will use water for restrooms, break areas and fire protection systems to include sprinkler systems, interior fire hydrants and most likely truck washing bays. Lets not forget any landscaping the Summit Station will put in and have to maintain. The obvious question is where does all that water come from? Does our community suffer at the hands of the Summit development? I should hope not. Water conservation is huge and rightfully so. I hope a water usage study was conducted to further prove my point. Massive developments use massive amounts of water that our community does not have.

Fire protection is going to be costly in the event of a fire. One only has to look as the massive warehouse fire the occurred in Redlands off the I-10 Freeway last year. As a retired firefighter, I can already see that the warehouse will have a massive fire load. Responding fire units will be initially overwhelmed by the amount of fire and lack of resources to fight a fire of this size. The closest fire station will be coming from Cherry Valley followed by the two other Beaumont fire stations further east of the development. Other fire mutual aid will be coming from nearby communities. Police recourses will be overwhelmed in the form of evacuation support and road closures. All these committed fire resources will put a strain on the City of Beaumont and Cherry Valley should another fire/medical emergency take place at the same time. At present, there is no Beaumont fire station west of Oak Valley Parkway. I strongly urge the city council to immediately build a temporary three bay fire station housing two paramedic fire engines and one ladder truck company, all fully paid and staffed regardless of the outcome of the Summit Station development.

In closing, I respectfully ask that the City of Beaumont and other governmental agencies strongly oppose the Summit Station development. No amount of increased tax money is worth putting lives at jeopardy. I believe our community has enough warehouses as it is. More warehouse and other large scale developments using massive amounts of water, causing massive traffic problems and impacting public safety of Beaumont and it neighbors is not needed now or in the future. I respectfully ask that the City of Beaumont to vote no on the proposed Summit Station development.

Ron and Debbie Monroe

911 Gleneagles Rd
Beaumont, Calif. 92223
(909) 732-6139

Item 2.

Christina Taylor

From: Michael Collins <mkcollins@gmail.com>
Sent: Monday, June 06, 2022 10:10 AM
To: Christina Taylor
Subject: Beaumont Summit Station
Attachments: Beaumont station.doc

Ms. Taylor,

Attached, please find my letter in opposition to the Beaumont Summit Station project. Thank you for allowing me the opportunity to speak to the unbridled growth of warehouse space in the once, pristine Pass Area and for helping to get my voice heard.

Michael Collins
Banning, CA
714-469-3572

While I am not a citizen of Beaumont, I do live in the Pass Area and this project will directly affect me as I travel the I-10 corridor, specifically the Cherry Valley off ramp as I have children and grandchildren that live there, and do the vast majority of my shopping in Beaumont.

When we retired a few years ago, we decided to take what little we had and leave the built up, noisy, polluted Orange County and move to the Pass Area for its pristine scenery, open spaces and to be closer to our kids. What a mistake that was! In the few years we have lived here, we have watched the explosion of millions upon millions of square feet of warehouse spaces either built, under construction or in the planning stages. Most of the warehouses being built or in the approval process don't even have tenants, they are being built on the premise that, because there is currently a shortage of space, companies will flock to occupy them. California is in the middle of an historic drought and yet they continue to add these huge buildings, with no infrastructure (roads, water, sewer, electrify) in place to support them! Beaumont Summit is a prime example of this. Yes, eventually the Cherry Valley interchange with the I-10 will be upgraded, but not until years after the millions of square feet of warehouses, along with the hundreds of additional daily truck trips have already begun. It was less than a year ago when Beaumont spent hundreds of thousands of dollars to update their General Plan, a vision for how they wanted to see the area growth planned. And now some developer wants to change all that with the promise of jobs. Anyone who has ever worked in the warehouse industry knows this of the lie that is. With increased automation, what few jobs they offer are low wage, dead end affairs. I know that where I live, all the City Council keeps repeating is "but they're giving us four million dollars in developer fees!", which is about 1 and a half times what they should be. It seems the elected officials in the Pass are care more for developer fees than they do for the people they promised to serve!

The Inland Empire in general and the Pass are in particular is either the second or third largest area in the Country for turning farmland and beautiful vistas for large, squat, ugly warehouses. Our area consistently has the WORST air quality in the Nation because of geography and one of the only east, west truck routes in and out of Southern California and now they want to add hundreds of additional truck trips to our area, with all the

unknown hazards of diesel particulate matter?!? And yet, the EPA says these warehouses can offset all the truck air pollution by using electric forklifts and installing solar panels on the buildings. How does that keep us from being assailed by the light, noise and air pollution all these trucks and warehouses bring? I spent many years as an over the road trucker and can attest to the fact that, in order to maintain their comfort, drivers will idle their trucks to maintain the heating or air conditioning in their trucks. How do solar panels and electric forklifts offset that? That's like saying if you create 100 acres of rain forest in Brazil, you can spew several hundred more metric tons of particulate matter into the air in California! It's for that reason that many cities in the Inland Empire have declared moratoriums on warehouse development; they just don't know the long term effects of all that fine silt getting pushed into people's lungs. It's the same throughout the Pass area, warehouses are built, truck trips increase and there are still not the roads and other things needed to support them, in place. An example of this can be seen along the 215 corridor between Moreno Valley and Menifee where, So Cal Edison won't even commit to being able to power the vast majority of them! In Redlands, where warehouses have grown without restriction, try getting off the I-10 at California Street. Because of all the warehouses built there, traffic does not move because of the number of trucks and this is happening in the entire Pass area as well and will only get worse with the hundreds of millions of square feet of warehouse space planned for the Pass area!! Is that what we want to raise our children and grandchildren in or want to see happen to our area? Even though I live in Banning, I have to drive those roads everyday and have watched traffic deteriorate badly in this time. Between Yucaipa and the Morongo Reservation I find semi trucks in every lane on the freeway, not just the right two where they are restricted by law. Adding several million more square feet of warehouse space will only exacerbate an already intolerable problem.

Thank you for taking the time to listen and hopefully hear what I have to say.

Michael Collins
714-469-3572
Banning, CA

June 5, 2022

Christina Taylor
Community Development Director
City of Beaumont
550 East 6th Street
Beaumont, CA. 92223

Regarding: Proposed 2.5 million square foot warehouse on Cherry Valley Blvd.

Dear Christina:

This letter is against the change of zoning and building of the 2.5 million square feet of warehouse to be located on Cherry Valley Blvd. and here are the reasons why.

1. The Inland Empire already is facing the WORST AIR POLLUTION and TRAFFIC CONGESTION in the entire United States.
2. Data compiled by UCLA has shown that 71% OF CHILDREN OF 10 YEARS AND UNDER LIVING IN THIS AREA HAVE ASTHMA.
3. The American Lung Association has RATED RIVERSIDE COUNTY WITH AN "F" FOR OZONE AND PARTICULAR MATTER POLLUTION.
4. With the increasing number of warehouses along with the semi-truck traffic in the Pass area, there WILL BE A DRAMATIC INCREASE OF ASTHMA, LUNG CANCER AND CARDIOVASCULAR DISEASES.
5. South Coast Air Quality Management District (SCAQMD) found that PEOPLE LIVING AS CLOSE AS A HALF-MILE FROM WAREHOUSES HAS A HIGHER CHANCE OF DEVELOPING COMPLICATIONS WITH HEART DISEASES AND ASTHMA.

This warehouse and any other proposed warehouses will destroy the Pass area with more air pollution, traffic congestion, children's safety, water use, real estate and the beauty of this area.

Please consider the welfare of the residents living here.

Thank you for all that you can do to stop this warehouse and any others from being built.

Sharon Sylva.

Sharon Sylva

*1395 Paradise Island Ln
Banning, CA 92220*

6/6/22

City of Beaumont

Planning Dept.

660 Orange Ave. Unit H

Beaumont, CA 92320

Re: Industrial Complex Zoning on Cherry Valley Blvd.

Dear Planning Dept. Staff:

I have recently reviewed the EIR for the Sunny Cal Specific Plan to allow 2,557,465 sq. ft. of e-commerce uses on or near Cherry Valley Blvd. near the 10 fwy.

Please register my opposition to this land use due mostly to the fact that the EIR states that air quality impacts from the operation of this project cannot be mitigated to comply with State air quality thresholds. I live within a mile as the crow flies of this project. This area is bordered by hills and mountains which contain the toxic gases emitted by diesel trucks and other vehicles travelling to and from this type of facility.

In addition to air quality is the unsightliness of this much industrial in one place and the excessive traffic from hundreds of truck and automobile trips per day.

If this project continues I will be willing to participate in a CEQUA filing to stop it. I hope you understand that residents like me want to keep our area clean, natural, and beautiful as it is.

Sincerely,



Carol Marquez

Box 515

Calimesa, CA 92320

Christina Taylor

From: STEVEN MEHLMAN <smehl1506@aol.com>
Sent: Monday, June 06, 2022 10:55 AM
To: Christina Taylor
Subject: Re: SUMMIT STATION

Thanks.

Sent from my iPhone

On Jun 6, 2022, at 9:20 AM, Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Will do. Thank you.

CHRISTINA TAYLOR
Deputy City Manager

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Steve Mehlman <smehl1506@aol.com>
Sent: Friday, June 03, 2022 4:29 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Fwd: SUMMIT STATION

Hi, Christina,

My friend Gary Stoh sent this to the City Council. Please add it to the comments on Summit Station.

Thanks.

-----Original Message-----

From: garymstoh@aol.com

To: smehl1506@aol.com

Sent: Fri, Jun 3, 2022 1:45 pm

Subject: SUMMIT STATION

Dear Beaumont City Council,

My wife and I are Beaumont residents and were one of the first residents to live in the 55+ Community of Solera since it was developed in 2003. We, like many retired residents in Solera, chose to move to Beaumont to escape the "Rat Race" of Orange and LA Counties and adopt a more relaxed and enjoyable standard of living. Since moving to Beaumont we have obviously seen many changes. Most have been good and have enhanced our lifestyle while still retaining a feeling of a rural Community.

Unfortunately, the recent trend to start building mega warehouses near residential areas in the beautiful Pass area is threatening to destroy the tranquil lifestyle that we have come to enjoy. We are not opposed to warehouses, however, we are opposed to building them next to residential and senior communities where the big-rig traffic and pollution are a problem that affects the health, safety, quality of life and values of our property. Additionally, making zoning changes and amending the Beaumont General Plan to accommodate a warehouse is inappropriate.

While we fought the Gateway warehouse with petitions, attendance at the supervisor board meetings, and written opposition by the Beaumont City Council it did no good and the project is being built. However, the proposed Summit Station is now in the hands of the Beaumont City Council and Planning Commission. It is our sincere hope that they will step up and seriously oppose this project that is proposed to be built in an inappropriate location. Please consider the residents of Beaumont that live adjacent to the location and their well-being. Don't make the in-excusable decision that the Banning Planning Commission and City Council made when they approved putting a warehouse next to Sun Lakes and The Lakes. Clearly they did not care about the residents. We hope that this doesn't happen in our City.

Regards,
Gary M. Stoh
951 Gleneagles Road

Christina Taylor

From: marylou noll <marylounoll@msn.com>
Sent: Monday, June 06, 2022 11:38 AM
To: Christina Taylor
Subject: Summit Station

I am opposed to this development for the following reasons:

This property is not zoned for industrial use. Do not let the developer change the zoning.

Air pollution from a 2.5 million sq. ft. warehouse with trucks arriving 24/7. Our air quality is already at risk from the warehouses on Cherry Valley Blvd.

Lack of infrastructure, this area can't handle 18 wheelers. The proposed change to the Cherry Valley Interchange will take years to build. Brookside over Interstate 10 is only two lanes wide. It can hardly manage the traffic going to and from the high school.

Warehouses do not belong next to residential areas. The City of Colton just stated this in not allowing a warehouse building permit. Beaumont has an Industrial-Warehouse district on 4th Street. Please keep warehouses there.

My husband and I moved to Solera to be close to our son and his family. We wanted a quiet and well-maintained community. We enjoyed the views of the rolling hills and countryside. I lost my husband to Covid in 2020. This development, if approved, will impact the quality of life for myself and 1,290 households in Solera and many more on either side of Interstate 10.

Please do not change the zoning.

Sincerely,

Mary L. Noll
1738 Snowberry
Beaumont, CA 92223

Sent from [Mail](#) for Windows

Christina Taylor

From: Skaggs, Jacob@Wildlife <Jacob.Skaggs@Wildlife.ca.gov>
Sent: Monday, June 06, 2022 11:49 AM
To: Christina Taylor
Cc: rollie_white@fws.gov; Beck, Carly@Wildlife; Pert, Heather@Wildlife; Wildlife CEQA Comment Letters
Subject: Comment letter - Beaumont Summit Station Project (SCH #2021090378)
Attachments: 2021090378_DEIR_Beaumont_BeaumontSummitStationProject.pdf

Hello Christina,
Attached please find a comment letter regarding the Beaumont Summit Station Project (SCH #2021090378).
Best regards,
Jacob

*Jacob Skaggs, Environmental Scientist
California Department of Fish and Wildlife
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(760) 218-0320 (cell)*

jacob.skaags@wildlife.ca.gov



State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 Inland Deserts Region
 3602 Inland Empire Boulevard, Suite C-220
 Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
 CHARLTON H. BONHAM, Director



June 6, 2022
 Sent via email

Christina Taylor
 City of Beaumont
 550 E. 6th Street
 Beaumont, CA 92223

Subject: Draft Environmental Impact Report, Beaumont Summit Station Project,
 State Clearinghouse No. 2021090378

Dear Ms. Taylor:

The California Department of Fish and Wildlife (CDFW) received and reviewed the Draft Environmental Impact Report (DEIR) for the Beaumont Summit Specific Plan Project (Project), State Clearinghouse No. 2021090378, pursuant the California Environmental Quality Act (CEQA) statute and guidelines¹. Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, plants, and their habitats. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code (Fish & G. Code).

CDFW ROLE

CDFW is California’s Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (Fish & G. Code, § 1802.) Similarly, for purposes of CEQA, CDFW provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW may also act as a Responsible Agency regarding any discretionary actions under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381, such as the issuance of a Lake or Streambed Alteration Agreement (Fish & G. Code Sections 1600

¹CEQA is codified in the California Public Resources Code in section 21000 et seq. The “CEQA Guidelines” are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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et seq.), a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (Fish & G. Code Sections 2080 and 2080.1) and/or for administering the Natural Community Conservation Planning Program (NCCP). CDFW also administers the Native Plant Protection Act, Natural Community Conservation Program, and other provisions of the Fish and Game Code that afford protection to California's fish and wildlife resources.

CDFW issued Natural Community Conservation Plan Approval and Take Authorization for the Western Riverside County MSHCP per Section 2800, *et seq.*, of the California Fish and Game Code on June 22, 2004. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit. CDFW is providing the following comments as they relate to the Project's consistency with the MSHCP and the CEQA.

PROJECT DESCRIPTION SUMMARY

Project Location

The proposed Project site is in the northwestern portion of the City of Beaumont, California. The Project site is approximately 191 acres located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10). All proposed changes associated with the Project are located within areas previously annexed to the City of Beaumont by Local Agency Formation Commission (LAFCO). The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28, 407-190-016, and 407-190-017. The Project is within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

Project Description

The proposed Project, a comprehensive amendment of the Sunny-Cal Specific Plan, includes a General Plan Amendment, Specific Plan Amendment, Tentative Parcel Map, Plot Plan Approval, and a Development Agreement. The Project site is divided into five parcels, with Parcels 1, 2, and 3 designated for e-commerce uses with supporting office. Parcel 4 would include the development of up to 150,000 square feet of commercial uses, including a four-story hotel, restaurant, and retail. Parcel 5, located in Planning Area 3 along the southern portion of the Project site, would remain as open space. The existing General Plan designation of Single Family Residential would be amended to Open Space in Parcel 5.

COMMENTS AND RECOMMENDATIONS

CDFW's comments and recommendations on the DEIR are explained below.

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General Comments

MSHCP Implementation Concurrent with CEQA

The DEIR includes a Biological Resources and MSHCP Consistency Report that discusses, among other items, the Project's impacts to riparian/riverine areas and proposed mitigation to offset these impacts. However, the DEIR does not indicate if a Determination of Biologically Equivalent or Superior Preservation (DBESP) report will be sent to the Wildlife Agencies for review and response prior to the City's approval of the DBESP.

The City of Beaumont's Resolution No. 2004-58, which established procedures and requirements for implementation of the MSHCP, requires that upon the City's initiation of a project that is subject to CEQA, the City shall be required to comply with the procedures and requirements of the MSHCP. The proposed Project is a MSHCP Covered Activity and subject to MSHCP implementation procedures. Sections 6.1.2, 6.1.3, and 6.3.2 of the MSHCP require that if an avoidance alternative is not feasible and a practical alternative is instead selected, a DBESP shall be made by the Permittee and Wildlife Agencies shall be notified and be provided a 60-day review and response period prior to approval of the DBESP. The Wildlife Agencies request that the DEIR is revised to indicate that a DBESP will be sent to the Wildlife Agencies for a 60-day review and response period prior to the City approving the DBESP. Further, MSHCP implementation should be completed prior to adoption of the DEIR.

CDFW requests the following mitigation measure, highlighted in **bold**, is added to the DEIR.

MM BIO-X:

The proposed Project is an MSHCP Covered Activity and subject to the MSHCP implementation procedures. Prior to adoption and approval of the DEIR, the City of Beaumont will ensure full implementation of the Western Riverside County Multiple Species Habitat Conservation Plan for the Project, which includes, but is not limited to, sending a Determination of Biologically Equivalent or Superior Preservation to the California Department of Fish and Wildlife and the US Fish and Wildlife Service for a 60-day review and response period prior to the City approving the DBESP and finalizing the DEIR.

Mitigation Measures for Project Impacts to Biological Resources

On-site Avoided Riparian/Riverine Areas

The DEIR indicates that Planning Area 3, which includes approximately 6.07 acres of riparian/riverine areas, will be avoided by the Project and left as open space. However, Planning Area 3 is not proposed in the DEIR to be protected under any legal instrument

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such as a conservation easement or deed restriction and therefore the area is subject to possible development in the future. MSHCP Section 6.1.2 requires that Permittees, through the CEQA process, ensure that project applicants develop project alternatives demonstrating efforts that first avoid, and then minimize direct and indirect effects to the wetlands. If an avoidance alternative is selected, measures shall be incorporated into the project design to ensure the long-term conservation of the areas to be avoided, and associated functions and values, through the use of deed restrictions, conservation easement, or other appropriate mechanism.

CDFW requests the following mitigation measure, highlighted in **bold**, is added to the DEIR.

MM BIO-Y:

Avoided riparian/riverine areas, and associated functions and values, will be conserved through the use of deed restrictions, conservation easement, or other appropriate mechanisms.

Mitigation for Impacts to Riparian/Riverine Areas

The DEIR also indicates that approximately 2.41 acres of riparian/riverine areas will be permanently impacted by the Project and that these impacts will be offset through the purchase of mitigation credits from Riverpark Mitigation Bank. The Biological Resources Assessment included with the DEIR indicates that Planning Area 3 contains riparian/riverine areas with native vegetation cover including mulefat scrub and documented observation of least Bell's vireo. Given the existing habitat value of onsite riparian/riverine areas and the potential to enhance the function of these onsite resources, the CDFW recommends that the City revise the Project's mitigation to identify the conservation and restoration of the riparian/riverine areas within Planning Area 3 as the preferred mitigation strategy. The conservation and restoration of riparian/riverine areas onsite would provide habitat value for local wildlife and benefit downstream riparian/riverine resources in San Timoteo Creek and the Santa Ana River. The conservation and restoration of riparian/riverine areas located within the proposed avoidance area onsite could provide mitigation that is biologically equivalent or superior to a Project strategy that avoids all impacts to riparian/riverine areas. The Riverpark Mitigation Bank is located in the San Jacinto River Watershed while Project impacts are located in the Santa Ana River Watershed. If mitigation credits were purchased at Riverpark Mitigation Bank as compensatory mitigating for the Project impacts, this mitigation strategy would result in a loss of riparian/riverine areas within the Santa Ana River watershed.

CDFW recommends the following revisions to Mitigation Measure (MM) BIO-4. Requested additions are identified in **bold** and requested removals are identified in ~~strikethrough~~.

MM BIO-4

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[...]

~~A minimum 1:1 mitigation ratio (0.25 acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. The MSHCP requires that mitigation for impacts to riparian/riverine areas that cannot be avoided is biologically equivalent or superior to a strategy that avoids all impacts to riparian/riverine areas.~~ Compensatory mitigation to offset impacts to ~~jurisdictional aquatic~~ fish and wildlife resources may be implemented through **onsite or offsite, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability.** **The proposed compensatory mitigation strategy is the onsite conservation and restoration of riparian/riverine areas in the avoided, open-space areas within Planning Area 3.** ~~The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank.~~ The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with ~~purchase confirmation of completion of the appropriate regulatory permits.~~

Protecting Burrowing Owls

The DEIR indicates that suitable burrowing owl habitat was found throughout the Project site, but focused burrowing owl surveys did not identify any burrowing owls using the site. MM BIO-2 indicates that pre-construction surveys would be completed, and any burrowing owls identified onsite would be relocated/excluded outside of the breeding season.

There is the potential for burrowing owls to start using burrows on the Project site prior to initiation of Project activities or during Project construction activities. Burrowing Owl Species Objective 6 in Section 9.2 of the MSHCP states that take of active nests will be avoided; therefore, appropriate avoidance and minimization measures need to be identified in the DEIR to protect burrowing owls during burrowing owl nesting season.

To help the Project avoid the take of active nests, CDFW requests the following revisions to MM BIO-2. Requested additions are identified in **bold** and requested removals are identified in ~~strikethrough~~.

MM BIO-2

A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls **between within 30 and 60 days** prior to site disturbance. **Additional pre-construction focused surveys for burrowing owls will be conducted within three days prior to site disturbance including vegetation clearing. If the pre-construction surveys confirm occupied burrowing owl**

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habitat, or if burrowing owls are detected after the Project has started, then construction activities shall be halted immediately. If burrowing owls are documented on-site, CDFW will be notified within 48-hours of detection and the take of active nests will be avoided. To avoid take of active nests, a qualified biologist will develop a Burrowing Owl Plan that describes avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. ~~the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.~~ The Burrowing Owl Plan will be reviewed by the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the Western Riverside County Regional Conservation Authority.

Protecting nesting birds

MM BIO-3 in the DEIR relates to avoidance and minimization measures to protect of nesting birds. The measure identifies specific dates for the nesting bird season. CDFW staff have observed that changing climate conditions may result in the nesting bird season occurring earlier and later in the year than the date range identified in these mitigation measures. Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. These regulations apply anytime nests or eggs exist on the Project site.

To help the Project applicant avoid unlawfully taking nests and eggs, CDFW recommends that references to the date range of the nesting bird season are removed from MM BIO-3. CDFW requests the following revisions to MM BIO-3. Requested additions are identified in **bold** and requested removals are identified in ~~strikethrough~~.

MM BIO-3

To ensure compliance with California Fish and Game Code sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds,
~~Vegetation clearing and ground-disturbing activities should~~ **shall** be conducted outside of the **bird nesting season** (~~February 1 through August 31~~). If avoidance

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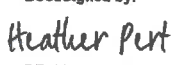
of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including **but not limited to vegetation clearing**, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. **During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are detected, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist using their best professional judgement to avoid Take of nesting birds.**

CDFW CONCLUSIONS AND FURTHER COORDINATION

CDFW appreciates the opportunity to comment on the Beaumont Summit Station Project to assist in identifying and mitigating Project impacts on biological resources. CDFW personnel are available for consultation regarding biological resources and strategies to minimize impacts. CDFW requests that the City of Beaumont address CDFW's comments and concerns prior to adoption of the EIR.

Questions regarding this letter or further coordination should be directed to Jacob Skaggs at jacob.skaggs@wildlife.ca.gov.

Sincerely,

DocuSigned by:

DF423498814B441...

Heather Pert
Acting Environmental Program Manager

ec:

Carly Beck, Acting Senior Environmental Scientist Supervisor
Inland Deserts Region

Office of Planning and Research, State Clearinghouse, Sacramento
Rollie White, U.S. Fish and Wildlife Service

ATTACHMENT 1

Mitigation Monitoring and Reporting Program for the Beaumont Summit Station Project

Mitigation Measures	Timing and Methods	Responsible Parties
<p>MM BIO-4: [...]</p> <p>The Project applicant shall be obligated to implement/comply with the permit conditions and mitigation measures required by the resources agencies regarding impacts on their respective jurisdictions.</p> <p>The MSHCP requires that mitigation for impacts to riparian/riverine areas that cannot be avoided is biologically equivalent or superior to a strategy that avoids all impacts to riparian/riverine areas. Compensatory mitigation to offset impacts to fish and wildlife resources may be implemented through onsite or offsite, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed compensatory mitigation strategy is the onsite conservation and restoration of riparian/riverine areas in the avoided, open-space areas within Planning Area 3. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with confirmation of completion of the appropriate regulatory permits.</p>	<p>Timing: During pre-construction and construction phases of the Project</p> <p>Methods: As described in MM BIO-4</p>	<p>Implementation: Project applicant</p> <p>Monitoring and Reporting: Project applicant</p>

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Mitigation Measures	Timing and Methods	Responsible Parties
<p>MM BIO-2:</p> <p>A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls between 30 and 60 days prior to site disturbance. Additional pre-construction focused surveys for burrowing owls will be conducted within three days prior to site disturbance including vegetation clearing. If the pre-construction surveys confirm occupied burrowing owl habitat, or if burrowing owls are detected after the Project has started, then construction activities shall be halted immediately. If burrowing owls are documented on-site, CDFW will be notified within 48-hours of detection and the take of active nests will be avoided. To avoid take of active nests, a qualified biologist will develop a Burrowing Owl Plan that describes avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Burrowing Owl Plan will be reviewed by the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the Western Riverside County Regional Conservation Authority.</p>	<p>Timing: During pre-construction and construction phases of the Project</p> <p>Methods: As described in MM BIO-2</p>	<p>Implementation: Project applicant</p> <p>Monitoring and Reporting: Project applicant</p>

Mitigation Measures	Timing and Methods	Responsible Parties
<p>MM BIO-3:</p> <p>To ensure compliance with California Fish and Game Code sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing, and ground-disturbing activities shall be conducted outside of the nesting season. If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are detected, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist using their best professional judgement to avoid Take of nesting birds.</p>	<p>Timing: During pre-construction and construction phases of the Project</p> <p>Methods: As described in MM BIO-3</p>	<p>Implementation: Project applicant</p> <p>Monitoring and Reporting: Project applicant</p>
<p>MM BIO-X</p> <p>The proposed Project is an MSHCP Covered Activity and subject to the MSHCP implementation procedures. Prior to adoption and approval of the DEIR, the City of Beaumont will ensure full implementation of the Western Riverside County Multiple Species Habitat Conservation Plan for the Project, which includes, but is not limited to, sending a Determination of Biologically Equivalent or Superior Preservation to the California Department of Fish and Wildlife and the US Fish and Wildlife Service for a 60-day review and response period prior to the City approving the DBESP and finalizing the DEIR.</p>	<p>Timing: Prior to adoption and approval of the DEIR</p> <p>Methods: As described in MM BIO-X</p>	<p>Implementation: Project applicant</p> <p>Monitoring and Reporting: Project applicant</p>

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<p>MM BIO-Y</p> <p>Avoided riparian/riverine areas, and associated functions and values, will be conserved through the use of deed restrictions, conservation easement, or other appropriate mechanisms.</p>	<p>Timing: Prior to initiation of Project activities</p> <p>Methods: As described in MM BIO-Y</p>	<p>Implementation: Project applicant</p> <p>Monitoring and Reporting: Project applicant</p>
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Christina Taylor

From: Malou Reyes <malou@mitchtsailaw.com>
Sent: Monday, June 06, 2022 12:34 PM
To: Christina Taylor
Cc: Mitchell Tsai; Ronald Giang; Brandon Young; Hind Baki; Maria Sarmiento; Rebekah Youngblood; Malou Reyes; Steven Thong
Subject: SWRCC - [City of Beaumont, Beaumont Summit Station] - DEIR Comment Letter
Attachments: 20220606_CityofBeaumontSummitStationDEIR_comment_Signed_Complete.pdf

Good afternoon,

Attached, please find our comment letter for the Beaumont Summit Specific Plan Project DEIR.

Please confirm receipt of this email.

273 page letter sent as separate attachment

Sincerely,
Malou

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Malou Reyes
Paralegal
Mitchell M. Tsai, Attorney At Law
139 South Hudson Avenue Suite 200
Pasadena, CA 91101
Phone: (626) 314-3821
Fax: (626) 389-5414
Email: Malou@mitchtsailaw.com
Website: <http://www.mitchtsailaw.com>

*** Our Office Has Recently Moved. Please Note New Mailing Address ****

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Christina Taylor

From: Jodi Lindman <jodilindman@gmail.com>
Sent: Monday, June 06, 2022 1:10 PM
To: Christina Taylor; Lloyd White
Subject: Summit Station

6/5/22

Dear Beaumont City Council,

RE: Summit Station Warehouse

The time has come for you to lead the city of Beaumont into the city of tomorrow. Not to follow the other cities in the Inland Empire who have sold out to big business and corporate greed. Our city should be about all our residents, from children to seniors, their welfare should be your main concern. Not some shortsighted financial gain that in the end will cause pollution which will cause health problems, traffic which could cause accidents leading to deaths, and lower paying job. As a 10-year citizen of Beaumont, I have watched in horror as the traffic continues to bottleneck many times coming to a standstill. Many residents have moved to Beaumont for cleaner air, good schools and parks and open space. Move traffic and the continued building of warehouses will only make our community less desirable and therefore effect our property values.

Having another warehouse located off Cherry Valley Blvd will only increase traffic, pollution, and car accidents. Many families used both Cherry Valley Blvd and Brookside Ave to take their children to school. Also, many high school students are also driving themselves to school, which creates a serious situation with hundreds of diesel trucks sharing the road. One death is to much.

What we need in North Beaumont is shopping, theaters, nice restaurants, and hotels. Services that families can enjoy. The Beaumont planning commission has already made mistakes. Placing all our services off Highland Springs has already been a traffic nightmare. Infrastructure and planning have not kept pace with growth, the freeway interchanges are inadequate for the traffic, and that will hold true with Cherry Valley Blvd. Yes, I see they are planning a new interchange, but in reality, how long will that take to build and once built will it accommodate the new traffic and growth. Just go down to Redlands and see the traffic nightmare at all the interchanges brought on by warehouse traffic.

The city of Beaumont supported stopping the Gateway Warehouse in Cherry Valley, what has changed to make you now think it's a good idea to build one across the street in Beaumont? How much money are you getting from the landowner (who was first in line to support the Gateway Warehouse), the developers? Is it really worth a lifetime of ruining our Beautiful community of Beaumont.

You have a choice to bring our beautiful community into the future and say no to warehouses and yes to sustained growth with emphasis on families and seniors who call Beaumont their home.

I have included a condensed version of the LA times article written by *Susan A. Phillips* is professor of environmental analysis and director of the Robert Redford Conservancy for Southern California Sustainability at Pitzer College. <https://www.latimes.com/opinion/story/2022-05-01/inland-empire-warehouse-growth-map-environment?fbclid=IwAR1SUFOexM7G0Os9qeFUUTdb1yCajPYOy2ck-u2yvwKoctkVXYMf8mu7Vd0E>

“Over the last 20 years, I’ve watched open land and farmland in the Inland Empire become a gridlocked sea of warehouses. These giant boxes have worsened traffic, air quality, cancer rates and chronic health problems in the region and have cemented poverty here. The industry once touted as a blue-collar miracle is instead filled with [temp jobs](#) rife with [health and safety issues](#), [wage theft](#), little job security and a future in which [robotic workers](#) are predicted to reign supreme. “There are more than 3,000 warehouses in San Bernardino County and nearly a thousand more in Riverside County. (Graham Brady / Redford Conservancy at Pitzer College)”

Forty percent of the nation’s goods now travel through the Inland Empire, mainly in diesel trucks but also via trains and planes. Their combined emissions caused the Riverside-San Bernardino-Ontario area to have [the worst air quality](#) in the United States as of 2019. This means we have more days of high ozone and particulate matter exposure than most places in the country.

The Inland Empire is at a breaking point. More than a dozen groups throughout its vast 27,000-square-mile region are attempting to pass [moratoriums](#) on warehouse construction. **But conservative politics and development money continue to win out.** City councils in what are known as [“diesel death zones”](#) routinely sacrifice the health of residents for economic benefit in areas that often have lower income populations. New construction of warehouses should be minimized if not eliminated. Community participation in the planning process should become a priority.

Creating a regional commitment to the principles of national and state legislation to conserve 30% of open and working lands, and coastal waters, by 2030 could make the Inland Empire a keystone region for nature-based solutions to climate change.

Today, each new warehouse — each new dot on the map — represents a new group of people struggling to have their voices heard. Senior citizens in Banning. Community members in Fontana, Colton or San Bernardino. Concerned neighbors in nearby Bloomington. Residents in Moreno Valley. Farmers and families in Ontario.” And family neighborhoods in Beaumont.” “ LA Times

Please say no to approving the Summit Station Warehouse. Instead continue on with the main plain bringing services and housing to the area.

Regards,
 Jodi Lindman
 933 Southwind Ct'
 Beaumont, CA 92223
jodilindman@gmail.com

Christina Taylor

From: Laura Welch <lwelch731@gmail.com>
Sent: Monday, June 06, 2022 1:44 PM
To: Christina Taylor
Subject: Summit Station

Dear Planning Commissioners:

We adamantly oppose the mega warehouse proposed to be located between Cherry Valley Boulevard and Brookside Avenue. We moved here from San Bernardino County for a different quality of life and we believe this project could subject many to great health risks and that it could also environmentally devastate our area that we have come to love so much. Our community cannot withstand this mega warehouse and we respectfully and adamantly request denial of this project.

James and Laura Welch
1008 Blackhawk Dr.
Beaumont CA, 92223
909-633-5464

Sent from my iPhone

Christina Taylor

From: Nathalie Adams <adams@blumcollins.com>
Sent: Monday, June 06, 2022 1:54 PM
To: Christina Taylor
Cc: Gary Ho
Subject: Beaumont Summit Station Specific Plan EIR (SCH No. 2021090378)
Attachments: Beaumont Summit Station SP EIR - GSEJA Comments.pdf

Dear Ms. Taylor,

Please see attached and confirm you received the comment letter.

Best,

Nathalie Adams
Legal Assistant
Blum Collins & Ho, LLP

*44 page letter
sent as attachment*

Christina Taylor

From: Dennis James <gmcbone.dj@gmail.com>
Sent: Monday, June 06, 2022 2:11 PM
To: Christina Taylor
Subject: Summit Station Warehouse Project

To whom it may concern,

As a Solera homeowner I am extremely troubled by the proposed warehouse project.

Before purchasing our home we researched the surrounding area and found it to be of a rural nature and the existing zoning and general plan designation supported that distinction.

So why spend the money and effort to create a general plan for land use if the powers that be are just going to violate the provisions whenever the mood strikes them? Talk about a violation of the public trust!!

This action is unconscionable!!

Have you forgotten your elected oaths?

Where does your allegiance lie, with the citizens of Beaumont and the pass or with the developers?

This project is definitely not in the best interests of the citizens of Beaumont!! So why violate the general plan, provide exemption from the zoning designation and walk all over the public trust to curry favor with the developers??

We implore you to do the right thing and reject this project.

Sincerely,
Dennis and Adel James
952 Brentwood Rd
Beaumont, Ca

Christina Taylor

From: Sherri Andervich <i2scribe@earthlink.net>
Sent: Monday, June 06, 2022 2:24 PM
To: Christina Taylor
Subject: Summit Station

My husband and I strenuously oppose the construction of a 2,5 million sq.ft. warehouse on Cherry Valley Blvd. adjacent to our Solera community.

James & Sherri Andervich

1678 Woodlands Rd.

951-797-0085

Christina Taylor

From: Russell Thompson <redlandsruss@yahoo.com>
Sent: Monday, June 06, 2022 2:31 PM
To: Christina Taylor
Subject: Summit Station Warehouse

This will document my opposition to the construction of the Summit Station Warehouse. There are several reasons why I feel this way: (1) It will add more traffic to what will be an overcrowded freeway access and will require that a new freeway access be built. (2) Because of the amount of vehicles going in and out, it will create more pollution to the environment. (3) It will create a noisier environment.

I moved to Solera to get away from congestion, not to be in the midst of it. Thank you for your attention and consideration of this matter

Russ Thompson

Christina Taylor

From: Carlos Gutierrez <carlosgutierrezxco@gmail.com>
Sent: Monday, June 06, 2022 3:06 PM
To: Christina Taylor
Subject: Beaumont Summit Station

Hello Christina, I am a resident in the Stetson neighborhood here in Beaumont. I have reviewed the Draft EIR regarding the Beaumont Summit Station and I'm very concerned with the impact the proposed development will have on the City of Beaumont, surrounding cities, and all the residents. The traffic, the air quality, the noise, the pollution, the wildlife, will all negatively affect the residents in Beaumont. This is not the location for a warehouse. I will be at the public hearings to oppose the proposed Beaumont Summit Station. It should stay zoned for the Sunny Cal Specific Plan.

Carlos Gutierrez
(951)323-6129

Christina Taylor

From: Judith Kropf <jkropf@2data.net>
Sent: Monday, June 06, 2022 2:38 PM
To: Christina Taylor
Subject: Summit Station Warehouses

I live in Solera and how dare you planing commissioners even think of changing the city plans from residential property to commercial property. this whole area south of Brookside Ave is a senior community and we have enough health problems without having all those trucks with there pollution. In the last 4 months our air quality has only hit good 4 days and the rest of time it has been moderate to unhealthy for the 4 months. I know my health has been declining with all the truck traffic around here. We now have too many warehouses in this area. Also our electric so expensive around here and it will only get worst with their power being on 24/7. our power gets shut off too often now. when it gets shut off again I personally will go after the city for any lose of food or any fires we might have. Now we have to watch the use of water and you can fine me for not doing that if you bring in these warehouses. Are we going to have to pay for the upkeep of all our roads around us or are you going to charge the developer? I hope they will have to stay off of Brookside and only use Cherry Valley. We are paying all these mellow rouse taxes for upkeep of the roads and fire department and water coming into the area. The warehouses on Cherry Valley did not have to pay any of that and they still don't have to. I hope they will have to also.

Judith Kropf

1570 Castle Pines Lane, Beaumont, CA

Christina Taylor

From: Sue <singinsue3@yahoo.com>
Sent: Monday, June 06, 2022 3:18 PM
To: Christina Taylor
Subject: Beaumont Summit

I am writing to protest another large warehouse being build across from the one still being built on Cherry Valley. As a resident that moved to Cherry Valley for a more rural atmosphere that is being taken away little by little. We are already feeling the effects of the building process and it will continue to get worse as hundreds of trucks begin going into and out of the warehouse now being built. The smog from the diesel trucks, the road (Cherry Valley) already being torn up, and the traffic is already a mess for those of us that use it daily, and will continue to get worse when the first warehouse actually opens. It is already dangerous even trying to get on the freeway at Cherry Valley or crossing over due to the huge development on the other side of the freeway. They changed the zoning for the first warehouse and now want to take away the rural area on the other side by changing the zoning there also. Please re-consider another ugly, large warehouse and adjacent proposed hotel, restaurants and whatever else are in the plans.

Thank you for your consideration.

Susan Gagnon
10760 Deerfield Dr.
Cherry Valley, CA

Christina Taylor

From: Nancy Carroll <nancyjeanc@gmail.com>
Sent: Monday, June 06, 2022 3:27 PM
To: Christina Taylor
Subject: Beaumont Summit Station EIR response letter
Attachments: Summit Station Comments.docx

Dear Christina,

I hope you are doing well. I have always been impressed with the good work you are doing. Please accept my comments on the proposed Beaumont Summit Station.

Best to you,
Nancy Carroll
949 510-3560
1165 Lantana Road
Beaumont, CA. 92223

Response to EIR

Summit Station, Beaumont CA

To: Christina Taylor

From: Nancy Carroll

1165 Lantana Rd.

Beaumont, CA. 92223

I am opposed to approval of the Beaumont Summit Station EIR and allowable permitting of the plans submitted for land use changes to this site. I have read through the EIR and while I could find fault with many of its assumptions and statistics I will focus on other areas.

As many know, there was an incredible outpouring of opposition to the approval of the "Gateway Warehouse" on Cherry Valley Boulevard for a speculation warehouse. The name was changed by the developer from the Gateway warehouse. He should have left it named as such. We all knew that it was an attempt to "punch a hole" into Cherry Valley Boulevard and redefine the area as a speculative warehouse spot instead of an entrance into Cherry Valley, Oak Glen and our beautiful rural communities. It now stands as a Gateway to greed and speculation. We were also aware of the risk to the surrounding land to become "warehouse fertile".

And so here we are. I love Beaumont and Cherry Valley. As an elected, I spent many hours pouring over the General Plan. I listened to the specific plan for this land use that we are now referring to in this EIR. It was to have parks, housing, and families. I talked with the owner personally about his intentions. We took **the largest amount of money that Beaumont has ever spent to develop and honorable, promising, and well-designed General Plan.** This was taxpayer and resident money that we spent to develop a general plan that did not allow for warehouse/logistics in this location, but instead followed good land use design principles and segregated this type of development into an area where roads and infrastructure could well serve these uses.

So, this is how it works. The inappropriate warehouse on Cherry Valley can now be "used" as an excuse to put another across the street. The new "lucky rabbits' foot" for developers to pull out of their pockets won't be "it provides us with the good jobs we need" spouted by the previous pockets lined with silver. New justifications out of the mouths of profiteering, other quid pro quo or even to refill the greedy campaign chests of election candidates will be what they espouse. Now you will hear other siren songs - "but it will use less water (of course, but in a different location this is true also)" "We will make it look nice, give shopping choices too or office space (true in any other location also)". If it looks like an inappropriate usage by the general plan, it is. No smoke and mirrors required.

PUT IT WHERE IT BELONGS! Too bad you didn't buy the land in the warehouse zoned area. So sympathetic that you took a risk that you could convince poor cities that they needed your dollars more than they needed to respect their residents. I have faith that the City of Beaumont will not be sold out so easily. I know we have excellent planning staff. I believe that the people who work in the city know how much this community cares about how it is developed, how it grows. I know my fellow Council

members have integrity. If they are planning on living here and not relocating, they will have to face their neighbors and constituents. Most would not sell them out so quickly.

So, I believe that for the following simple reasons the Summit Station will not and should not be approved.

- There is a zoned warehouse area -this is not located in it
- There is some money you are better off without. You no longer need it so desperately. When on Council we were worried about not going bankrupt. Through the TEAM of Council, staff, and the support of our residents, we now have a \$30 million surplus. Continue with sound leadership and disagree with this proposal.
- It is inappropriate for truck traffic, safe roads to schools, another pin in the warehouse coffin for a rural location
- Speculators are allowed to put any project forward as a proposal, that does not mean they should get approval
- **We spent over a million dollars on our General Plan. It is only a few years old. When you add the contract price of developing this plan, staff hours and oversight this was well over a million-dollar investment in our planning and future.**
- Don't show them they are right – they can buy anything, promise anything, profiteer, and leave. Have you seen that mausoleum on Cherry Valley Boulevard? The one where they scoffed at us and said we would never even see it? Could it have gone in a properly zoned area? Yes. Would they have made as much carpetbagging money? No.

Often the ruse is to float an EIR, get what the noise is about, and then proffer compromise. Just say no, move to the warehouse area, pay up for that land if you really believe in your project. To pull the bait and switch on our planning department, residents and city leadership is to profiteer on the backs of our families, seniors and taxpayers.

Respectfully,

Nancy Carroll

Christina Taylor

From: Hallie Kutak <hkutak@biologicaldiversity.org>
Sent: Monday, June 06, 2022 3:29 PM
To: Christina Taylor
Cc: Aruna Prabhala
Subject: Beaumont Summit Station Draft Environmental Impact Report (SCH # 2021090378)
Attachments: Beaumont Summit Station DEIR Comment (Center for Biological Diversity).pdf

Ms. Taylor,

On behalf of the Center for Biological Diversity, I am submitting the attached comment and references for the Beaumont Summit Station Draft Environmental Impact Report (SCH # 2021090378).

References Link: [Beaumont Summit Station](#)

20 pg letter sent as attachment

Please confirm that you have received the letter and that you are able to access and download the references. Feel free to email me if you have any questions.

Thank you for your time and consideration.

Best,
Hallie

Hallie Kutak
 Staff Attorney | Senior Conservation Advocate
 Urban Wildlands Program
 CENTER for BIOLOGICAL DIVERSITY
 510-844-7117
hkutak@biologicaldiversity.org



Christina Taylor

From: Ron Roy <rroy310@gmail.com>
Sent: Monday, June 06, 2022 3:48 PM
To: Christina Taylor
Subject: BEAUMONT SUMMIT STATION
Attachments: Ron Roy_Beaumont Resident_Comments to SummitStationEIR final.docx

Dear Ms. Taylor

Attached please find my comment letter to the above project

Please confirm timely receipt.

Thank you.

Ron Roy
35161 Hogan Dr, Beaumont, CA 92223

June 6, 2022

To:

Christina Taylor, Community Development Director City of Beaumont
550 E. 6th Street
Beaumont, CA 92223

From:

Ron Roy: Beaumont Resident: Fairway Canyon
Beaumont, Ca. 92223
rroy310@gmail.com

Re:

BEAUMONT SUMMIT STATION

Dear Ms. Taylor

Beaumont Summit Station DEIR Table of Contents CATEGORIES

There's no such thing as an absolute property right and never is that truer than in this poorly conceived and poorly located zone change request for a largely warehouse development, (with a paltry sprinkling of "mixed use") in a rural residential valley next to large residential communities. Under CEQA and common sense, this project must be denied.

Beaumont should not become an industrial town like Vernon or Industry. The city's look, its signature, should be one of a pristine residential community with high quality retail and recreation attractors. This massive warehouse project will undermine, and forever scar, this areas vision and quality of life.

The biggest problems with this project

1. Warehouse jobs are now widely proven as high turnover, low wage, physically demanding jobs, rather than bringing good paying sustainable jobs, with long term benefits and prospects, mostly non-union. The people working in these warehouses will not be able to afford to live in the Area as the price of housing is too expensive for their average incomes (\$45,000) to support housing financing, taxes, and upkeep.
2. Warehouses attract and concentrate hundreds of diesel big trucks to a single site emitting some of the most dangerous air pollution. 80% of all big rigs on the road in California are diesel engine driven. Warehouse pollution will be particularly dangerous and cause numerous deadly health effects on sensitive receptor humans and the sensitive receptor communities/facilities near the project, such as the residential communities south of Brookside and north of I10, Cherry Valley Rural residents, Fairway Canyon, Tournament Hills, Oak Valley Greens, Summerwind, Singleton Rd., nearby mobile home parks, school facilities like Beaumont High School, Brookside Elementary,

San Geronio Middle School, Summerwind Middle School, Tournament Hills Elementary, Three Rings Elementary, Highland Academy Charter School, Palm Innovation Academy, Glen View High School, Starlight Elementary: also the medical facilities in the Pass Area, such as San Geronio Hospital, Highland Springs Medical Offices. Nearby community parks, sports facilities, and the Beaumont Soccer fields. There are also sensitive receptor recreation centers with outdoor pools such as Solera, Fairway Canyon, Four Seasons.

3. Beaumont, and other areas in the Inland Empire and SoCal, have warehouse districts with the land and infrastructure to better support, mega warehouses of the scale of proposed 2.5 million sq.ft proposed for Summit Station. Under CEQA alternative analysis (CEQA section 15126 et.al), the applicant must reasonably and adequately consider these alternatives, which might be better solutions/locations for a large scale warehouse project than the current proposal.
4. Warehouses, by their very physical nature/configuration, are impossible to design in a dynamic and creatively diverse and attractive way. The economics of warehouse design require them to be massive featureless high profile (now reaching well over 50 feet high) rectangular structures that appropriate massive amounts of land, in order to support the volume of merchandise that must be sorted and distributed inside and transported by hundreds (thousands) of big rig trucks. Warehouses will blight the bucolic Cherry Valley area. There is not aesthetic remedy.
5. Traffic: Cherry Valley Boulevard is ill suited to support thousands of big-rig trucks, breaking on the steep grades, and queueing up at the warehouse entrances and Cherry Valley interchange.
6. Noise pollution has not been sufficiently mitigated.
7. Cumulative effect of warehouse pollution from project and other Pass warehouses. will cause unsustainable air quality conditions for Pass Residents.

Below are my comments in more detail to sections in the EIR. References from the EIR or other sources will be in **BLACK** font color. My comments will be in **RED** font color:

Draft Environmental Impact Report

- **3.0 Project Description**
- PDF NOI 1: **The Project would be grade separated by approximately 48 feet and would include a retaining wall that would attenuate noise between the loading docks and receptors to the east.** Elevation drawings must be included for public review. A minimum wall height, natural berm, or other man-made or natural verticle barrier around, and nearby, the project sites perimeter needs to be established which hides the buildings appearance from vehicular traffic (assuming maximum vehicle height of 14 feet high) from

I10 (North right-of-way boundary between Brookside Avenue and Cherry Valley Blvd , Brookside Avenue, Cherry Valley Blvd. and the eastern property line (for ¼ mile).

- **Exhibit 3.0-8: Cross Sections of Cherry Valley Blvd and Brookside Ave.** Cherry Valley Blvd, should have, at minimum, the same lane configuration as Brookside Ave. (as depicted in Brookside Cross Section), with the addition of dedicated, northeast/southwest truck lanes (adding 2 more lanes minimum to Brookside Cross Section, one on each side) on Cherry Valley Blvd. from the project to I10 interchange. Truck lanes shall be 14' wide. No truck traffic is allowed northeast of the projects northeast corner. Signage to that effect must be installed.

The replication of the Brookside Ave design with the addition of dedicated truck lanes is important as this also mitigates the combined effect of added big-rig trucks traversing to-and-from I10 to support both Summit Station and San Gorgonio Crossing Warehouses.

- **Exhibit 3.0-11: Conceptual Drainage Plan:** All **runoff** water must be 100 recaptured, recycled and returned to either the retreated or domestic water supply.
- **Exhibit 3.0-12: Conceptual Grading Plan:** Need a cross-section elevation drawing showing how the building and site profile will look from street level point-of-view.

- **4.0 Environmental Impact Analysis**

- **:Table 4-1, Cumulative Projects:** Table 4.1 fails miserably in providing public with relevant information on cumulative impacts of projects: For each project identified, an **emissions score** needs to be established for that use/project, so that the public understands the current emissions that are being generated for all existing projects. Public needs to know the difference in emission scores (amount of emissions from various pollution sources such as particulate matter, GHG, nitrous oxide, and other emissions designated by AQMD and CARB). I would expect dramatically different emission scores from say, the Shopoff Warehouses, South Beaumont Warehouse Projects, Hidden Canyon Industrial Park, Jack Rabbit Trail Warehouses (SR60), Banning Warehouse Projects, Cabazon warehouse projects, vs. the specific plan communities like Solera, Oak Valley Specific Plan, Heartland SP, and Summerwind, Banning and Calimesa residential communities vs retail centers like 2nd Street Marketplace, San Gorgonio Village etc. and Beaumont's few industrial sources.

Then emission scores need to be established for Summit Station Warehouses, and other proposed warehouse projects scheduled for Beaumont (jackrabbit trail warehouses), Banning (Banning Point, Sunset Crossroads).

Only this way will the public get accurate knowledge of the cumulative impact from Summit Station warehouses.

Project 14: Hidden Canyon Industrial Park: needs a designated land use. Currently its missing.

Table 4-1 Organization: This table needs to be reorganized by land use type and more descriptive codes for retail, commercial, warehouse then KSR. Consequently for example Beaumont area warehouses would be bunched in a WH category and their total square footage (I estimate 14.318 million sq.ft w/o WLC: 35.768 million sq.ft with WLC) can be readily identified. Also need to include Banning, Cabazon, Calimesa Warehouses in this table.

Request the opportunity to comment further on following categories 4.1 thru 4.11 :

- 4.1 Aesthetics
-
- 4.2 Air Quality
-
- 4.3 Biological Resources
-
- 4.4 Cultural Resources
-
- 4.5 Energy
-
- 4.6 Geology and Soils
-
- 4.7 Greenhouse Gas Emissions
-
- 4.8 Hazards and Hazardous Materials
-
- 4.9 Hydrology and Water Quality
-
- 4.10 Land Use
-
- 4.11 Noise

-
- **4.12 Population and Housing**
- Population in the City is forecasted to increase to 80,200 persons by 2045, an approximately 55.2 percent difference from 2016. Households within the City are forecasted to increase to 25,100 households by 2045, an approximately 55.4 percent difference from 2016. SCAG also forecasts that the number of jobs in the City will increase to 15,900 by 2045, an approximately 52.3 percentage difference. [the city/applicant has not demonstrated which land in the city will be used to fulfill state housing requirements (SB1, SB10) or SCAG projected growth.
- [This site is far better suited for housing development as evident under its current specific plan (prior to this project propoasal) to meet state housing goals.
- Using this site for housing is also compatable with the majority of the existing land use in the surrounding area, notably Solera, Stetson, Hanson specific plans, and the rural residential zoning of Cherry Valley and Riverside County's Pass Area Planning Area which surrounds the project on three sides.
- See also alternative uses.
- Furthermore, both the City and County have a high vacancy rate of 4.8 percent and 13.0 percent, respectively, and therefore are not considered housing-poor. [Vacancy rate is not a valid indicator of housing demand: Vacancy rate term is undefined: for example, vacant homes may be in demand, but are not currently marketable, due to clouded titles, encumbrances, or other restrictions that must be cleared before a house can be sold.
- Effective demand and actual demand for housing is better measure. Effective demand has a direct bearing on housing affordability and state housing affordability goals.
- City Employment: **Table 4.12-4, Employment by Sector – City of Beaumont (2020)** This data is erroneous and fallacious as it fails to include the fastest growing employment sector (South Beaumont Warehouse District): warehousing and logistics. This sector needs to be included in order for residents to get an accurate assessment of its impact. For example, this gives more accurate determination of the percentage of new jobs that will be low wage warehousing or retail. Rank sectors by job quality (salary, benefits, education, long term prospects etc.)
- **Jobs-Housing Balance: Table 4.12-5: Job Housing Balance**
- This information is misleading. Given the market values of Beaumont housing stock, this ratio should use only a sustainable/high-wage/high skill job tally to compare with housing. Cannot buy a house if the job does not provide sufficient wages and long term prospects to qualify for current market homes. Avereage warehouse job \$45,000 annual: often less.
- **Housing Accountability Act (Senate Bill 330)** Addresses the states housing crisis and designates Beaumont as an affected city subject to SB330. Therefore Beaumont is prohibited against removing or downzoning residentially zoned land such that there would be a "net loss" in residential zoning capacity.
- Beaumont Summit Station is already approved for a housing development. Converting this to warehouse zoning is removing this residentially zoned land from the cities available housing stock, thereby further restricting the limited supply of housing need for our area and the region. Sticking with the existing specific plan better suits the alleviation of the intense pressure for new and affordable housing in California. Suni Cal Specific Plan does this. For example, The Suni Cal Comprehensive Land Use Plan approved in 2007 allows for 560 residential units on approximately 200 acres, with an

overall gross density of 2.8 dwelling units per acre. Single family residential development in the Specific Plan includes residential neighborhoods of one and two-story single-family detached homes on 20,000 square foot (SF) lots, 8,500 SF lots, 8,000 SF lots, and 7,000 SF lots. Open space and recreational amenities include a neighborhood park site and two pocket parks connected by a system of paseos. A 50 foot-wide landscaped berm will buffer the Specific Plan site from the surrounding development as well as provide area for enhanced landscaping including a sidewalk and meandering paseo which may be used by equestrians. This suits the nearby residential communities and the rural residential character of Cherry Valley, a community in which residents have fought doggedly to stave off poor governmental planning and ill conceived warehouse projects.

-
- **Regional Transportation Plan/Sustainable Communities Strategy**
- **Western Riverside Council of Governments:** The applicant has not demonstrated how the impact of this project on local traffic and road/highway infrastructure will apply to Beaumont and the region, in terms of both diesel, big rig truck, or vehicular traffic, or the amount, if any of sales or other taxes that could contribute to offset transportation impacts or the amount of
- **Beaumont Housing Element:** According to the EIR, “Beaumont’s Housing Element is intended to ensure that the City establishes policies, procedures, and incentives in its land use planning activities that result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in the City. The Housing Element provides the policies that guide City decision-making and implement housing goals through the year 2029 to ensuring a balance of housing types and costs are available to meet the needs of the City.” Unfortunately, the EIR has not provided an accurate inventory of available residentially zoned land matching projected build-out with projected housing demand for the foreseeable future.
- **City of Beaumont 2040 General Plan:** If anything this project goes counter to any of the objectives of the **Land Use and Community Design Element**. For example it violates 3.3 which states: “**A City that preserves its existing residential neighborhoods and promotes development of new housing choices.**” The vast majority of the project acreage will be pollution generating (from diesel truck pollution), blight inducing (big 50ft+ high square boxes of featureless design, that obstruct mountain and rural valley views), will degrade property values and trigger the type of mass exoduses of residents as found in Sun Lakes community, when residents learned they are being surrounded by warehouses.

And how will this project comply with policy 3.3.7 which Requires well-connected walkable neighborhoods with quality access to transit, pedestrian, and bicycle facilities? It won’t. These Warehouses will strip the nearby neighborhoods of their bucolic character. Pedestrians and cyclists will have to compete with large diesel big-rig trucks operating 24/7.

- 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 SR60 Freeways. There are other areas in Beaumont, and the Pass that are far superior places to locate warehouses, such as the South Beaumont warehouse district which are better designed to support the big-rig truck traffic congestion, idling and queueing. This project acreage is best suited for residential community development.
- Policy 3.4.2: Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors. Small-medium scale neighborhood shopping center with planned infrastructure has already been established nearby at the Marketplace at Calimesa, Oak Valley Plaza, Oak Valley Town Center and the small Cherry Valley retail area on Beaumont Ave, North of Cherry Valley Blvd. Also Retail strip on Hwy 79 near 1st/Beaumont Ave, 2nd Street Market Place, and San Gorgonio Village Shopping Ctr. (In-And-Out incl). Better to upgrade and expand these existing retail areas rather than insert an oddly placed, isolated retail that would compete and drain business from the aforementioned neighborhood retail areas. If anything Summit Station retail, could be blight and crime inducing, negatively impacting the safety of nearby residential neighborhoods. Also Beaumont, needs to focus on upgrading it's original downtown area centered at 6th St/Beaumont Ave.

○

- **Economic Development Element:**

- **Goal 5.1 : A dynamic local economy that attracts diverse business and investment.**

What we are learning from the epidemic proliferation of warehouses in the Inland Empire, and now the Pass and Beaumont, is that warehouses do more than any other type of land use/industrial development, to destroy economic diversity and embed monolithic land use under one type of "industry". Warehouses do not bring high paying, high skilled, long-lasting jobs that can support families and housing purchases. The turnover rate is now become common-knowledge. The vast majority of workers typically last no longer than 1-2 years, before quitting.

Beaumont is failing to aggressively recruit and secure, high quality, manufacturing, tech, or other quality economic sectors, that attract sustainable rewarding professions....

- Policy 5.15::: 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. ::The type of emerging growth industries with significant employment and performance potential,, Beaumont should be recruiting, should not be warehouse distribution, but rather professional services,21st century manufacturing that MAKES exceptional products as found in sustainable, renewable industries, automotive, consumer products, aerospace, "Hi-tech" emerging technologies, not sorting and distribution.

- **4.13 Public Services**

-

- **4.14 Recreation**

- This site is very well suited for a recreational site that supports the cities unmet needs for sports fields, nature trails, bike lanes, sports parks (BMX, skateboard), tennis courts, aquatic facilities, community and regional parks, and other recreational resources. A nature/recreation site should be considered under CEQA 15126, especially with the approx. 123 acre park site across the street from the project site.

- **4.15 Transportation and Traffic**

- Re: 4.15-6:4.15-7 *County of Riverside Congestion Management Program* “The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System, as well as meeting other monitoring requirements at the state and federal levels.” After all these years, the city of Beaumont does not have a locally based and controlled monitoring system with traffic monitoring technology and infrastructure embedded/hardwired/connected throughout the city’s street system. Using and basing traffic analysis, including the one for the Summit Station EIR, based on out-of-Beaumont, sourced data creates significant inaccuracies that undermines the credibility of traffic studies and public trust in the good faith efforts of their city to fairly understand the actual impacts that the hundreds of trucks attracted to this warehouse project will generate on the street system.
- Also on 4:15-7 **The plan must contain mitigation measures, including transportation demand management strategies and transit alternatives, and a schedule of mitigating the deficiency.** Neither the project applicant nor the city has implemented these measures or a schedule, again jeopardizing the health and safety
- 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. Applicant has failed to do this.

Re: *City of Beaumont 2040 General Plan: Land Use and Community Design Element*

- **Goal 3.1 A City structure that enhances the quality of life of residents, meets the community’s vision for the future,**
- The project is in the area of Cherry Valley on the North and East, and High Quality Residential Communities to the South and Southeast. In this area are rural residential Cherry Valley, followed by residential PUDs, Solera, Stetson, and other residential north of I10. So the community character is overwhelmingly rural agriculture residential and SFR residential and should develop in the same land use manner until the area is built out. Enhancing the quality of life means protecting and expanding on this community’s (again) residential character. Please note that except for the spot-zoned Shopoff warehouse (close to I10), under the Pass Area Plan (under Riverside County’s General Plan), and Beaumont’s General Plan **AND** Suni-Cal Specific plan this community is designated as overwhelmingly rural agriculture and residential. These combined planning areas should **not** be converted into an industrial area, like Ontario, Moreno Valley or Redlands warehouse district or even a

“mixed” use. And there is **no** “balancing act” that can be achieved here, between mega-warehouses and the surrounding land uses, because the massive size of the warehouses is so out of scale with the surrounding property dwellings and improvements, given the limited size of Cherry Valley (unlike the massive flatland/valley floor thousands of acres in Moreno Valley, Redlands, Ontario etc.), that the 2.5 million square feet of warehouses with 50+feet high profiles will, essentially obliterate the community character for good. These massive monolithic structures will overwhelm the existing community scale. As for non-residential land uses, keeping the agricultural properties preserves the area character and property values. And “adding” any retail, should **not** be done on the project site. It’s better that the city enhances existing retail areas near the project site, such as the strip near Cherry Valley Feed, and possible expansion of Oak Valley Town Center (northeast corner of Beaumont Ave. and Oak Valley Parkway) which are already very conveniently located in proximity to Solera and its nearby residential communities, but could use some additional retail options. I like how Oak Valley Plaza (Golf Club Dr/Oak Valley Pkwy) and Calimesa’s small scale shopping center on Myrtlewood across from Calimesa Stater Brothers, achieve very high quality dining options within an appropriately small scale. Expand on these small scale, high quality dining options in the existing nearby shopping centers.

- Regarding Shopoff Warehouse, Ironically, I believe the Beaumont City Council unanimously agrees that this project was a mistake. In other words, the council knows these warehouses are bad for the Cherry Valley area. (I appreciate that the city council has filed an objection letter, due to the Shopoff Warehouse profile being too high: the building pads were supposed to be graded at a much lower elevation to obscure the high-profile buildings) Unfortunately, the city council did not have the lead agency authority to vote down the project. Now the council does have it with Summit Station. Don’t make the same mistake twice. Approve residential communities. Improve on the existing nearby small scale “village” retail areas.
- **Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.** This goal strongly applies to the proposed projects existing zoning as indicated by the Suni-Cal Specific plan. Also, given California’s severe housing shortage and the policies of SB1 and SB10 (both 2021), building a residential community on the 200 acres under Suni-Cal Specific Plan, accomplishes both state and local objectives.
-
- Re: Policy 3.4.2: **Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors.** Cherry Valley is unique because of it’s rural character, but the city can achieve 3.4.2 objective by adding to the existing, appropriately located small-scale **neighborhood** commercial retail centers nearby at the Marketplace at Calimesa (NE Corner: Tukwet Canyon Parkway and Desert Lawn Dr), Oak Valley Plaza (NW Corner: Golf Club Dr and Oak Valley Parkway), Oak Valley Town Center (NE corner: Beaumont Ave and Oak Valley Parkway), and the small retail area on Beaumont Ave. between the Grange and Cherry Valley Feed.
-

- **Add to General Plan a “Commercial Nursery” zone for Cherry Valley area.** Cherry Valley Nursery is a beloved and extraordinarily high-quality nursery. Please consider consulting with the nursery owner, to determine if nearby nurseries (such as commercially grown vegetables) might be allowed that would complement, rather than negatively compete, with Cherry Valley Nursery. Hemet-San Jacinto Valley’s admittedly have stronger existing agricultural options, but adding “boutique” growers in Cherry Valley (with perhaps a nearby farmers market), would add a very convenient option for not only Beaumont, but Pass Area residents. Again something to consider.
-
- **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.** This type of development is far better suited South of I10, notably, the vacant lands between Home Depot and Pennsylvania Ave, and the South Beaumont warehouses anchored by 4th St and Potrero Blvd. Putting 2.5 million sq.ft. of mega warehouses in Cherry Valley is arguably the very worst place you could locate these monstrosities.
- **Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.** It is well settled that mega warehouses and the distribution system that comes with them, are known to create “death zones” for the deadly pollution they generate in terms of diesel soot, P2.5, P10, Nitrous Oxide, GHG, and other AQMD/CARB identified pollutants that cause cancer and lung disease in sensitive receptor communities, of which there are many nearby the project.

Also, consider this fact from : https://www.greencarreports.com/news/1128652_california-mandate-electric-trucks-all-ev-by-2045

“Trucks are the largest single source of vehicular air pollution, CARB said in a press release Thursday. They account for 70% of pollution and 80% of diesel soot, despite numbering only 2 million of the roughly 30 million vehicles registered in California.

Diesel exhaust emissions also disproportionately affect minority and low-income neighborhoods, as these neighborhoods are more likely to be situated near ports, rail yards, distribution centers, and freight corridors that experience heavy truck traffic, the agency said.

The regulation will result in 100,000 zero-emission trucks in California by 2030, and 300,000 by 2035. Related efforts aim to [close diesel emissions loopholes](#) related to commercial vehicles.”

What this proves is that Cherry Valley area will be subject to “death zone” warehouse pollution for decades to come. The first CARB targets are not expected for a decade, and even then, these improvements will only account for 15% of total trucks by 2035. Therefore, it is unrealistic, and misleading to expect, that this project will be able to enforce any mitigations that remove this basic fact. Also consider that less than 1% of California commercial trucks are electric. It will likely take up to 50 years before California sees electric or alternative fuel trucks, become the majority of the trucks driven statewide,

and by extension, Beaumont. Meanwhile Cherry Valley and Beaumont will be breathing in this deadly, warehouse/truck generated air pollution

- Goal 3.11 **A City that maintains and enhances open space used for resource preservation and/or recreation.** The project site is an ideal location, it would fit very suitably within the City General plan for this use, and should be considered as a CEQA preferred alternative, for a natural open-space, regional-park, recreation area, considering for example, that it would be roughly across the street from the 123 acre regional park donated to Cherry Valley Parks District.
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- 4.16 Tribal Cultural Resources
-
- 4.17 Utilities & Service Systems
-
- 4.18 Wildfire
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- 5.0 Additional CEQA Considerations
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- **6.0 Alternatives**
- **6.1 Introduction**
- California Environmental Quality Act (CEQA) requires that Environmental Impact Reports (EIR) “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.” (State CEQA Guidelines § 15126.6). The State CEQA Guidelines require that the EIR include sufficient information about each Alternative to allow meaningful evaluation, analysis, and comparison with the Project. If an alternative would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the significant effects of the Alternative must be discussed, but these effects may be discussed in less detail than the significant effects of the project as proposed (California Code of Regulations [CCR] § 15126.6[d]). The EIR is not required to consider every conceivable Alternative to a project but is guided by a rule of reason. An EIR is not required to consider alternatives which are infeasible. Section 15126.6[d]) states that the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. Key provisions of the State CEQA Guidelines on alternatives (§ 15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the Alternative’s analysis in the Draft EIR.
- “The discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly” (§ 15126.6(b)).

- “The specific alternative of ‘no project’ shall also be evaluated along with its impact” (§ 15126.6(e)(1)).
- “The no Project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation was published, at the time the environmental analysis is commenced, as well as what would reasonably be 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. If the environmentally superior Alternative is the ‘no Project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (§ 15126.6(e)(2)).
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that require an EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project” (§ 15126.6(f)).
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (§ 15126.6(f)(1)).
- For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR” (§ 15126.6(f)(2)(A)).
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (§ 15126.6(f)(3)).

○

○ **6.2 Project Objectives:**

○ **2) Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.**

- The 2.5 million sq.ft. monoliths which would cover over 70% of the land, are not, nor can they ever be aesthetically pleasing. Nowhere in Southern California is there such a thing as an “aesthetically pleasing” warehouse. They are monolithic, and whether singular or multiplied, are monotonous visually. They can only exist as featureless rectangular “boxes”, that now reach minimum 50ft heights. The ONLY interests who will perpetrate a fiction that these monstrosities are “aesthetically pleasing” are the warehouse developing industry and companies (REIT, LLC), who are out-of-area, and look for cheap land and weak city councils to approve these warehouses. Warehouses are not sensitive to the environment as they cannot avoid, despite countless attempted mitigations, the deadly air pollution from truck, trailer, facility, tire, on-site and offsite pollution. Warehouses are not compatible land uses for Cherry Valley. To say otherwise is complete fiction. Other more compatible land uses for this Cherry Valley location must be considered: Residential communities of varying densities, rural residential agriculture to attract buyers who are improving the rural zoned

acreage into high-quality homes, with boutique, ranch and/or farm. Open space park and recreation to support the growing demand for these facilities, notably sports fields, rec-centers, contemporary sports parks (skateboarding, BMX, etc.), aquatics, etc.

- **9) Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.** No zone change can be approved without the public first seeing a detailed set of plans for the buildings, facilities, landscaping, access. Otherwise the developer is getting away with a wild, unsubstantiated claim. Before any approval the public must first see detailed plans for grading, site plan, building elevations, water, sewer, buffers, landscaping, etc. This is a dirty trick when city councils approve a zone change without knowing exactly what facilities are going in. Its obvious from the applicants current site plan, that they've already completed the aforementioned detailed plans. Therefore let the public see them now, so we know what we are up against.

In addition, living in arguably the biggest warehouse/logistics/distribution region in the world (Southern California), it is well settled...

[from: <https://www.latimes.com/opinion/story/2022-05-01/inland-empire-warehouse-growth-map-environment>: the collective footprint is astonishingly massive: As of 2021, the warehouses of the Inland Empire accounted for more than a billion square feet. There are more than 3,000 warehouses in San Bernardino County and nearly a thousand more in Riverside County. They cover almost 37 contiguous square miles. This growth shows no signs of slowing.]

... from viewing our IE warehouses, which I know the city council, is more than fully aware, the that **it's impossible for a warehouse**, by its necessary design, massive footprint, featureless nature, massive disruption to local communities air, traffic congestion, neighborhood character, safety, property values, school district academic curriculum and standing, natural areas, water, air, light, noise, etc. **to ever achieve "design guidelines and development standards that create a unique, well-defined identity."** I defy the applicant and the city council to provide one visual example via a photo or video. Just one!

- **6.4: 6.4 Criteria for Selecting Alternatives**
- **Per § 15126.6(b) of the State CEQA Guidelines, the discussion of alternatives shall focus on alternatives to a project, or its location, that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly. This alternatives analysis, therefore, focuses on project alternatives that could avoid or substantially lessen environmental impacts of the Project related to the environmental categories listed in Appendix G of the State CEQA Guidelines.**
- Here the applicant did not identify alternative sites for the project, in spite of the fact that CEQA requires that analyzing alternative sites are required **that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project**

objectives or would be more costly. This requirement in CEQA required alternative analysis is, in my experience, one of the CEQA requirements that are most often, misrepresented, misleading, and fallaciously presented by warehouse project applicants. This applicant is not different.

- **Per State CEQA Guidelines § 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed. For each Alternative, the analysis below describes each Alternative, analyzes the impacts of the Alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the Alternative, assesses the Alternative’s ability to meet most of the Project objectives, and evaluates the comparative merits of the Alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.**
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- **6.5: CEQA Guidelines § 15126.6(c) Alternatives Removed from Further Consideration**
- **Alternatives Removed from Further Consideration**
- State CEQA Guidelines § 15126.6(c) states that an EIR should identify any alternatives that were considered by the lead agency but rejected because the Alternative would be infeasible, fail to meet most of the basic project objectives, or unable to avoid significant environmental impacts. Furthermore, an EIR may consider an alternative location for the proposed Project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the Project to another site and if the Project proponent can reasonably acquire, control, or otherwise have access to the alternative site.
- In developing the Project and alternatives, consideration was given to the density of development that could meet Project objectives and reduce significant impacts. The anticipated significant impacts would result from the intensity of the development proposed. **In developing a reasonable range of alternatives, an alternative site alternative was considered but removed from consideration for a variety of reasons. These Alternative and the reasons are discussed briefly below:**
- **Given the regional footprint and regional nature of the infrastructure (supply chain) of warehouse logistics in the Southern California 5 county region, in order for alternative sites to be considered, the applicant needs to undertake an analysis of comparable sites within this logistics industry footprint. That means finding and analyzing at least 3-6 comparable sites within at least a 100 mile radius of the Ports of LA/Long Beach. Its fair to say that the applicant knows that this is a widely understood industry practice. The applicant must have undertaken an exhaustive comparative analysis of sites throughout Southern California, if not the Southwest,**

with detailed appraisals examining key elements, including site suitability to the CEQA 15126 criteria. This information and the costs associated with arriving at it, is a part of applicants industry practice. Therefore there is no “cost burden” when these particular costs are a part of doing business. This comparative appraisal analysis data, should be made available to the public, so the public can understand how the applicant arrived at the project site, after comparing it with other locations. To restrict the alternative site radius to Beaumont is fallacious. As typical of developers addressing CEQA alternative analysis, this applicant, likewise, misleads the public with a fallacious claim without the slightest basis of facts to support the claim. The only claim the applicant makes is that ***“There are no other lots appropriately located and sufficient sized and owned by the Project applicant in the City and along a major transportation corridor that would satisfy the Project objectives and eliminate or reduce impacts from the Project.”***

The degree of misrepresentation here is astonishing! The applicant is required to IDENTIFY the alternative sites, not make a generalized claim. The public is entitled to aerial maps, site maps, assessor parcel numbers, township and range descriptions and any and all data required to give the public a reasonable opportunity and clear basis to EXAMINE these alternative sites. How else can the public reasonably be expected to determine the credibility of the applicants claim as the public analyzes whether the comparative (alternative) sites would or would not have been more suitable alternatives per CEQA.

- **Alternative Site Alternative**
- Please note that CEQA § 15126.6 (“(1) states the following:
- Cal. Code Regs. tit. 14 § 15126.6 (“(1) Feasibility. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.”)
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- **The analysis of alternatives to the proposed Project must also address “whether any of the significant effects of the Project would be avoided or substantially lessened by putting the Project in another location” (CEQA Guidelines § 15126.6(f)(2)(A)). Only those locations that would avoid or substantially lessen any of the significant effects of the Project need be considered. If no feasible alternative locations exist, the agency must disclose the reasons for this conclusion (CEQA § 15126.6(f)(2)(B)).**

Here, the applicant, has not given sufficient, if any, reason for determining that no alternative locations exist other than, a generalized claim that ***“There are no other lots appropriately located and sufficient sized and owned by the Project applicant in the City and along a major transportation corridor that would satisfy the Project objectives and eliminate or reduce impacts from the Project”***. The applicant is required to identify and analyze alternative sites for their suitability as alternatives in a manner that the public can reasonably examine and assess for the applicants claim to have credibility and accuracy, in accordance with the CEQA 15126 directives (see also my previous comments in Section 6. Otherwise, how else will the public be able to, as CEQA states examine the **“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.**

Also its fallacious for the applicant to limit its “analysis” to (heretofore unidentified) properties it “owns” or limit its analysis to Beaumont. As CEQA indicates the applicant must consider **“(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.”**

Here the applicant, needs to let the public know how, for selected alternative sites that are not under the applicant’s current ownership, it would cost to acquire the alternative site. Given the widely varying property values for warehouse vacant or improved sites within the aforementioned 100-mile radius, its reasonable to think that there are alternative sites “along major highway corridors” or reasonably close to these corridors, that might actually be less costly to acquire and build, and otherwise meet CEQA 15126 criteria. For example, given its becoming common knowledge that warehouses are best located in warehouse districts, a comparable warehouse vacant site, or improved site in one of the Inland Empire’s warehouse districts, such as Redlands, Ontario, Beaumont, Moreno Valley, would make sense as an alternative location for consideration.

It would also make sense that this/these alternative(s) would be more suitable since these warehouse district have already installed the road, utility, sewer, water, and other infrastructure, truck capacity freeway access, that would make these **“alternatives to a project, or its location, that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly.”**

Certainly locating in a warehouse district lessens the impact given an alternative here can utilize existing district-scale infrastructure, vs, as in the case of Summit Station, having to build all of the project generated infrastructure from scratch, and impacting Cherry Valley area infrastructure, which is not designed for industrial warehouses, but rather small scale rural residential and SFR residential communities.

Also including an alternative site that's located in a warehouse district, such as Redlands, in this EIR, would allow for the assessment of how alternatives pollution effects affect nearby communities. For example, Redlands warehouse district is largely adjacent to existing industrial and commercial areas, rather than Summit Stations close proximity to sensitive receptor communities such as Solera, Stetson, Cherry Valley, Fairway Canyon, Beaumont High School, Summerwind Middle School, etc.

- 6.6 Alternatives to the project. Only 2 alternatives were considered, a no build, and a modification of the existing site. Alternative sites must be identified and detailed in their examination, including warehouse districts in Southern California, and alternatively zoned alternatives such as sports/recreation (including sports fields), hospitality, nature recreation (think regional county parks, state parks, National monuments/preserves (Ex. Sand to Snow), education (elementary through high school sites, college facilities), community facilities (like Chatigny Center), municipal, state, and federal facilities.

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- **7.0 Effects Found Not To Be Significant**

- Schools: Development and use of the Project could result in indirect generation of students by encouraging new growth needed to house employees and their families. [How is this possible since the average annual wages from the employees working at businesses at this project (average warehouse worker job is less than \$45,000 per year), is not sufficient to allow workers qualify for home mortgages.]

- 8.0 EIR Consultation and Preparation

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- 9.0 References

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- Appendix A - Air Quality Analysis

-

- Appendix B - Health Risk Assessment

-

- Appendix C1 - Biological Resources Assessment and MSHCP

-
- Appendix C2 - Aquatic Resources Delineation Report
-
- Appendix C3- Determination of Biologically Equivalent or Superior Preservation (DBESP) Report
- Appendix D - Cultural Resources Assessment
- Appendix E - Geotechnical Investigation
-
- Appendix F - Greenhouse Gas Assessment
-
- Appendix G - Phase I Environmental Site Assessment
- Appendix H - Hydrology and Water Quality Management Plan
- Appendix I - Water Supply Assessment
- Appendix J - Noise Assessment
-
- Appendix K - Traffic Impact Analysis and Vehicle Miles Travelled
- Appendix L - Notice of Preparation

NOTE: some CEQA categories were not address and show only their title heading. Request opportunity to complete these categories as well.

**Thank you.
Ron Roy**

Christina Taylor

From: lazyb1@verizon.net
Sent: Monday, June 06, 2022 4:06 PM
To: Christina Taylor
Subject: Beaumont Summit Station...EIR Comments for June 6, 2022

Please include the following for public comment for the Beaumont Summit Station EIR.

The applicants desire to change Beaumont's general zoning plan, for their own special interest, from its current residential designation to industrial is not a good fit for the citizens of Beaumont and the region. The project is described in the EIR as being located in the "extreme (read EXTREME) northern portion of the City of Beaumont". This seems to imply that it is in an obscure "out of sight, out of mind" location in the city and it will have little or no impact. That however is not the conclusion of the applicants own chosen and funded consultants who researched and wrote this EIR. Without belaboring the conclusions of the EIR, it is readily obvious that in many aspects, (transportation, traffic, and air quality to name a few), there are "significant unavoidable impacts" to this project for this location as it applies to the citizens of this area whether they live in Beaumont, Calimesa, Cherry Valley or beyond. The fact that is is located in the "extreme" northern portion of Beaumont simply means it is across the street from the citizens of Calimesa and Cherry Valley who will be equally impacted by these EIR findings. Per the EIR findings, even with attempts to try and mitigate the traffic and air quality findings, this project still remains outside the goals and policies of the city of Beaumont. As an example, one of the mitigation suggestions for transportation is to "educate" the citizens about the use and availability of public transportation. Does this imply that because this project will dramatically increase traffic vehicle miles traveled (VMT) on the roads that we citizens need to reduce the use of our personal vehicles in order to help the VMT equation better conform to the goal and policy of the city? In other words, we citizens will need to curtail the use of our vehicles because this projects' truck use will surpass the city's goal of VMT by over 80% according to the data in the EIR. Highly unlikely that will ever happen but instead will serve to make traffic even more burdensome. Please keep the current general plan in effect and deny this project as it is not in the best interest of the people who live in this area. Beaumont already has a plan that allows for warehouses. The applicant can build his warehouse in the designated zone if he so desires.

Respectfully submitted,

Dr. Blair M Ball

Christina Taylor

From: Nancy Hall <nancyhall063@gmail.com>
Sent: Monday, June 06, 2022 4:08 PM
To: Christina Taylor
Subject: Beaumont Summit EIR
Attachments: Notes Beaumont Summit.docx

Christina,
Attached is my letter.

Nancy Hall
PO Box 716
Beaumont, CA 92223
nancyhall063@gmail.com

June 4, 2022

Christina Taylor, Community Development Director
c/o ctaylor@beaumontca.gov
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223

Re: Beaumont Summit EIR
High Cube- Short Term & Refrigerator Warehouses

Dear Ms. Taylor

I have reviewed the report for the Beaumont Summit Draft EIR and I am NOT in favor of this project.
I also am Not in favor of changing the zoning to industrial.

This Project is **NOT a 'Fit'** for the property location requested. Zoning for industrial should be limited to the Beaumont Industrial Park (4th Street between Veile St. and Jack Rabbit Trail).

The San Geronio Pass area does not have the needed infrastructure to support this project; nor is it of any interest to the community in that location.

Beaumont needs to have projects that will improve relationships between its residents and the city. Development projects that will bring families together.

Beaumont needs to protect both families and seniors who sold their homes in busy cities overloaded with truck traffic and moved to a place they felt their children would be safe and parents could retire.

Family venues such as:

- Miniature Golf, batting cages, pickle ball
- Birthday party venues for Kids or something like fairytaletown.org
- Roller Skating, Ice Skating
- Along Cherry Valley Blvd could be Commercial and retail.
- The hotel and retail/office 3 story with a pool/spa

People come here for Retirement, moving away from big cities and congestion, semi-rural living, Cherry Festival, Stagecoach Days, Lavender Festival and Oak Glen.

All Industrial should be limited to the Beaumont Industrial Park on 4th St.

1. Cherry Valley Blvd./I-10

Even with the improvements to Cherry Valley Blvd as projected by the County of Riverside, the magnitude of this project will overload I-10. The Shop-Off warehouse project will have 300 door docks with potential of mega semi- trucks coming and going each day.,

Note: While today's news reports the County of Riverside to fund the diamond shaped improvements to Cherry Valley Blvd. overpass, it still takes years to coordinate with Cal Trans and other governing bodies to develop those improvements. In the Transportation section of this EIR, if approved they expect.

2. CALIMESA/I-10 Plus Roberts Rd./Singleton Rd. & Cherry Valley Blvd.

Calimesa is planning several new developments which will greatly impact Cherry Valley Blvd until Cal Trans, Developer and City of Calimesa can install east and westbound on/off ramps. Cal Trans informed me that it could be 5-7 years before ramps occur due to legal designations, attorneys, and money etc. See planned retail/commercial Calimesa.

https://images1.cityfeet.com/d2/kJ72cRNqG17WI6q_ELMD9CO8at7j5pm14xp8o6hscSg/roberts-rd-calimesa.pdf [Zoning-and-Land-Use-Map-PDF \(cityofcalimesa.net\)](https://www.cityofcalimesa.net/DocumentCenter/View/12345/Zoning-and-Land-Use-Map-PDF)

As Calimesa continues to fill in development towards Beaumont, pressure will rise in the use of Cherry Valley Blvd. and the alternate Singleton and Calimesa Blvd for those big truck and cars. The I-10 freeway cannot support

3. Cal Trans /I-10

In my recent conversation with Cal Trans, I was told, there is no request or plan to widen the I-10 freeway in the Pass area between Calimesa and Banning in the immediate future. I was also told there were no plans to improve the east bound Hwy 60 on ramp to west bound I-10.

4. I-10/Hwy 79 Interchange/ First Street in Beaumont

West/East traffic to San Jacinto/Hemet, Moreno Valley/Yucaipa/Redlands

San Jacinto is growing towards Ramona Expressway with increased commuter traffic daily getting to I-10 in Beaumont via Hwy 79.

BANNING/Sun Lakes Blvd/ Highland Springs

Recently approved a 614k High Cube warehouse which will greatly impact the local traffic on I-10 plus at Highland Springs and Hwy 79 at First Street. Banning abandoned citizen, losing transparency and relationship with the single development Sun Lakes who has brought revenue to Banning.

Lastly, I found it comical that to try and mitigate the traffic, the applicant chose to add bicycles and showers. It just doesn't work. Since Covid, people don't stop at stop signs or drive with any respect for safety on the roadways. Riding a bike on major roadways is not safe and won't work in inclement weather.

In short, Only the hotel if reduced to 3 story's, commercial and residential, should be accepted on this applicant for those 185 acres. I would ask the applicant for a project that would add to the value of the Pass Area.

Respectively,
Nancy Hall

Christina Taylor

From: Jeff Hewitt <jhewitt.liberty@gmail.com>
Sent: Monday, June 06, 2022 4:28 PM
To: Christina Taylor
Subject: Beaumont Summit Station Opposition Letter
Attachments: JH Beaumont Summitt Station_2022.pdf

Good afternoon Christina,

Please see attached letter of my opposition letter regarding the Beaumont Summit Station.

Please provide confirmation receipt at jhewitt.liberty@gmail.com.

Respectfully,

Jeff Hewitt

Jeff Hewitt

955 Roberts Road
Calimesa, CA 92320
(909) 709 9807
jhewitt.liberty@gmail.com

6th June, 2022

City of Beaumont

550 E. 6th Street
Beaumont CA 92223

RE: Beaumont Summit Station

Dear Mayor White & Beaumont City Council Members,

I am writing this correspondence as a private citizen and my opinions do not reflect the County of Riverside or the Board of Supervisors. The "Beaumont Summit Project" is approximately a mile from my house.

On October 17 2017, the Riverside County Board of Supervisors approved the San Gorgonio Crossings Project (now I-10 Logistics). At the time of approval, I was not the 5th District Supervisor. At this meeting, Mayor Nancy Carrol and Councilman Lloyd White expressed their objections to the project as they argued it was incompatible with the rural character of Cherry Valley, it would cause negative impacts to the air quality, and the truck traffic could not be accommodated on Cherry Valley Boulevard. Now, the City of Beaumont is entertaining an even larger warehouse project just across the street?

Please find my objections to the Beaumont Summitt Station Project;

1. The project is incompatible with the supporting areas which are a blend of medium density, low density, and very low density residential units.
2. As a "gateway" into Cherry Valley from the west, this proposed project does not support the rural character of this COI (Community of Interest).
3. The City of Beaumont has a clear industrial zone, why is this proposed project outside of the 4th street industrial corridor?
4. Traffic: Brookside Avenue cannot accommodate traffic but should be used as a secondary access point, is this the plan if approved? I am suspecting that since Mayor White lives on Brookside, that all traffic will be diverted to heavily impacted Cherry Valley Boulevard?

-
5. When Riverside County annexed this property via LAFCO to the City of Beaumont, it was with the understanding that it was going to eventually be medium density housing, now warehousing? Why?
 6. Suggestion: Keep the current zoning and consider all future warehouse projects in your currently zoned light industrial area off of 4th street in south Beaumont.

Respectfully Submitted,

Jeff Hewitt

Citizen of Calimesa

Christina Taylor

From: Alisha C. Pember <apember@adamsbroadwell.com>
Sent: Monday, June 06, 2022 4:59 PM
To: Christina Taylor
Cc: Tara C. Rengifo
Subject: Comments on the Draft Environmental Impact Report for the Beaumont Summit Station Specific Plan (SCH No. 2021090378)
Attachments: 6128-006acp - DEIR Comm Beaumont Summ Station Proj and Exhibits A-B (6-6-22).pdf

Good afternoon,

Please find attached **Comments on the Draft Environmental Impact Report for the Beaumont Summit Station Specific Plan (SCH No. 2021090378)** and Exhibits A-B.

We are also providing a Dropbox link containing supporting references: <https://www.dropbox.com/sh/rmqnsmn3g2m92t8/AAAFBPwL4cZV8KJdIDhVoibLa?dl=0>.

A hard copy of our Comments and Exhibits A-B will be sent out via overnight delivery today.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
(650) 589-1660 voice, Ext. 24
apember@adamsbroadwell.com

106 pg letter sent as attachment

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Christina Taylor

From: Penny Quinn <pennyq43@yahoo.com>
Sent: Monday, June 06, 2022 5:51 PM
To: Christina Taylor
Subject: Summit station

The last thing we need is more warehouse occupancy in Beaumont. We are not an industrial community. People move here to get away from the crowded urban areas. The traffic from the trucks and the resultant air pollution mean that our property values will diminish and we will cease to be an attractive alternative to those seeking our lifestyle.

Please take this into consideration when voting on this matter.

Penny Quinn
1758 La Cantera Way
Beaumont Ca 92223

Sent from my iPhone

Christina Taylor

From: Ron Roy <rroy310@gmail.com>
Sent: Monday, June 06, 2022 6:15 PM
To: Christina Taylor
Subject: Re: BEAUMONT SUMMIT STATION

Thank you Ms. Taylor!

On Mon, Jun 6, 2022 at 4:39 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Good afternoon Mr. Roy,

Thank you for taking the time to comment. Your comments will be included for the record and will be provided to Planning Commission and City Council ahead of the meetings.

CHRISTINA TAYLOR

Deputy City Manager

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212

BeaumontCa.gov

[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Ron Roy <rroy310@gmail.com>
Sent: Monday, June 06, 2022 3:48 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: BEAUMONT SUMMIT STATION

Dear Ms. Taylor

Attached please find my comment letter to the above project

Please confirm timely receipt.

Thank you.

Ron Roy

35161 Hogan Dr, Beaumont, CA 92223

Christina Taylor

From: donna littlefield <littlefielddonna@yahoo.com>
Sent: Monday, June 06, 2022 7:35 PM
To: Christina Taylor; Donna Littlefield
Subject: Re: Beaumont Summit Station

Thank you!

[Sent from Yahoo Mail for iPhone](#)

On Monday, June 6, 2022, 9:46 AM, Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Good morning,

Thank you for taking the time to comment. Your comments will be included in the record and provided to the decision makers.

CHRISTINA TAYLOR
Deputy City Manager

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
Facebook | Twitter | Instagram | YouTube

#ACITYELEVATED

-----Original Message-----

From: Donna Littlefield <littlefielddonna@icloud.com>
Sent: Saturday, June 04, 2022 5:11 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: donna littlefield <littlefielddonna@yahoo.com>
Subject: Beaumont Summit Station

Hi,

I will get right to the point. Thank you.

My family moved to this area 26 years ago and we loved living in this area until now. We could even accept that things change and houses need to be built. This project is really a bad idea. I feel so bad for the Cherry Valley community along with the Beaumont community and with us in the Calimesa area. The pollution which has cancer causing effects, the traffic, taking away what is left of the rural area, the roads are already horrible and I don't see much improvement being done with that alone. The congestion in this area is already getting bad. The trucks are already a problem and with no where to park much less everything else that the trucks need to do to get on and off the freeway. Extra turning area, etc. Add more houses and warehouses and shopping and everyone will be using Calimesa Blvd to go around that congestion on the freeway like they already do.

Please consider that the people that live here have a voice and it isn't and shouldn't always be about money.

Thank you,

Donna Littlefield

Littlefielddonna@yahoo.com

Sent from my iPhone

Item 2.

Christina Taylor

From: Julie Janesin <jljanessin@verizon.net>
Sent: Monday, June 06, 2022 8:49 PM
To: Christina Taylor
Subject: Proposed Beaumont Warehouse near Residential

Ms. Taylor

This warehouse is a terrible idea!

Terrible for the Beaumont Community! The pollution and our air quality will suffer greatly due to the amount of excess traffic this will create.

Pollution to adult residents and toxic to our children and grandchildren!

Please STOP this now.

Sincerely

Julie Janesin
PO Box 433
Beaumont, Ca. 92223
909-633-7157

Project Buildout (Phase 1 + Phase 2)

Long-term operational emissions attributable to the total Project are summarized in Table 4.2-14, Project Buildout Mitigated Operational Emissions.

Table 4.2-14: Project Buildout Mitigated Operational Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Area Source Emissions	55.29	0.02	0.33	0.00	0.01	0.01
Energy Emissions	0.47	4.36	3.66	0.03	0.33	0.33
Mobile Emissions	32.48	93.99	335.28	3.43	96.84	30.07
Off-Road Emissions	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators	5.06	14.14	12.90	0.02	0.74	0.74
Total Emissions	93.27	112.51	352.17	3.48	97.92	31.15
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No

Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

As indicated in Table 4.2-14, total operational emissions for the Project at buildout would exceed SCAQMD thresholds for ROG and NO_x. The majority of the Project’s emission exceedances are from mobile sources that cannot feasibly be reduced below the SCAQMD threshold. Emissions from motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. However, numerous PDFs and mitigation measures have been included to reduce emissions to the maximum extent feasible.

MM AQ-3 through MM AQ-7 have been identified to reduce operational emissions from mobile sources. MM AQ-3 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. MM AQ-4 requires charging stations and infrastructure to support future electric vehicle demand to reduce mobile emissions. MM AQ-5 prohibits idling when engines are not in use and includes signage to report violations and MM AQ-6 is required to incentivize the use of cleaner operating trucks to reduce air quality emissions and would facilitate compliance with SCAQMD Rule 2035. Table 4.2-14 shows that despite numerous PDFs that would minimize emissions and the implementation of MM AQ-3 through MM AQ-6, for VOC (ROG) and NO_x emissions would remain above the SCAQMD’s thresholds; therefore, impacts would be significant and unavoidable.

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds,

Christina Taylor

From: L Ellison <laellisonla@gmail.com>
Sent: Monday, June 06, 2022 11:09 PM
To: Christina Taylor
Subject: Summit Station

Hi Ms. Taylor,

Thank you for taking the time to read this email. I'm a resident at Solera in Beaumont and am sending this note to you and the Beaumont City Council expressing my opposition to the construction of the Summit Station Warehouse on Brookside Avenue. The negative impact created by such a large construction job and its resulting warehouse's trucking traffic will have an alarming effect on the senior residents of Solera and our neighbors in the Stetson community—from construction hazards to congestion, noise and air pollution and water waste.

The Cherry Valley Boulevard warehouse is an alarming case in point. City planning isn't just about growth and generating tax income. Beaumont shouldn't become a miniature City of Industry. Our area's countryside aesthetic is an important part of its personality that helps draw and retain residents and contributes to quality of life and home values. There's got to be a better way to grow. Thanks again for your time and consideration.

Sincerely,
Lori Ellison
(Solera Resident)

Christina Taylor

From: Nancy Hall <nancyhall063@gmail.com>
Sent: Tuesday, June 07, 2022 8:18 AM
To: Christina Taylor
Subject: Re: Beaumont Summit EIR

Yes, Ron Roy and myself posted it on several pages encouraging people to reply. Pleased you got input. Thank you for the confirmation.
Nancy Hall

On Mon, Jun 6, 2022 at 4:41 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Good afternoon Nancy,

Thank you for taking the time to comment. As you can imagine, we have had tremendous community input. Your comments along with all the others will be included for the record and will be provided to the Planning Commission and City Council ahead of the meetings.

CHRISTINA TAYLOR

Deputy City Manager

City of Beaumont

[550 E. 6th Street, Beaumont, Ca 92223](#)

Desk (951) 572-3212

BeaumontCa.gov

[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Nancy Hall <nancyhall063@gmail.com>
Sent: Monday, June 06, 2022 4:08 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Beaumont Summit EIR

Christina,

Attached is my letter.

Christina Taylor

From: Jennie Rose Sylva <harmoniehoney@yahoo.com>
Sent: Tuesday, June 07, 2022 8:37 AM
To: Christina Taylor
Subject: Oppose "BEAUMONT SUMMIT STATION"

Good Morning,

I know the deadline was yesterday, but I wanted to still express my hopes that the city council will do what is best for residents on the West side on Beaumont and not allow another monolithic eyesore that brings additional traffic, air pollution and low paying - non career jobs. Beaumont has already designated plenty of warehouse space off the 60 freeway!

Thank you.

Jennie Rose Sylva
36974Dunhill Court
Beaumont, CA 92223

"Laughter, hope, waves at the shore -- if we collected all of these gifts like small grains of sand, soon we'd have a castle." ~ Unknown

"There are two ways of spreading light: to be the candle or the mirror that reflects it." ~ Edith Wharton

Christina Taylor

From: A S <asalcido.07@gmail.com>
Sent: Tuesday, June 07, 2022 6:28 PM
To: Christina Taylor
Cc: Unknown; jbourgeois029@gmail.com; Terrance Lucio; PATRICK HANINGER
Subject: Beaumont Summit Specific Plan Project

Good Evening Ms. Taylor,

Please provide any updates to the above mentioned project.

I am requesting under Public Resource Code Section 21092.2 to add the email addresses and mailing address below to the notification list, regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project.

t.lucio57@gmail.com

phaninger1@gmail.com

jbourg2271@aol.com

jbourgeois029@gmail.com

asalcido.07@gmail.com

Mailing Address:

P.O. Box 79222

Corona, CA 92877

Please confirm receipt of this email.

Thank You,

Adam Salcido

Christina Taylor

From: A S <asalcido.07@gmail.com>
Sent: Wednesday, June 08, 2022 1:20 PM
To: Christina Taylor
Cc: Unknown; jbourgeois029@gmail.com; Terrance Lucio; PATRICK HANINGER
Subject: Re: Beaumont Summit Specific Plan Project

Thank you, appreciate your assistance.

On Wed, Jun 8, 2022 at 12:58 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Received. I will add the email addresses to our email correspondence list.

CHRISTINA TAYLOR

.Deputy City Manager

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212

BeaumontCa.gov

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#ACITYELEVATED

From: A S <asalcido.07@gmail.com>
Sent: Tuesday, June 07, 2022 6:28 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Cc: Unknown <jbourg2271@aol.com>; jbourgeois029@gmail.com; Terrance Lucio <t.lucio57@gmail.com>; PATRICK HANINGER <phaninger1@gmail.com>
Subject: Beaumont Summit Specific Plan Project

Good Evening Ms. Taylor,

Please provide any updates to the above mentioned project.

I am requesting under Public Resource Code Section 21092.2 to add the email addresses and mailing address below to the notification list, regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project.

t.lucio57@gmail.com

phaninger1@gmail.com

jbourg2271@aol.com

jbourgeois029@gmail.com

asalcido.07@gmail.com

Mailing Address:

P.O. Box 79222

Item 2.

Corona, CA 92877

Please confirm receipt of this email.

Thank You,

Adam Salcido

From: [Nicole Wheelwright](#)
To: [Christina Taylor](#); [Carole Kendrick](#)
Subject: FW: Public Comments for Public Hearings of Summit Station - Specific Plan dated on 6/28/2022
Date: Monday, June 13, 2022 4:15:46 PM

See below.

- Nicole

From: Sonny Lee <sonny89@verizon.net>
Sent: Monday, June 13, 2022 4:14 PM
To: Nicole Wheelwright <NWheelwright@beaumontca.gov>
Subject: Public Comments for Public Hearings of Summit Station - Specific Plan dated on 6/28/2022

Dear Mayer, Councilmen, and Planners,

I'm the owner of 10755 Trouble Ct (APN 407-190-024), Beaumont, CA 92223 adjacent to the east boundary of Summit Station - Specific Plan. Basically, I strongly support the project because it will bring prosperity to our city and residents and increase employment and income provided that the developer needs to construct some infrastructures contributing to neighbors and City of Beaumont by widening Cherry Valley Blvd to 4-6 lanes with bright street lights, building storm drains, high capacity sewer lines and water lines, underground power lines if possible, plants over-fence with Cypress trees or palms along the boundary lines to beautify the environment, blocking noise of commercial trucks along the boundary lines from neighbors, building nice parks in the open space Planning Area 3, and paving neighbor streets on Fabian Ln and Goodie Ln. Thank you.

Have a blessed day.

Best Regards,

Kuo Ming Lee.

From: [Nicole Wheelwright](#)
To: [Christina Taylor](#); [Carole Kendrick](#)
Subject: FW: Summer station project
Date: Tuesday, June 21, 2022 9:51:02 AM

See comment below.

- Nicole

-

-----Original Message-----

From: Melva Tucker <rxmelva@icloud.com>
Sent: Monday, June 20, 2022 11:47 PM
To: Nicole Wheelwright <NWheelwright@beaumontca.gov>
Subject: Summer station project

Please reconsider building any more commercial buildings. Our town is getting more and more congested with traffic. No more warehouses.
Let's leave the land as intended, our wildlife needs their home. This can't be good for the environment. I miss just seeing land and fields

Melva Tucker

Sent from my iPad

From: [Nicole Wheelwright](#)
To: [Christina Taylor](#)
Subject: FW: Summit Station Project Public Comment
Date: Tuesday, June 14, 2022 9:52:07 AM

See below.

- Nicole

From: Samantha MacDonald <sammymacdonald22@gmail.com>
Sent: Tuesday, June 14, 2022 9:49 AM
To: Nicole Wheelwright <NWheelwright@beaumontca.gov>
Subject: Summit Station Project Public Comment

I strongly urge the Beaumont City Council to listen to residents pleas—NO MORE WAREHOUSES! This project would drastically chip away at our city's quality of life, home values, and trust in our elected leaders. Many of us moved to this city in the last 10 years and it is becoming a place we don't recognize because of huge warehouses cropping up all around us. If this type of city planning continues, my family and I will eventually move. Ask yourselves why you were elected to your positions—I believe and hope it is to represent your constituents and what we want for our city, our children, and their futures.

From: [Mandi Wisbaum](#)
To: [Carole Kendrick](#); [Christina Taylor](#)
Subject: Information for tract 36583
Date: Tuesday, June 14, 2022 1:01:01 PM

Hello,

I was wondering if I could get some information on the industrial development project for tract 36583. Originally I believe it was the sunny cal specific plan, but now is planned to be an industrial complex. If there are any plans or proposals for this entity that you could send me, that would be great!

Thank you so much in advance for your help!

Warmly,
Mandi Wisbaum

From: [Sheila M. Sannadan](#)
To: [Christina Taylor](#); [Carole Kendrick](#)
Subject: RE: Beaumont Summit Specific Plan Project - Hearings
Date: Monday, June 13, 2022 2:10:51 PM
Attachments: [image001.png](#)

Good Afternoon Ms. Taylor and Ms. Kendrick,

Is the the Beaumont Summit Station Project set for a City Planning Commission hearing on June 28, 2022? If not, could you please tell me what is the newly scheduled, or tentatively scheduled hearing for this project?

Thank you for your assistance.

Regards,
Sheila

Sheila Sannadan
Legal Assistant
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
Phone (650) 589-1660
Fax (650) 589-5062
ssannadan@adamsbroadwell.com

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Wednesday, June 1, 2022 11:06 AM
To: Sheila M. Sannadan <ssannadan@adamsbroadwell.com>; Carole Kendrick <CKendrick@beaumontca.gov>
Subject: RE: Beaumont Summit Specific Plan Project - Hearings

Good morning,

We anticipate the project will be heard at the Planning Commission on June 28th.

CHRISTINA TAYLOR
Deputy City Manager

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212
BeaumontCa.gov
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



From: Sheila M. Sannadan <ssannadan@adamsbroadwell.com>
Sent: Wednesday, June 01, 2022 11:02 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>; Carole Kendrick <CKendrick@beaumontca.gov>
Subject: Beaumont Summit Specific Plan Project - Hearings

Good Morning Ms. Taylor and Ms. Kendrick,

I see that it is mentioned on the City's website that the Beaumont Summit Station Project is *tentatively* scheduled for a City Planning Commission hearing on June 28, 2022. <https://www.beaumontca.gov/CivicAlerts.aspx?AID=849>

Could you please tell me whether this Project is indeed scheduled for a public hearing on June 28, 2022? If not, what is the new tentative, or scheduled, hearing date for this Project?

Thank you for your assistance.

Regards,
Sheila

Sheila Sannadan
Legal Assistant
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080
Phone (650) 589-1660
Fax (650) 589-5062
ssannadan@adamsbroadwell.com

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FAX: (650) 589-5062

treginfo@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721TEL: (916) 444-6201
FAX: (916) 444-6209KEVIN T. CARMICHAEL
CHRISTINA M. CARO
THOMAS A. ENSLOW
KELILAH D. FEDERMAN
RICHARD M. FRANCO
ANDREW J. GRAF
TANYA A. GULESSERIAN
DARIEN K. KEY
RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO
MICHAEL R. SEVILLE*Of Counsel*
MARC D. JOSEPH
DANIEL L. CARDOZO

June 6, 2022

Via Email and Overnight MailChristina Taylor, Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
Fax: (951) 769-8526
Email: ctaylor@beaumontca.gov**Re: Comments on the Draft Environmental Impact Report for the
Beaumont Summit Station Specific Plan (SCH No. 2021090378)**

Dear Ms. Taylor:

We are writing on behalf of Californians Allied for a Responsible Economy (“CARECA”) regarding the Draft Environmental Impact Report (“DEIR”) for the Beaumont Summit Station Specific Plan Project (SCH No. 2021090378) (“Project”) prepared by the City of Beaumont (“City”). The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components.¹ The following Assessor Parcel Numbers (“APNs”) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.²

The Project proposes to divide the site into five parcels, with Parcels 1, 2, and 3 designated for e-commerce uses with supporting office as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet.³

¹ City of Beaumont, *Draft Environmental Impact Report for the Beaumont Summit Station Project* at 3-2—3-3 (April 2022)(hereinafter, “DEIR”).

² *Id.*

³ City of Beaumont, *Notice of Availability; Draft Environmental Impact Report for the Beaumont Summit Station Project* (April 21, 2022).
6128-006acp

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Parcel 4 would include the development of up to 150,000 square feet of commercial uses, as follows:

- Hotel: 100,000 square feet (220 hotel rooms)
- Food Uses: 25,000 square feet
- General Retail: 25,000 square feet.⁴

Parcel 5 would remain as open space.⁵ The Project includes the adoption of the new Beaumont Summit Station Specific Plan, General Plan Amendments, Tentative Parcel Map, approval of a Plot Plan/Site Plan, and a Development Agreement.⁶ The proposed Project would also include various on-site and off-site improvements including roadway improvements, utility connections, and rights-of-way to support the Project.⁷

The DEIR fails in significant aspects to perform its function as an informational document that is meant “to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment” and “to list ways in which the significant effects of such a project might be minimized.”⁸ The DEIR fails to provide an accurate and complete Project Description and the alternatives analysis in the DEIR is deficient on multiple grounds. First, the DEIR’s project objectives are impermissibly narrow and improperly constrain the alternatives analysis. Second, the DEIR dismisses the environmentally superior alternative without adequate analysis. Third, the DEIR must analyze a 55% reduced Project size, which would substantially reduce significant impacts, as supported by the attached expert comments. Finally, the Project’s Development Agreement may improperly constrain the Project’s alternatives analysis in the DEIR.

Additionally, the DEIR fails to adequately disclose and mitigate the Project’s potentially significant impacts. As supported by the attached expert comments, the DEIR omits an analysis of the air quality impacts from transport refrigeration units (“TRUs”), which are a reasonably foreseeable Project use, and fails to assess the potential increase in air quality impacts due to the Beaumont-Cherry Valley Water District’s 2022 Resolution authorizing water use restrictions. The DEIR also does

⁴ *Id.*

⁵ *Id.*

⁶ *Id.*

⁷ *Id.*

⁸ *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 391. 6128-006acp

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not disclose and mitigate the full scope of the Project's impacts on health. The DEIR's Health Risk Assessment ("HRA") underestimates Diesel Particulate Matter ("DPM") from the Project's back-up generators, omits an analysis of non-diesel low NOx and zero emission technology options for back-up generators, improperly segments the analysis of the Project's health risks between the construction and operations phases, relies on an inadequate receptor grid to calculate DPM, and its Air Dispersion Model has flaws that result in inaccurate estimates of the Project's operational emissions, among other deficiencies.

With regards to the Project's significant impacts from greenhouse gas ("GHG") emissions, the DEIR's greenhouse gas ("GHG") emissions impact analysis is deficient and there is substantial evidence demonstrating that additional feasible mitigation measures are available to further reduce the Project's significant impacts from GHG emissions from mobile sources. There are omissions and deficiencies with the Project's VMT impacts analysis, including that the threshold is unsupported by substantial evidence and the DEIR fails to disclose the significant VMT impacts due to the Project's land use change from residential to industrial and commercial. The DEIR also fails to consider all feasible mitigation measures to reduce the Project's significant transportation impacts to less than significant levels. With regards to the DEIR's hazards assessment, the full scope of the Project's impacts from hazardous materials is insufficiently evaluated in the DEIR. The DEIR fails to disclose the Project's conflicts with California housing laws, which result in unmitigated significant impacts. The DEIR's subsequent finding that the Project will not displace a substantial amount of housing is therefore incorrect and unsupported by substantial evidence.

The DEIR also fails to meaningfully analyze the Project's impacts on water supply given the site's lack of recycled water infrastructure to offset potable water use. The full scope of the Project's impacts on biological resources are not adequately disclosed and mitigated in the DEIR. Specifically, the Project's significant impacts to the federally and state endangered Least bell's vireo will not be mitigated to less than significant levels, and the payment of local development mitigation fees is not adequate mitigation for this impact or the Project's other significant impacts on biological resources. Finally, the wildfire baseline set forth in the DEIR omits critical information necessary to inform the impact analysis.

Based upon an in-depth review of the DEIR, and for the reasons stated herein and in the attached expert comments, the DEIR must be revised and

June 6, 2022
Page 4

recirculated to adequately inform the decision-makers and public of the Project's significant environmental impacts and feasible mitigation measures.

These comments were prepared with the assistance of air quality, GHG emissions, health risk assessment, and hazardous materials expert Dr. James Clark, Ph.D. Dr. Clark's comments and his *curriculum vitae* are attached as Exhibit A. These comments were also prepared with the assistance of traffic and transportation expert Mr. Daniel Smith, P.E. Mr. Smith's comments and his *curriculum vitae* are attached as Exhibit B.

I. STATEMENT OF INTEREST

CARECA is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards, and the environmental impacts of the Project. The coalition includes the District Council of Ironworkers and Southern California Pipe Trades DC 16, along with their members, their families, and other individuals who live and work in the City of Beaumont, and in Riverside County.

CARECA advocates for protecting the environment and the health of their communities' workforces. CARECA seeks to ensure a sustainable construction industry over the long-term by supporting projects that offer genuine economic and employment benefits, and which minimize adverse environmental and other impacts on local communities. CARECA members live, work, recreate, and raise their families in the City of Beaumont as well as in the County of Riverside and surrounding communities. Accordingly, they would be directly affected by the Project's environmental and health and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist onsite.

In addition, CARECA has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for business and industry to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

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Page 5

II. LEGAL BACKGROUND

CEQA is designed to inform decision-makers and the public about the potential, significant environmental effects of a project.⁹ “CEQA’s fundamental goal [is] fostering informed decision-making.”¹⁰ “The purpose of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind.”¹¹

“The foremost principle in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.”¹² CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project.¹³ “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Second, CEQA requires public agencies to avoid or reduce environmental damage when “feasible” by requiring “environmentally superior” alternatives and all feasible mitigation measures.¹⁴

Whether an EIR complies with CEQA’s requirements depends on whether the EIR “includes enough detail ‘to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.’...A prejudicial abuse of discretion occurs if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.”¹⁵ Insufficient analysis or outright omissions regarding the magnitude of the environmental impact are not substantial evidence questions; instead, “the inquiry is predominantly legal and, [a]s such, it is generally subject to independent

⁹ 14 C.C.R. § 15002(a)(1).

¹⁰ *Laurel Heights Improvement Assn.*, 47 Cal.3d at 402.

¹¹ *Bozung v. LAFCO* (1975) 13 Cal.3d 263, 283.

¹² *Communities for a Better Env’t. v. Cal. Res. Agency* (2002) 103 Cal. App.4th 98, 109.

¹³ 14 CCR § 15002(a)(1).

¹⁴ 14 CCR § 15002(a)(2) and (3); *See also Berkeley Keep Jets Over the Bay Com. v. Bd. of Port Comrs.* (2001) 91 Cal.App.4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

¹⁵ *Golden Door Properties, LLC v. Cty. of San Diego* (2020) 50 Cal. App. 5th 467, 505; *See also Save our Peninsula Comm. v. Monterey Cty. Bd. of Supervisors* (2001) 87 Cal. App. 4th 99, 118 (“The error [in failing to include relevant information in the EIR] is prejudicial ‘if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.’”)

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review.”¹⁶ As the Supreme Court recently clarified, a conclusory discussion of an environmental impact that an EIR deems significant may be held to be inadequate as a matter of law “without reference to substantial evidence,” even where mixed questions of law and fact are involved.¹⁷ “A clearly inadequate or unsupported study is entitled to no judicial deference.”¹⁸ To the extent factual questions arise, a substantial evidence standard of review applies.¹⁹

Moreover, the substantive mandate of CEQA prohibits public agencies from approving projects if feasible alternatives or mitigation measures are available that would substantially lessen the significant environmental effects of such projects.²⁰ A lead agency must mitigate or avoid the significant environmental effects of a project whenever it is feasible to do so.²¹ The burden is on the agency to affirmatively demonstrate that it has considered feasible measures to lessen or avoid the project’s significant effects.²² As stated by the California Supreme Court, “there [must] be a disclosure of ‘the analytic route the...agency traveled from evidence to action.’”²³

III. THE DEIR FAILS TO ADEQUATELY DESCRIBE THE PROJECT

The DEIR does not meet CEQA’s requirements because it fails to include an accurate, complete, and stable Project Description, rendering the entire analysis inadequate. California courts have repeatedly held that “an accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient [CEQA document].”²⁴ CEQA requires that a project be described with enough particularity that its impacts can be assessed.²⁵ Accordingly, a lead agency may not hide behind its failure to obtain a complete and accurate project description.²⁶

The DEIR explains that approval of a development agreement is one of the Project’s required approvals but fails to attach a proposed development agreement

¹⁶ *Id.*

¹⁷ *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 514, 516.

¹⁸ *Berkeley Keep Jets Over the Bay Comm. v. Bd. of Port Comm’rs* (2001) 91 Cal. App. 4th 1344, 1355, *as modified on denial of reh’g* (Sept. 26, 2001).

¹⁹ *Golden Door Properties, LLC*, 50 Cal. App. 5th at 505.

²⁰ Pub. Res. Code § 21002.

²¹ *Id.* at 21002.1(b).

²² *Vill. Laguna of Laguna Beach, Inc. v. Bd. of Supervisors* (1982) 134 Cal. App. 3d 1022, 1034–35.

²³ *Id.*

²⁴ *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.

²⁵ *Id.* at 192.

²⁶ *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311.
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to the DEIR and fails to describe its proposed terms.²⁷ As a result, the DEIR fails to describe this critical component of the Project.

A development agreement is a contract between an agency and a developer establishing certain development rights with any person having a legal or equitable interest in the property at issue. While a development agreement must advance an agency's local planning policies, it may also contain provisions that vary from otherwise applicable zoning standards and land use requirements as long as the project is consistent with the general plan and any applicable specific plan. For this reason, it is critical that the terms of a proposed development agreement be disclosed to the public and analyzed during the Project's CEQA review process in order to determine whether the development agreement may have potentially significant impacts that are not otherwise inherent in the Project.

When a development agreement is required to implement a project, it is considered part of the project under CEQA.²⁸ Development agreements must be enacted in accordance with the Government Code and applicable local planning codes and must undergo environmental review at the time of adoption. Therefore, any development agreement for the Project must be described in the DEIR and considered by the City's decision makers at the same time as the rest of the Project approvals.

The DEIR fails to include any discussion of the terms being considered for inclusion in the Project's current development agreement. The DEIR must be revised to correct this omission. In particular, the public must be allowed to consider whether the proposed development agreement will have significant impacts in addition to the impacts disclosed in the DEIR *before* the City enters a long-term contract with the applicant which could guarantee the long-term existence of those impacts during the life of the contract.

IV. THE ALTERNATIVES ANALYSIS IN THE DEIR IS DEFICIENT

The Project Description in an EIR must include a description of the Project Objectives. "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

²⁷ DEIR at 3-17.

²⁸ See Gov. Code §§ 65864, *et seq.*; 14 C.C.R. §§15352(a), (b), 15378; *Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116.
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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.”²⁹ CEQA “make clear that ‘[o]ne of its [an EIR’s] major functions ... is to ensure that all reasonable alternatives to proposed projects are thoroughly assessed by the responsible official.’”³⁰

A. The DEIR’S Project Objectives are Impermissibly Narrow and Improperly Constrain the Alternatives Analysis

One of the Project Objectives is to “[f]acilitate the development of underutilized land currently planned for residential uses with uses that maximize the use of the site as a large format e-commerce center consisting of one or more buildings with total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000 square feet of mixed commercial uses responding to market demand.”³¹ As written, this Project Objective improperly constricts the alternatives analysis by impeding any alternative other than the Project itself. For example, an alternative that includes residential uses is foreclosed because the objective limits the site to commercial uses only. Similarly, any reduction to building intensity is precluded by specifying the total square footage for both the e-commerce buildings and the areas with mixed commercial uses.

The limiting effect of this Project Objective is evidenced in the DEIR’s alternatives analysis, which is severely deficient. Other than the “No Project” Alternative, the DEIR analyzed only one alternative to the Project. The Reduced Building Intensity Alternative “would entail the development of e-commerce and commercial uses, but at a smaller square footage (15 percent less) than what was proposed for the Project. The Alternative would involve the development of 2,173,846 square feet of e-commerce space.”³² The DEIR identified the Reduced Building Intensity Alternative as “the environmentally superior Alternative because it would reduce some of the potentially significant impacts of the proposed Project,” but dismissed this Alternative as “not capable of meeting all of the basic objectives of the Project” without further explanation.³³

²⁹ 14 C.C.R. § 15126.6(a) (emphasis added).

³⁰ *Laurel Heights Improvement Assn.*, 47 Cal. 3d at 400.

³¹ DEIR at 3-8.

³² *Id.* at 6-16.

³³ *Id.* at 6-22.

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In *We Advoc. Through Env't Rev. v. Cnty. of Siskiyou*, the court held that “the County produced a flawed EIR” by taking an “artificially narrow approach for describing the project objectives, ... ensur[ing] that the results of its alternatives analysis would be a foregone conclusion.”³⁴ The court reasoned that “as a result, [the County] transformed the EIR's alternatives section—often described as part of the “core of the EIR” [internal citation omitted]—into an empty formality.”³⁵ There, the EIR’s “stated project objectives, mirroring the proposed project itself, consist[ed] largely of the use of ‘the full production capacity of the existing Plant’ and the ‘operation of the Plant as soon as possible.’”³⁶ The court determined that “if the principal project objective is simply pursuing the proposed project, then no alternative other than the proposed project would do. All competing reasonable alternatives would simply be defined out of consideration.”³⁷ The court also held that the error was prejudicial: “[b]ecause the City effectively described the principal project objective as operating the project as proposed, it dismissively rejected anything other than the proposed project. In doing so, it prejudicially prevented informed decision making and public participation.”³⁸

Here, the DEIR’s Project Objectives to develop “a large format e-commerce center” “with total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000 square feet of mixed commercial uses” is effectively a description of the proposed Project, thereby preventing any alternative to the Project from achieving these stated objectives.³⁹ “One of [an EIR’s] major functions ... is to ensure that *all reasonable alternatives* to proposed projects are thoroughly assessed by the responsible official.”⁴⁰ The DEIR’s narrowly tailored Project Objectives prohibits the alternatives analysis mandated by CEQA. This error is particularly egregious given that the Reduced Building Intensity Alternative would reduce some of the potentially significant impacts of the proposed Project, including impacts to biological resources, cultural resources, energy, geology and soils, hazardous materials, hydrology and water quality, population and housing, public services, recreation, and utilities and service systems.⁴¹

³⁴ *We Advoc. Through Env't Rev. v. Cnty. of Siskiyou*, 2022 WL 1499576, at *8 (Cal. Ct. App. Apr. 20, 2022).

³⁵ *Id.*

³⁶ *Id.*

³⁷ *Id.*

³⁸ *Id.*

³⁹ DEIR at 3-8.

⁴⁰ *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565.

⁴¹ DEIR at 6-22—6-23.
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Additionally, a meaningful assessment of a reduced intensity alternative is particularly important for this Project given that the original Sunny-Cal Specific Plan for the site was reduced in size and scope.⁴² Specifically, the plan was “modified to eliminate all commercial properties and higher density residential units, to reduce the number of residential units from 907 to 597, and to exclude the 120-acre portion of the Danny Thomas Ranch, thus reducing the size or footprint of the SCSP from 323.3 to 200 acres....”⁴³ This reduction in intensity was in response to the City Planning Commission’s suggestion to change the project at a public hearing in July of 2005.⁴⁴ Given this history, an adequate discussion of a reduced intensity alternative to the Project is critical to ensure consistency with the goals and policies of the City as well as to meaningfully avoid or reduce the Project’s significant environmental impacts.

B. The DEIR Dismisses the Environmentally Superior Alternative Without Adequate Analysis

“The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.”⁴⁵ An EIR is required to identify the environmentally superior alternative from among the range or reasonable alternatives that are evaluated.⁴⁶ “CEQA does not permit a lead agency to omit any discussion, analysis, or even mention of any alternatives that feasibly might reduce the environmental impact of a project on the *unanalyzed theory* that such an alternative *might not* prove to be environmentally superior to the project. The purpose of an EIR is to provide the facts and analysis that would support such a conclusion so that the decision maker can evaluate whether it is correct.”⁴⁷

CEQA requires that “the discussion of alternatives [] focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, *even if these alternatives would impede to some degree the attainment of the project objectives*, or would be more costly.”⁴⁸ Therefore, even if all of the Project Objectives may not be achieved, the DEIR must not dismiss

⁴² *Cherry Valley Pass Acres & Neighbors v. City of Beaumont* (2010) 190 Cal. App. 4th 316, 325.

⁴³ *Id.*

⁴⁴ *Id.*

⁴⁵ 14 C.C.R. § 15126.6(d).

⁴⁶ *Id.* at § 15126.6(e)(2).

⁴⁷ *Habitat & Watershed Caretakers v. City of Santa Cruz* (2013) 213 Cal. App. 4th 1277, 1305.

⁴⁸ 14 C.C.R. § 15126.6(b) (emphasis added).

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an otherwise environmentally superior alternative. However, DEIR fails to explain which Project Objectives would not be achieved by the Reduced Building Intensity Alternative and instead sets forth the conclusory assertion that this Alternative is “not capable of meeting all of the basic objectives of the Project.”⁴⁹ The DEIR omits any further analysis about which Project Objectives are not achieved and therefore the conclusion set forth in the alternatives analysis is not supported by substantial evidence. The failure to include this discussion in the DEIR is an omission in the analysis that prohibits informed decision making and meaningful public participation.

C. The City Must Analyze a 55% Reduced Project Size Alternative in a Revised DEIR

CEQA Guidelines requires an EIR to “describe a range of reasonable alternatives to 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.”⁵⁰ “There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”⁵¹ Moreover, “a public agency cannot approve a project if the EIR identifies one or more significant effects on the environment, unless the agency makes a finding with respect to each significant effect that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures *or alternatives* identified in the EIR and makes a statement of overriding consideration with respect to the significant effects.”⁵²

Here, Mr. Smith explained in his comments that the DEIR should have evaluated a 55% reduction in Project size, which would have reduced the Project’s significant impacts on VMT to less than significant levels.⁵³ Mr. Smith explained, “If the Project did conform to City VMT significance thresholds, its e-commerce component alone would generate between about 50,000 and 64,000 VMT per day depending on considerations like employee density.”⁵⁴ If the DEIR removes the

⁴⁹ DEIR at 6-22.

⁵⁰ 14 C.C.R. § 15126.6(a).

⁵¹ *Id.*

⁵² *Covington v. Great Basin Unified Air Pollution Control Dist.* (2019) 43 Cal. App. 5th 867, 877; *See also* Pub. Res. Code § 21081.

⁵³ Smith Comments at 3.

⁵⁴ *Id.*

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Project Objectives that improperly constrict the alternatives analysis by impeding any alternative other than the Project itself, as explained above, significant reductions in the Project size may still achieve most of the other Project Objectives (e.g., “Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location;” “Provide access patterns that minimize traffic conflicts;” “Provide a comprehensive land use plan that designates the distribution, location, and extent of land uses.”)⁵⁵

Given that the DEIR concludes that the Project’s cumulative transportation impacts are significant and unavoidable (as well as related air quality and GHG emissions, many of which result from mobile source emissions),⁵⁶ the DEIR must consider a reduced-size alternative which would lessen or avoid these impacts. Mr. Smith provides substantial evidence demonstrating that a 55% reduction in Project size alternative would avoid some or all of the Project’s significant transportation impacts and is likely to achieve most of the Project Objectives (absent the objectives that do not comply with CEQA’s requirements). The City must consider this alternative in a revised and recirculated DEIR.

D. The Development Agreement May Improperly Constrain the Project’s Alternatives Analysis in the DEIR

California law allows cities to enter into contracts with landowners to provide a period of time in which to complete a development project, known as a “development agreement.”⁵⁷ A development agreement is a legislative act approved by ordinance that must be disclosed in the project description under CEQA Guidelines Section 15124.⁵⁸ Although a development agreement provides a developer with vested rights to complete a development without changes in the land use regulations over the term of the agreement, such agreements must not “commit the agency to the project” prior to compliance with CEQA or “foreclose[] alternatives or mitigation measures that would ordinarily be part of CEQA review of that public project,” including the no project alternative.⁵⁹ “In applying this

⁵⁵ DEIR at 3-7—3-8.

⁵⁶ DEIR at 1-8.

⁵⁷ Gov’t Code § 65864.

⁵⁸ 14 C.C.R. § 15124(d)(1)(B).

⁵⁹ *Id.* at § 15004(b)(4)(C); *See also Save Tara v. City of W. Hollywood* (2008) 45 Cal. 4th 116, 138, *as modified* (Dec. 10, 2008).

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principle to conditional development agreements, courts should look not only to the terms of the agreement but to the surrounding circumstances to determine whether, as a practical matter, the agency has committed itself to the project as a whole or to any particular features, so as to effectively preclude any alternatives or mitigation measures that CEQA would otherwise require to be considered, including the alternative of not going forward with the project.”⁶⁰

Here, the Project Description in the DEIR briefly mentions that “[a] statutory development agreement...may be processed concurrently with the approval of this Specific Plan.”⁶¹ The DEIR further states that “[t]he development agreement would include, among other items, the term of entitlements and any provisions for off-site improvements if applicable.”⁶² The DEIR does not include any additional discussion about the Development Agreement and the Development Agreement is not attached to the DEIR as an appendix. CARECA repeatedly requested a copy of the Development Agreement for review pursuant to CEQA as a document referenced in the DEIR and the Public Records Act (“PRA”), but the City repeatedly refused to produce a copy of the Development Agreement. To the extent that any of the terms of the Development Agreement foreclose an otherwise feasible alternative, the Development Agreement should be amended, and the DEIR analysis must be revised accordingly.

V. THE DEIR FAILS TO ADEQUATELY DISCLOSE AND MITIGATE THE PROJECT’S SIGNIFICANT IMPACTS

“The foremost principle in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.”⁶³ Whether an EIR adequately discussed a project’s environmental impacts “is an issue distinct from the extent to which the agency is correct in its determination whether the impacts are significant.”⁶⁴ Even if the EIR concludes an impact is significant, the EIR must nevertheless “reasonably describe the nature and magnitude of the adverse effect.”⁶⁵ The ultimate inquiry is whether the EIR includes enough detail to enable those who did not participate in its preparation to understand and to

⁶⁰ *Id.* at 139.

⁶¹ DEIR at 3-17.

⁶² *Id.*

⁶³ *Communities for a Better Environment v. Cal. Resources Agency* (2002) 103 Cal. App.4th 98, 109.

⁶⁴ *Sierra Club v. Cty. of Fresno* (2018) 6 Cal. 5th 502, 514.

⁶⁵ *Id.*

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consider meaningfully the issues raised by the proposed project.⁶⁶ An adequate description of environmental impacts also “inform[s] the critical discussion of mitigation measures and project alternatives at the core of the EIR.”⁶⁷

The failure to provide the information required by CEQA is a failure to proceed in the manner required by CEQA.⁶⁸ Challenges to an agency’s failure to proceed in the manner required by CEQA, such as the failure to address a subject required to be covered or to disclose information about a project’s environmental effects or alternatives, are subject to a less deferential standard than challenges to an agency’s factual conclusions.⁶⁹ Even when substantial evidence questions arise, reviewing courts will not “uncritically rely on every study or analysis presented by a project proponent in support of its position.”⁷⁰

A. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project’s Impacts on Air Quality

The South Coast Air Basin (“Basin”) already experiences high levels of air pollution due to “the nation’s second largest urban area combined with meteorological conditions and topography that create the ideal conditions for the formation of pollutants such as ozone and fine particulate matter (PM_{2.5}, particles less than 2.5 microns in diameter).”⁷¹ Pollutants of concern in the Basin include O₃, PM₁₀, and PM_{2.5}, and the Basin is currently designated as a nonattainment area with respect to the State O₃, PM₁₀, and PM_{2.5} standards, as well as the national 8-hour O₃ and PM_{2.5} standards.⁷²

In 2020, the Basin exceeded federal standards on 49 percent of the days, mainly due to exceedances of ozone and PM_{2.5}.⁷³ “The maximum measured concentrations for these pollutants in 2020 were among the highest in the

⁶⁶ *Id.* at 516.

⁶⁷ *Id.* at 514.

⁶⁸ *Sierra Club v. State Bd. Of Forestry* (1994) 7 Cal.4th 1215, 1236.

⁶⁹ *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 435.

⁷⁰ *Berkeley Keep Jets Over the Bay Com.*, 91 Cal.App.4th at 1355.

⁷¹ South Coast Air Quality Management District (“SCAQMD”), *Draft 2022 AQMD* at 2-1 (May 2022), available at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>.

⁷² DEIR at 4.2-4; 4.2-10.

⁷³ SCAQMD, *Draft 2022 AQMD* at 2-68 (May 2022), available at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>.

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country.”⁷⁴ “While ozone trends had shown continual improvement historically, trends over the past decade have been mostly flat.”⁷⁵ The Project site and surrounding areas are ranked in the 99th percentile for ozone pollution, according to the Office of Environmental Health Hazard Assessment’s CalEnviroScreen.⁷⁶

The South Coast Air Quality Management District (“SCAQMD”) recognized in its 2022 Draft Air Quality Management Plan that “[w]hile economic growth is beneficial for the region, it presents a challenge to air quality improvement efforts as projected growth could offset the progress made in reducing VOC, NO_x, SO_x, and PM_{2.5} emissions through adopted regulations from the South Coast AQMD and CARB.”⁷⁷ As recognized in the DEIR, this Project would result in unavoidable significant impacts with respect to air quality plan consistency and operational emissions with the majority of the Project’s emission exceedances being from mobile sources.⁷⁸

Statewide, “[h]eavy-duty trucks comprise the largest source of NO_x in the state, contributing nearly a third of all statewide NO_x emissions as well as more than a quarter of total statewide diesel particulate matter (PM) emissions.”⁷⁹ According to the California Air Resources Board (“CARB”), “[i]f California is to meet its health-based ambient air quality standards, we need to reduce levels of NO_x emissions from on-road heavy-duty trucks by 85 percent. This will help us achieve the 2008 75 ppb ozone standard required by 2031 in the South Coast region.”⁸⁰ However, this Project will add significant levels of NO_x emissions to the Basin, particularly from on-road heavy-duty trucks, resulting in unmitigated, significant air quality impacts.

⁷⁴ *Id.*

⁷⁵ *Id.*

⁷⁶ Office of Environmental Health Hazard Assessment (“OEHHA”), *CalEnviroScreen 4.0*, available at: <https://oehha.ca.gov/calenviroscreen>. Census tract 606043811.

⁷⁷ DEIR at 3-29.

⁷⁸ *Id.* at 4.2-35; 4.2-57. Phase 1 of the Project is expected to generate 10,050 daily trips, which includes 5,522 passenger car trips, 3,906 van delivery trips, and 622 truck trips, and Phase 2 of the Project is estimated to generate 485 daily trips, which include employee commutes to work, retail customers, and delivery trips. *Id.* at 4.2-31; 4.2-33.

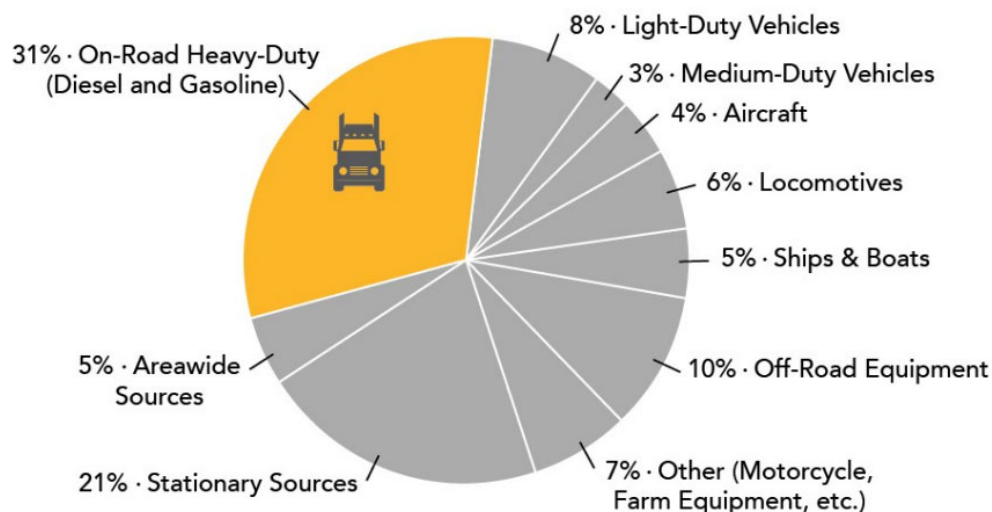
⁷⁹ California Air Resources Board, *Facts about the Low NO_x Heavy-Duty Omnibus Regulation*, available at: https://ww2.arb.ca.gov/sites/default/files/classic/msprog/hdlownox/files/HD_NOx_Omnibus_Fact_Sheet.pdf.

⁸⁰ *Id.*

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Sources of NO_x Emissions in California



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The DEIR fails to disclose or adequately mitigate the Project’s significant impacts to air quality to the maximum extent feasible, as required by CEQA. In particular, the DEIR omits an analysis of the air quality impacts from TRUs, which are a reasonably foreseeable Project use, and fails to assess the potential increase in air quality impacts due to the Beaumont-Cherry Valley Water District’s 2022 Resolution authorizing water use restrictions. PDF AQ-4 and PDF AQ-10 will not meaningfully reduce the Project’s significant impacts on air quality and must be included as binding mitigation. MM AQ-3 for a Transportation Demand Management Program is devoid of the necessary criteria for measuring the effectiveness of the measure, and MM AQ-1 must be strengthened to reduce the Project’s significant NO_x emissions and DPM emissions during construction in Phases 1 and 2. For the reasons stated herein, the DEIR’s air quality analysis is deficient and must be revised.

⁸¹ *Id.*
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a. The DEIR Improperly Omits an Analysis of the Air Quality Impacts from TRUs

MM AQ-4 states, “The buildings’ electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods.”⁸² (4.2-40) However, according to the DEIR, cold storage is not an allowed use in the Specific Plan zone, which is the existing zoning for the Project site,⁸³ and PDF AQ-1 expressly states that the Project will not involve TRUs.⁸⁴ Despite expressly acknowledging the potential for cold storage uses in MM AQ-4, the Project’s air quality analysis modeled the warehouses as unrefrigerated, meaning the DEIR’s projected Project emissions did not include emissions from TRUs.⁸⁵

The DEIR’s omission of emissions from TRUs from its air quality analysis is not supported by substantial evidence. As explained in Dr. Clark’s comments, TRUs are reasonably foreseeable based on the requirement in MM AQ-4 and the DEIR improperly excludes emissions from TRUs in the impact analysis.⁸⁶ By failing to account for the Project’s TRU emissions in the public health impacts analysis, Dr. Clark concluded that the DEIR is “intentionally underestimating the foreseeable health risk to the community as well as the associated GHG emissions from the operation of the TRUs.”⁸⁷

b. The DEIR Fails to Assess the Potential Increase in Air Quality Impacts Due to the Beaumont-Cherry Valley Water District’s 2022 Resolution Authorizing Water Use Restrictions

The DEIR explains that the Project would be subject to SCAQMD Rules for reducing fugitive dust, identified in Standard Conditions (“SC”) AQ-1.⁸⁸ “Standard

⁸² DEIR at 4.2-40.

⁸³ Although the DEIR claims that “[c]old storage is also not an allowed use in the Specific Plan,” this statement is not supported by substantial evidence because the DEIR does not include a copy of the amended Specific Plan for public review and comment, thereby hindering informed decision-making and meaningful public participation.

⁸⁴ *Id.* at 3-4; 4.2-20.

⁸⁵ *Id.*

⁸⁶ Clark Comments at 24-25.

⁸⁷ *Id.* at 25.

⁸⁸ DEIR at 4.2-28.
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Conditions are existing requirements and standard conditions that are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review.”⁸⁹ SC AQ-1 states, “Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with [SCAQMD’s] Rules 402 and 403 to minimize construction emissions of dust and particulates.”⁹⁰ Specifically, SCAQMD Rule 403 for Fugitive Dust “requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.”⁹¹ The measures required by SC AQ-1 may include, but are not limited to, the following:

- “Portions of a construction site to remain inactive longer than a period of three months will be seeded and **watered** until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or **watered** periodically or chemically stabilized.
- All material transported off-site will be either sufficiently **watered** or securely covered to prevent excessive amounts of dust. ...
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or **washed down** at the end of the work day to remove soil tracked onto the paved surface.”⁹²

However, on April 28, 2022, the Board of Directors of the Beaumont-Cherry Valley Water District adopted Resolution 2022-12 entitled, “A Resolution Of The Board Of Directors Of The Beaumont-Cherry Valley Water District Authorizing The Implementation Of Water Use Restrictions And Rescinding Resolution 2016-05.”⁹³ The Resolution declared that the Beaumont-Cherry Valley Water District is in a Level 3 water shortage, which is defined as a moderate shortage with mandatory

⁸⁹ *Id.* at 4.2-36.

⁹⁰ *Id.* at 4.2-37.

⁹¹ *Id.* at 4.2-10.

⁹² *Id.* at 4.2-37 (emphasis added).

⁹³ Beaumont-Cherry Valley Water District, *Resolution 2022-12* (April 28, 2022), available at: <https://bcvwd.org/wp-content/uploads/2022/05/2022-12r.pdf>. 6128-006acp

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water reductions.⁹⁴ A Level 3 water shortage occurs when “[u]p to a 30% reduction in normal (average), ‘long-term’ averaged supply occurs.”⁹⁵ During a Level 3 water shortage, the Beaumont-Cherry Valley Water District will encourage the “[u]se of recycled or non-potable water for construction activities,” and “[n]o new construction meters will be approved.”⁹⁶

Attachment A to the Resolution sets forth the District’s specific prohibitions and water use restrictions based on a Level 3 water shortage.⁹⁷ Section 1 pertaining to mandatory prohibitions on water waste states, “Under the Emergency Regulations adopted on January 4, 2022 (effective January 18, 2022), by the State Water Resources Control Board the following are prohibited: The use of potable water for street cleaning **or construction site preparation purposes, unless no other method can be used or as needed to protect the health and safety of the public.**”⁹⁸ Section 2 governing water use restrictions states, “Issuance of construction meters shall be conditionally allowed under the following: a. Activities related to rough grading shall be subject to Board Approval. i. Applicant shall identify to staff grading duration, approximate quantity of water needed and conditions for which the Board of Directors is to consider.”⁹⁹

The DEIR’s air quality impact analysis fails to analyze whether the District’s prohibitions on water waste and water use restrictions will impact the feasibility of the Project’s compliance with SC AQ-1 and SCAQMD Rule 403. The DEIR also does not evaluate whether the Project’s air quality impacts will increase given the Beaumont-Cherry Valley Water District’s 2022 Resolution prohibiting the use of potable water for “construction site preparation...unless no other method can be used or as needed to protect the health and safety of the public.”¹⁰⁰ Finally, the DEIR fails to discuss other methods of construction site preparation and dust control which would be used in place of potable water. The DEIR must not only disclose which methods for fugitive dust control will be utilized if watering is not an

⁹⁴ *Id.*; See also Beaumont-Cherry Valley Water District, *Water Shortage Contingency Plan* at 16 (September 2021), available at: https://bcvwd.org/wp-content/uploads/2021/10/2020-BCVWD-WSCP-ADOPTED_2021-08-26.pdf.

⁹⁵ *Id.*

⁹⁶ *Id.*

⁹⁷ Beaumont-Cherry Valley Water District, *Resolution 2022-12* (April 28, 2022), available at: <https://bcvwd.org/wp-content/uploads/2022/05/2022-12r.pdf> (emphasis added).

⁹⁸ *Id.* (emphasis added).

⁹⁹ *Id.*

¹⁰⁰ *Id.*

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option due to prohibitions and restrictions on water use, but also assess the potential increase in air quality impacts given these alternative methods.

c. PDF AQ-4 and PDF AQ-10 Will Not Meaningfully Reduce the Project's Significant Impacts on Air Quality

An EIR is an informational document that must inform decision-makers and the public of “feasible measures which could minimize significant adverse impacts...”¹⁰¹ “[W]hen a project is approved that will significantly affect the environment, CEQA places the burden on the approving agency to affirmatively show that it has considered the identified means of lessening or avoiding the project’s significant effects and to explain its decision allowing those adverse changes to occur.”¹⁰² Here, the DEIR fails to demonstrate that the Project’s significant impacts to air quality are mitigated to the maximum extent feasible as required by CEQA.

The DEIR concludes that the “majority of the Project’s emission exceedances are from mobile sources that cannot feasibly be reduced below the SCAQMD threshold.”¹⁰³ The DEIR relies on Project Design Features (“PDFs”) and mitigation measures to reduce emissions from mobile sources, but improperly dismisses the feasibility of additional measures to mitigate the Project’s significant operational emissions on the grounds that “[e]missions from motor vehicles are controlled by State and Federal standards and the Project has no control over these standards.”¹⁰⁴ This conclusion is not supported by substantial evidence.

Although not incorporated as binding mitigation, in violation of CEQA, PDF AQ-4 attempts to address the Project’s significant emissions from mobile sources, particularly heavy-duty trucks, by requiring all heavy-duty vehicles associated with Phase 1 of the Project to be model year 2010 or later.¹⁰⁵ PDF AQ-4 also states that it mandates that this requirement be included as part of tenant’s agreement with third-party carriers.¹⁰⁶ CEQA defines mitigation as including any measures designed to avoid, minimize, rectify, reduce, or compensate for a significant impact.¹⁰⁷ The

¹⁰¹ 14 C.C.R. §§ 15121(a), 15126.4(a).

¹⁰² *Lotus v. Dep’t of Transportation* (2014) 223 Cal. App. 4th 645, 654.

¹⁰³ DEIR at 4.2-34.

¹⁰⁴ *Id.*

¹⁰⁵ DEIR at 4.2-22.

¹⁰⁶ *Id.*

¹⁰⁷ 14 C.C.R. § 15370.
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actions required under PDF AQ-4 are not currently binding or enforceable, because they are not included in the Project's Mitigation Monitoring and Reporting Plan ("MMRP"). PDF AQ-4 must be included in the DEIR as a mitigation measure because it is intended to reduce the Project's significant air quality impacts. PDF AQ-4 is not designed to simply modify a physical element of the Project, as is inherent in any project "design feature," but instead is included for the purpose of reducing the Project's significant air quality impacts. This makes PDF AQ-4 a mitigation measure within the meaning of CEQA.

Additionally, our air quality expert, Dr. James Clark, analyzed the emission reductions which would result from "changing the minimum allowable model year from 2010 to 2018" and determined that requiring heavy-duty trucks to be "model year 2018 or later would result in:

- A 48% reduction in NOx emissions from trucks operating on site.
- A 42% reduction in diesel particulate matter (DPM) emissions from trucks measured as particulate matter less than 2.5 microns (PM_{2.5}) operating on site.
- A 42% reduction in DPM emissions from trucks measured as particulate matter less than 10 microns (PM₁₀) operating on site.
- A 50% reduction in reactive organic gases (ROGs) from trucks operating on site."¹⁰⁸

Based on his calculations, Dr. Clark concluded that changing the requirement to model year 2018 or later for all heavy-duty vehicles entering or operated on the Phase 1 project site would reduce the Project's significant NOx emissions substantially and ensure the Project is below SCAQMD thresholds.¹⁰⁹ The imposition of all feasible air quality mitigation for the Project is mandatory given that the DEIR concludes that the Project will result in significant and unavoidable air quality impacts due to exceedances of SCAQMD significance thresholds and inconsistencies with the AQMP.¹¹⁰ Yet, the DEIR fails to evaluate whether additional mitigation beyond a 2010 model year cut-off is feasible despite the substantial emission reductions from such a change and the feasibility of enforcing a revised cut-off date contractually through the tenant agreement, as proposed in PDF AQ-4.¹¹¹ Accordingly, substantial evidence demonstrates that the

¹⁰⁸ Clark Comments at 13.

¹⁰⁹ *Id.*

¹¹⁰ DEIR at 4.2-26; *Covington*, 43 Cal.App.5th at 879-883.

¹¹¹ See 14 C.C.R. § 15126.4(a)(2).
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DEIR has not proposed all feasible mitigation measures to minimize the Project's significant impacts on air quality and thus the DEIR is deficient.

Dr. Clark also commented that PDF AQ-10 will not reduce the Project's significant emissions of NO_x and ROG as a result of the Project's heavy-duty trucks.¹¹² PDF AQ-10 requires the installation of 30 electric light-duty vehicle charging stations and installation of conduit for 59 future electric light-duty vehicle charging stations.¹¹³ Electric charging stations or other efficiency measures for heavy-duty trucks are not proposed by PDF AQ-10. However, Dr. Clark explained that the Project's passenger vehicles account for less than 6% of NO_x emissions across the site while heavy duty trucks account for 75% of the emissions of NO_x.¹¹⁴ Even with implementation of PDF AQ-10, Dr. Clark emphasized that "the site will cause excess emissions of NO_x in area already heavily impacted by ozone and ozone pre-cursors."¹¹⁵ Dr. Clark therefore recommended "[a]dditional binding mitigation for the project that focuses on the primary source of NO_x associated with the project, i.e., the heavy duty trucks utilizing the site..." including:

- Contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
- Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2018 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2023. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP). Additional incentive funds are available from the Carl Moyer Program and Voucher Incentive Program.
- Include contractual language in tenant lease agreements that requires the tenant to be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Advanced Clean Trucks Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.

¹¹² Clark Comments at 7-9.

¹¹³ DEIR at 4.2-23.

¹¹⁴ Clark Comments at 7-8.

¹¹⁵ *Id.* at 8.

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- Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than *two minutes* while on site.”¹¹⁶

For the foregoing reasons, the DEIR fails to demonstrate that the Project’s significant impacts to air quality are mitigated to the maximum extent feasible as required by CEQA. The City must consider these additional mitigation measures before it can adopt a statement of overriding considerations for the Project.

d. MM AQ-3 for a Transportation Demand Management Program is Devoid of the Necessary Criteria for Measuring the Effectiveness of the Measure

CEQA requires an EIR to include a detailed statement of feasible mitigation measures proposed to minimize significant effects on the environment.¹¹⁷ A description of feasible mitigation measures is part of “the core” of an EIR.¹¹⁸ Formulation of mitigation measures cannot be deferred.¹¹⁹ “The specific details of a mitigation measure, however, may be developed after project approval when it is impractical or infeasible to include those details during the project’s environmental review provided that the agency (1) commits itself to the mitigation, (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type(s) of potential action(s) that can feasibly achieve that performance standard and that will [be] considered, analyzed, and potentially incorporated in the mitigation measure.”¹²⁰

MM AQ-3 requires the implementation of a Transportation Demand Management (“TDM”) program.¹²¹ The timing for the preparation and submittal of the TDM is generally set forth in MM AQ-3 as “[p]rior to issuance of Phase 1 and Phase 2 occupancy permits....”¹²² MM AQ-3, however, fails to specify specific performance standards for reducing the use of single occupant vehicles by employees and also omits a timeline for achieving the TDM strategies and undertaking the implementing actions. These omissions violate the requirements

¹¹⁶ *Id.* at 8-9.

¹¹⁷ Pub. Res. Code § 21100; 14 C.C.R. § 15126.4(a)(1).

¹¹⁸ *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

¹¹⁹ 14 C.C.R. § 15126.4(a)(1)(B).

¹²⁰ *Id.*

¹²¹ DEIR at 4.2-39.

¹²² *Id.* at 4.2-39.

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under CEQA Guidelines section 15126.4 to provide a detailed statement of feasible mitigation measures in an EIR. MM AQ-3 also fails to set forth clear monitoring and reporting requirements to ensure that the TDM is properly implemented. The failure to identify specific performance standards, timelines, and monitoring/reporting requirements makes MM AQ-3 uncertain and speculative.

e. MM AQ-1 Must be Strengthened to Reduce the Project's Significant NOx Emissions and DPM Emissions During Construction in Phases 1 and 2

CEQA prohibits a public agency from “approv[ing] projects as proposed if there are feasible [] mitigation measures available which would substantially lessen the significant environmental effects of such projects,”¹²³ Here, additional feasible mitigation is available with regards to MM AQ-1 to further reduce the Project’s significant NOx emissions as well as emissions from DPM, which our expert determined to be significant and severely underestimated in the DEIR as discussed below.

During Phase 1 of construction activities, the DEIR finds that “unmitigated construction emissions would exceed the SCAQMD threshold for the ozone precursors NOX and ROG (VOC)” without implementation of MM AQ-1 and MM AQ-2.¹²⁴ The DEIR further recognizes that “[c]onstruction of the Project would result in the generation of DPM emissions from the use of required off-road diesel equipment required.”¹²⁵ “Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors.”¹²⁶ MM AQ-1 requires in part that “[a]ll off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards.”¹²⁷ MM AQ-1 therefore limits the Tier 4 requirement to equipment greater than 50 horsepower without justification. To address the Project’s air quality and public health impacts during construction activities, this measure must be broadened to require all off-road diesel-powered construction equipment to be Tier 4 equipment—regardless of horsepower.

¹²³ Pub. Res. Code § 21002.

¹²⁴ DEIR at 4.2-28.

¹²⁵ *Id.* at 4.2-50.

¹²⁶ *Id.* at 4.2-51.

¹²⁷ *Id.* at 4.2-38.

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B. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project's Impacts on Public Health

The DEIR's discussion of public health impacts from air pollutants generated by the Project is inadequate. CEQA Guidelines section 15126.2 mandates that an EIR "identify and focus on the significant environmental effects of the proposed project ... examin[ing] [] changes in the existing physical conditions in the affected area," that it identify and describe "[d]irect and indirect significant effects of the project on the environment," and that the discussion should include, among other things, "relevant specifics of ... health and safety problems caused by the physical changes...."¹²⁸ As recognized by the California Supreme Court in *Sierra Club v. Cnty. of Fresno*, this section "also suggests that a connection be drawn between the two segments of information presented in the EIR—potential project emissions and human health impacts. Such a connection would meet CEQA's requirements."¹²⁹

Here, the DEIR does not disclose and mitigate the full scope of the Project's impacts on public health. The DEIR's HRA underestimates DPM from the Project's back-up generators, omits an analysis of non-diesel low NOx and zero emission technology options for back-up generators, improperly segments the analysis of the Project's health risks between the construction and operations phases, relies on an inadequate receptor grid to calculate DPM, and its Air Dispersion Model has flaws that result in inaccurate estimates of the project's operational emissions, among other things. The Project is also sited without adequate buffers from sensitive receptors and is therefore inconsistent with General Plan Policy 8.4.3 and the DEIR fails to adequately analyze the cumulative health impacts in the highly impacted communities surrounding the Project site.

For the reasons stated herein, the DEIR's health analysis is deficient and must be revised.

a. The HRA Failed to Fully Account for Back-up Generator Usage Onsite and Therefore Underestimates Emissions from DPM

Internal combustion engines ("ICEs") are commonly used for emergency backup for electric power generation in the Basin and the SCAQMD adopted regulations requiring permits for stationary ICEs rated over 50 brake horsepower

¹²⁸ 14 C.C.R. §15126.2(a).

¹²⁹ *Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 520. 6128-006acp

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(bhp).¹³⁰ “Based on the [SC]AQMD’s permitting database, there are over 12,000 permitted emergency ICEs at a range of facilities such as commercial buildings, hospitals, convalescent facility medical support systems, cell towers, police facilities, schools,” and more.¹³¹ Most ICEs are diesel-fueled.¹³² According to the SCAQMD, “[a]pproximately 90 percent of permitted stationary emergency ICEs are diesel-fueled, and are estimated to emit the vast majority of NOx emissions.”¹³³ “Emissions from emergency standby ICEs are notable due to the large quantity of this equipment in the [SC]AQMD, as well as the advanced age of the equipment.”¹³⁴

The HRA model relies on the assumption that the Project will involve three 750 horsepower (hp) back-up generators that would be operated up to 50 hours per year.¹³⁵ Dr. Clark determined that the HRA’s estimation of usage for these three back-up generators is too low given the substantial increase in operational emissions from back-up generators in the Basin due to unscheduled events such as, Public Safety Power Shutoffs (“PSPS”) and extreme heat events.¹³⁶ Based on substantial evidence provided in his comments, Dr. Clark reasoned that it is more likely that the back-up generators will be used up to 200 hours per year and therefore the emissions from DPM in the HRA are severely underestimated.¹³⁷

Dr. Clark explained that the number of extreme heat events “is likely to increase in California with the continuing change in climate the State is currently undergoing,” and that in 2019, “[t]he total duration of the PSPS events lasted between 141 hours to 154 hours [.]”¹³⁸ According to Dr. Clark, “[p]ower produced during PSPS or extreme heat events is expected to come from engines regulated by CARB and California’s 35 air pollution control and air quality management districts (air districts). Of particular concern are health effects related to emissions from diesel back-up engines.”¹³⁹

¹³⁰ SCAQMD, *Draft 2022 AQMD; Appendix IV-A* at IV-A-95 (May 2022), available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/appiv-a.pdf?sfvrsn=18>.

¹³¹ *Id.*

¹³² *Id.*

¹³³ *Id.* at IV-A-95—96.

¹³⁴ *Id.* at IV-A-95.

¹³⁵ DEIR, Appendix A at Appendix A.

¹³⁶ Clark Comments at 16-17.

¹³⁷ *Id.* at 17.

¹³⁸ *Id.*

¹³⁹ *Id.*

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Dr. Clark also referenced the California Public Utilities Commission’s de-energization report, which determined that there were nearly “806 PSPS events [] that impacted almost 973,000 customers (~7.5% of households in California)...” in October 2019.¹⁴⁰ During those PSPS events, approximately 1,810 stationary generators were operating, which generated 126 tons of NO_x, 8.3 tons of PM, and 8.3 tons of DPM.¹⁴¹ Dr. Clark determined that “[f]or every PSPS or Extreme Heat Event [] triggered during the operational phase of the project, significant concentrations of DPM will be released.”¹⁴² The additional release of DPM pollution from back-up generators during PSPS or extreme heat events is unaccounted for in the DEIR’s analysis and therefore the Project’s health impacts are underestimated. Dr. Clark recommended that a revised DEIR be prepared to include an analysis of the operation of additional BUGs up to 200 hours per year during PSPS and extreme weather events.¹⁴³

b. The DEIR HRA Must Evaluate Non-Diesel Low NO_x and Zero Emission Technology Options for Back-Up Generators

The DEIR explains that “it is unknown whether emergency backup generators would be used,” but the DEIR assumes that “[b]ackup generators would only be used in the event of a power failure and would not be part of the Project’s normal daily operations.”¹⁴⁴ The DEIR also assumes that any back-up generators utilized by the Project would be diesel-powered. However, alternative technologies to diesel-powered back-up generators are available to supply emergency back-up power and these alternative technologies must be disclosed and evaluated in the DEIR. As recognized by the SCAQMD, “Cleaner technologies are gaining traction as alternatives for use as backup power sources, and [], many are currently in use in the [SC]AQMD.”¹⁴⁵ SCAQMD analyzes the following alternative technologies in the 2022 draft AQMD report: fuel cells, gas turbines, battery energy storage systems, and lower emission fuels.¹⁴⁶ An evaluation of these alternative technologies and/or fuels to support back-up emergency power generation for the Project is improperly

¹⁴⁰ *Id.*

¹⁴¹ *Id.* at 18.

¹⁴² *Id.*

¹⁴³ *Id.*

¹⁴⁴ DEIR at 4.7-26.

¹⁴⁵ SCAQMD, *Draft 2022 AQMD; Appendix IV-A* at IV-A-96 (May 2022), available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/appiv-a.pdf?sfvrsn=18>.

¹⁴⁶ *Id.* at IV-A-95—99.
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omitted from the DEIR's analysis even though these technologies and/or fuels may be technically feasible and available.

c. The DEIR Improperly Segmented the Analysis of the Project's Health Risks During the Construction Phase and the Operational Phase

Dr. Clark commented that the DEIR's public health impacts analysis is deficient because the DEIR separately analyzed the construction phase health risks from the operation phase health risks, thereby piecemealing the analysis to minimize the significance of the Project's public health impacts.¹⁴⁷ This approach violates CEQA. Instead, according to Dr. Clark, "[f]or the cumulative risk to the sensitive receptors (residents near the site), the risk should be assessed together (added together). The construction phase and the operational phase will impact residents near the site and the total risk from both phases should be presented as a whole."¹⁴⁸

d. The HRA Model Input Relied on an Inadequate Receptor Grid to Calculate DPM

According to Dr. Clark, the numerical HRA "for Project failed use a fine enough receptor grid to adequately calculate the concentrations of DPM in the community."¹⁴⁹ The DEIR modeled receptors with a maximum of 50-meter grid spacing. However, Dr. Clark explained that "[a]dditional clarity to the model output is added when the distance between receptors is decreased and the number of receptors is increased within the model domain."¹⁵⁰ Dr. Clark recommended that the DEIR be revised to include a reduced spacing of receptors.¹⁵¹

e. The HRA's Air Dispersion Model Has Flaws That Result in Inaccurate Estimates of the Project's Operational Emissions

Dr. Clark's comments explain that the HRA's modeling approach is significantly flawed in that the model fails to analyze emissions from building

¹⁴⁷ Clark Comments at 18.

¹⁴⁸ *Id.*

¹⁴⁹ *Id.* at 19-20.

¹⁵⁰ *Id.* at 20.

¹⁵¹ *Id.*

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downwash.¹⁵² In doing so, the HRA underestimates DPM pollution—and resulting increased cancer risk—from building downwash, especially for receptors near the buildings. Dr. Clark cited to SCAQMD guidance for health risk assessments for mobile sources of diesel emissions, which “requires the inclusion of building heights and dimensions for building downwash calculations.”¹⁵³ Nevertheless, building downwash was improperly excluded from the HRA impacts analysis.

The DEIR’s analysis is therefore flawed in neglecting to account for building downwash and the HRA’s resulting conclusions about the Project’s health risks are unsupported and understated. The HRA must be revised to include an analysis of building downwash.

f. The Project is Sited Without Adequate Buffers from Sensitive Receptors and is Therefore Inconsistent with General Plan Policy 8.4.3

General Plan Policy 8.4.3 states, “Avoid the siting of new projects and land uses that would produce localized air pollution (e.g., Interstate 10, SR-60 high traffic roads, certain industrial facilities) in a way that would adversely impact existing air quality-sensitive receptors including schools, childcare centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.”¹⁵⁴ The Project is sited with single family residences adjacent to the east, within 165 feet to the south, 530 feet to the southeast, and 740 feet to the west.¹⁵⁵ Thus, sensitive receptors are located within 500 feet of the Project, which is inconsistent with the 500-foot setback recommended in Policy 8.4.3. The DEIR fails to assess this policy inconsistency.

Moreover, if sensitive land uses cannot be avoided within 500 feet of sources of localized air pollution, Policy 8.4.4 identifies “potential design mitigation options.”¹⁵⁶ The DEIR does not analyze or adopt the mitigation recommended by Policy 8.4.4 with the exception of PDF AQ-18, which states, “During Phase 1 the Project shall improve vegetation and tree canopy for all sensitive receptors’

¹⁵² *Id.* at 18-19.

¹⁵³ *Id.* at 19.

¹⁵⁴ City of Beaumont, *Beaumont General Plan* (2020), available at: http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.

¹⁵⁵ DEIR at 4.2-5.

¹⁵⁶ City of Beaumont, *Beaumont General Plan* (2020), available at: http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521. 6128-006acp

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properties located within a 300-foot radius of the Project boundary for a maximum one-time contribution of \$5,000 per sensitive receptor's property."¹⁵⁷ If in fact the sensitive land uses cannot be avoided within 500 feet of sources of localized air pollution, the DEIR must support this conclusion with substantial evidence and also analyze the feasibility of additional mitigation, including those measures proposed under Policy 8.4.4. PDF AQ-18 must also be amended to require improvements to vegetation and tree canopy for all sensitive receptors' properties located within a 500-foot radius of the Project boundary, as is consistent with Policy 8.4.3.

g. The DEIR Fails to Adequately Analyze the Cumulative Health Impacts in the Highly Impacted Communities Surrounding the Project Site

Dr. Clark commented that the DEIR does not adequately explain that many of the Project's surrounding communities are already disproportionately affected by air pollution and experience elevated levels of negative health effects. The Project will exacerbate these conditions, particularly given the DEIR's conclusion that the Project would result in significant and unavoidable impacts to air quality, GHG emissions, noise, and transportation.¹⁵⁸ By failing to analyze the existing air pollution and health conditions of communities in the direct vicinity of the Project site, the DEIR fails to accurately assess the Project's cumulative health impacts.

According to the Office of Emergency Health Hazard Assessment's ("OEHHA") CalEnviroScreen 4.0, the census tract in which the Project is located is in the top 1% of census tracts in California for ozone and in the top 65% of census tracts in California for traffic density.¹⁵⁹ Dr. Clark's comments explain that the DEIR fails to adequately analyze the extent to which the Project's impacts will exacerbate these existing conditions. An agency is required to find that a "project may have a 'significant effect on the environment'" if, among other things, "[t]he environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly."¹⁶⁰ CEQA requires lead agencies to "identify

¹⁵⁷ DEIR at 4.2-24.

¹⁵⁸ DEIR at 1-8.

¹⁵⁹ CalEnviroScreen is a tool created by the Office of Environmental Health Hazard Assessment ("OEHHA") that uses environmental, health, and socioeconomic information to produce scores and rank every census tract in the state. OEHHA, *CalEnviroScreen 4.0; Census Tract 6065043811*, available at: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

¹⁶⁰ Pub. Res. Code § 21083(b)(3); *See also* 14 C.C.R. § 15126.2 (project may cause a significant effect by bringing people to hazards).

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critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds from being reached.”¹⁶¹ The fact that an area already is polluted makes it more likely that any additional, unmitigated pollution will be significant.

As supported by Dr. Clark’s comments, the DEIR must be revised to “assess the impacts of adding the thousands of additional vehicle miles per day on the criteria pollutant and DPM emissions on the local community. The City should revise its air quality and health risk analysis to include the cumulative impact of the additional vehicle miles traveled in the local area and present it in an R-EIR.”¹⁶² In failing to provide this information, the DEIR deprives the decision-makers and public of an accurate characterization of the Project’s cumulative air quality and public health impacts.

C. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project’s Impacts on GHG Emissions

The DEIR concludes that “the Project-related GHG emissions would exceed the SCAQMD’s threshold of 10,000 MTCO₂eq despite implementation of MM AQ-3 through MM AQ-6 and MM GHG-1 through MM GHG-4 and could impede statewide 2030 and 2050 GHG emission reduction targets.”¹⁶³ Furthermore, the DEIR concludes that the Project would result in a significant cumulative GHG impact.¹⁶⁴ Despite the DEIR’s conclusions that the Project would result in significant and unavoidable GHG impacts, the DEIR erroneously concludes that no additional feasible mitigation measures exist to reduce the Project’s GHG emissions to levels that are less than significant.¹⁶⁵

As supported herein and in the attached expert report, the DEIR’s GHG impacts analysis is deficient and there is substantial evidence demonstrating that additional feasible mitigation measures are available to reduce the Project’s significant impacts from GHG emissions from mobile sources.

¹⁶¹ *Id.* at § 21000(d).

¹⁶² Clark Comments at 24.

¹⁶³ DEIR at 4.7-53.

¹⁶⁴ *Id.*

¹⁶⁵ *Id.*

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a. The Project Conflicts with GHG Emission Reduction Plans and Policies and Therefore the Project Does Have a Significant Impact with Respect to Impact 4.7-2

The DEIR concludes that the Project does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and therefore, the Project does not have a significant impact on GHG emissions with regards to this threshold of significance.¹⁶⁶ The DEIR nevertheless identifies Impact 4.7-2 as a significant and unavoidable impact but only because the Project's long-term operational GHG emissions exceed the City's significance threshold of 3,000 MTCO_{2e} per year despite the implementation of mitigation measures.¹⁶⁷ However, the Project also has a significant impact on GHG emissions because the Project is inconsistent with specific plans and policies analyzed in the DEIR. The DEIR's conclusion otherwise that the Project is consistent with these plans or policies is not supported by substantial evidence.

First, Goal 7 in the City of Beaumont's "Sustainable Beaumont Plan" is to "[d]ecrease GHG emissions through reducing vehicle miles traveled."¹⁶⁸ The DEIR incorrectly identifies the Project as consistent with Goal 7 because "[t]he Project will incorporate a Transportation Design Management program..."¹⁶⁹ However, the DEIR concludes that the Project would result in significant and unavoidable impacts on Vehicle Miles Traveled ("VMT") and GHG emissions even with implementation of a TDM program and the Project's other mitigation measures.¹⁷⁰

The GHG analysis expressly states that the TDM program required by MM AQ-3 "will reduce GHG emissions from employees commuting to work, [but] the number of delivery trips and retail customer trips would *not* be reduced by a TDM program," and "the Project's emissions would still exceed the 3,000 MTCO_{2e} per year threshold."¹⁷¹ Moreover, the DEIR concludes that "[a]dditional mitigation to further reduce these emissions is not feasible."¹⁷² Thus, by the DEIR's own admission, the Project's GHG emissions from the Project's VMT cannot be reduced

¹⁶⁶ *Id.* at 4.7-52.

¹⁶⁷ *Id.*

¹⁶⁸ *Id.* at 4.7-41.

¹⁶⁹ *Id.*

¹⁷⁰ *Id.* at 1-8.

¹⁷¹ *Id.* at 4.7-35 (emphasis added).

¹⁷² *Id.*

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to less than significant levels even with MM AQ-3 and therefore the Project is inconsistent with Goal 7 of the Sustainable Beaumont Plan.

Second, the Riverside County Climate Action Plan Screening Table assigns thirty-four points because “Solar panels provide 100 percent of power needs of the project.”¹⁷³ However, this requirement is not guaranteed by MM GHG-1 and therefore the points assigned to this measure are not supported by substantial evidence. MM GHG-1 requires the installation or acquisition of some type of renewable energy to provide 100 percent of the expected building load, but does not require the installation of solar panels specifically; “Phase 1 of the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load...”¹⁷⁴ Additionally, MM GHG-1 only requires renewable energy resources to provide the energy for Phase 1 of the Project—not the entire Project as stated in the Table. MM GHG-1 does not address the energy requirements for Phase 2 of the Project. Therefore, the DEIR’s conclusion in the Riverside County Climate Action Plan Screening Table is not based on substantial evidence.

The DEIR also evaluates the Project’s consistency with the Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS”).¹⁷⁵ Goal 5 is to reduce GHG emissions and improve air quality.¹⁷⁶ The DEIR concludes that the Project is consistent with Goal 5 because “[t]he Project is located within an urban area in proximity to existing truck routes and freeways. Location of the project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.”¹⁷⁷ (4.7-47—4.7-48). This analysis is not supported by substantial evidence in the DEIR. The DEIR determines that the Project will have unavoidable and significant impacts associated with air quality, GHG emissions, and transportation.¹⁷⁸ Even with the implementation of mitigation measures, PDFs, and standard conditions, the Project’s Phase 1 GHG emissions are estimated at 34,306 MTCO₂e per year and Phase 2 GHG emissions would be 11,311 MTCO₂e per year, which far exceed the 3,000 MTCO₂e per year threshold.¹⁷⁹ The Project is

¹⁷³ *Id.* at 4.7-44.

¹⁷⁴ *Id.* at 4.7-39.

¹⁷⁵ *Id.* at 4.7-47.

¹⁷⁶ *Id.*

¹⁷⁷ *Id.* at 4.7-47—4.7-48.

¹⁷⁸ *Id.* at 1-8.

¹⁷⁹ *Id.* at 4.7-35—4.7-36.

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therefore not consistent with Goal 5 and the DEIR's conclusion otherwise is not supported by substantial evidence.

Finally, the DEIR analyzes the Project's consistency with applicable CARB Scoping Plan Measures, including high global warming potential gases regulated by the CARB Refrigerant Management Program, C.C.R. section 95380.¹⁸⁰ "The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system."¹⁸¹ The DEIR provides no factual analysis and simply concludes that the Project is consistent with the regulations.¹⁸² The DEIR must set forth a meaningful evaluation to support the consistency conclusion, particularly given that the DEIR is inconsistent about whether the Project will in fact involve TRUs, as explained above.

b. Additional Mitigation Measures Must be Required to Reduce the Project's Significant Impacts from GHG Emissions

CEQA prohibits an agency from approving a project for which there are feasible mitigation measures that would substantially lessen the significant environmental effects of the project.¹⁸³ To reject a mitigation measure, the agency must make a finding that the measure is infeasible.¹⁸⁴ While "an agency need not 'adopt every nickel and dime mitigation scheme brought to its attention or proposed in the project EIR,' [] it must incorporate feasible mitigation measures' 'when such measures would 'substantially lessen' a significant environmental effect.'"¹⁸⁵

Despite the DEIR's conclusions that the Project would result in significant and unavoidable GHG impacts, the DEIR erroneously concludes that no additional feasible mitigation measures exist to reduce the Project's GHG emissions to levels that are less than significant.¹⁸⁶ In part, the DEIR dismisses the feasibility of additional mitigation to reduce the Project's mobile emissions "due to the limited

¹⁸⁰ *Id.* at 4.7-51.

¹⁸¹ *Id.*

¹⁸² *Id.*

¹⁸³ Pub. Res. Code § 21002.

¹⁸⁴ *Id.* at § 21081.

¹⁸⁵ *Covington v. Great Basin Unified Air Pollution Control Dist.* (2019) 43 Cal. App. 5th 867, 879.

¹⁸⁶ *Id.*

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ability of the City of Beaumont to address emissions resulting from trucks, cars, and/or emissions generated by these trucks outside of the City's limits."¹⁸⁷

The DEIR's conclusion that no additional mitigation is feasible to reduce the Project's significant GHG emissions is unsupported by substantial evidence. CEQA requires an EIR to describe mitigation measures which are both enforceable and effective to minimize significant impacts.¹⁸⁸ To satisfy CEQA's requirements, mitigation measures must be feasible, reasonably be expected to avoid or minimize significant adverse impacts, and stated as conditions of approval in a permit, agreement or other legally binding document or incorporated into a plan, policy, regulation, or project design.¹⁸⁹ As supported herein and in the attached expert report, there is substantial evidence demonstrating that additional feasible mitigation measures are available to reduce the Project's significant impacts from GHG emissions from mobile sources. The DEIR is deficient in failing to consider and adopt these additional feasible measures.

Dr. Clark's examination of the Project's CalEEMOD analysis demonstrates "that the single largest source of GHG from the project during operations are the large trucks which will be entering and exiting the Project Site."¹⁹⁰ Dr. Clark therefore recommends that the Project's mitigation measures "focus on the trucks entering and leaving the Project Site to have any impact on GHG emissions."¹⁹¹ Dr. Clark identified six mitigation measures recommended by the California Air Resources Board and SCAQMD to reduce the Project's operational GHG emissions, including:

1. "Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
2. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
3. Include contractual language in tenant lease agreements requiring all trucks, and cars entering the Project site be zero-emission.

¹⁸⁷ *Id.* at 4.7-36.

¹⁸⁸ 14 C.C.R. § 15126.4(a)(1).

¹⁸⁹ *Id.* at § 15126.4(a)(2).

¹⁹⁰ Clark Comments at 14.

¹⁹¹ *Id.*

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4. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2018 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030.
5. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.
6. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the CEQA document. If higher daily truck volumes are anticipated to visit the site, the City as the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this land use or higher activity level."¹⁹²

Accordingly, a good-faith, reasoned analysis is entirely missing in the DEIR regarding the feasibility of additional mitigation measures, such as the measures identified above.¹⁹³ Thus, the DEIR lacks the evidence necessary to support its conclusion that no further mitigation measures are feasible.

D. The DEIR Fails to Disclose the Full Scope of the Project's Impacts from Hazardous Materials

The DEIR fails to assess the impacts of waste from the former chicken ranch that the Project will be built upon. Dr. Clark explained that the Project's Phase I Site Assessment fails to disclose whether arsenic is present in the soils on the site from previous site operations.¹⁹⁴ Specifically, roxarsone is an arsenic-based antibiotic fed to chickens that may be present given the site's former uses as an egg and poultry farm.¹⁹⁵ Dr. Clark's comments explain that neither the DEIR nor the Phase I Site Assessment discloses or analyzes the presence of roxarsone in the site's soils and the resulting impacts.¹⁹⁶ Dr. Clark commented that "[m]ore than 95 percent of the roxarsone fed to chickens is excreted in chicken waste which is regularly applied as fertilizer. The arsenic from these applications can leach into surface and ground water supplies and be transformed into inorganic arsenic, a

¹⁹² *Id.* at 15-16.

¹⁹³ *Covington*, 43 Cal. App. 5th at 881.

¹⁹⁴ Clark Comments at 24.

¹⁹⁵ DEIR at 4.8-2.

¹⁹⁶ Clark Comments at 24.

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known carcinogen. Residual arsenic in soils will harm nearby residents when the soils are disturbed and migrates offsite.”¹⁹⁷ The failure to assess the potential presence of roxarson in the soils on site given the Project site’s former uses is a glaring omission in the DEIR.

E. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project’s Impacts on Traffic and Transportation

The City’s General Plan encourages the “identif[ication] [of] strategies to encourage timely and efficient goods movement that does not significantly contribute to congestion, air pollution, and noise in Beaumont.”¹⁹⁸ Contrary to this goal in the General Plan, the DEIR finds that the Project will significantly contribute to air pollution, climate change and GHG emissions, and VMT. With regards to the Project’s transportation impacts, the DEIR concludes that “[e]ven with implementation of regulatory requirements, standard conditions of approval and implementation of reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to inconsistency with CEQA Guidelines § 15064.3, subdivision (b) (Impact 4.15-2) and significant cumulative transportation impacts.”¹⁹⁹

The Project’s VMT impacts analysis has many omissions and deficiencies, including that the threshold is unsupported by substantial evidence and the DEIR fails to disclose the significant VMT impacts due to the Project’s land use change from residential to industrial and commercial. The DEIR also fails to consider all feasible mitigation measures to reduce the Project’s significant transportation impacts to less than significant levels.

a. The Project is Sited in an Area with No Existing or Planned Transit Stops in Conflict with Transit Plans and Policies, which is an Undisclosed Significant Impact in the DEIR

CEQA Guidelines section 15064.3 sets forth specific considerations for analyzing a project’s transportation impacts.²⁰⁰ “Generally, vehicle miles traveled is the most appropriate measure of transportation impacts,” but CEQA Guidelines

¹⁹⁷ *Id.*

¹⁹⁸ City of Beaumont, *Beaumont General Plan* at 115 (2020), available at: http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.

¹⁹⁹ DEIR at 4.15-24.

²⁰⁰ 14 C.C.R. § 15064.3(a).
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establishes that “[o]ther relevant considerations may include the effects of the project on transit and non-motorized travel.”²⁰¹

Impact 4.15-1 evaluates whether the Project will conflict with a program plan, ordinance or policy addressing the circulation system, including transit.²⁰² The City operates its own bus system throughout the City, but the City “does not have any rail service or high quality transit as identified by HCD.”²⁰³ The DEIR states that no public transit stops are located in the vicinity of the Specific Plan area, but nevertheless dismisses any impacts on local public transit service.²⁰⁴ However, the lack of public transit in the vicinity of the Project site conflicts with many goals and policies in the City’s General Plan. As explained in Mr. Smith’s comments, “[i]f the Project causes nonconformance to General Plan provisions, these General Plan inconsistencies must be identified as a significant impact requiring mitigation.”²⁰⁵ A discussion of these General Plan inconsistencies is improperly omitted from the DEIR and the resulting significant impact is undisclosed.

For example, General Plan Goal 3.1, Policy 3.1.8 requires “new major centers and larger residential developments to be accessible to major transportation facilities as well as be well-connected to transit,” and Policy 3.1.8 requires “new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.”²⁰⁶ The Project is not “well-connected to transit” and will not provide for “safe and efficient access to transit” because there are no existing or planned public transit stops within the vicinity of the Project site. Policy 5.1.4 in the General Plan’s Economic Development and Fiscal Element “[e]ncourages growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.”²⁰⁷ This Project on the other hand proposes to develop massive e-commerce buildings and mixed commercial uses on a site without accessible public transit in the Project vicinity, which encourages development that significantly increases VMT. The Project is

²⁰¹ *Id.*

²⁰² DEIR at 4.15-16.

²⁰³ City of Beaumont, *Draft Housing Element; 6th Cycle 2021-2029* at F-27 (April 2022), available at: <https://www.beaumontca.gov/DocumentCenter/View/37595/Draft-Housing-Element-6th-Cycle-2021-2029>.

²⁰⁴ DEIR at 4.15-16.

²⁰⁵ Smith Comments at 6.

²⁰⁶ DEIR at 4.10-5.

²⁰⁷ *Id.* at 4.15-12.

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therefore inconsistent with Policy 5.1.4 as well. General Plan Goal 4.1, Policy 4.1.5 requires “residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.”²⁰⁸ The Project will not “strengthen connections to transit,” but instead will significantly increase VMT in the area and is therefore inconsistent with Policy 4.1.5.

Finally, the DEIR improperly omits any analysis of whether the Project could significantly impact transit service by additional ridership that could increase demand above local transit system’s capacity. This analysis must be included in the DEIR’s transportation impacts analysis.

b. The DEIR’s VMT Threshold is Unsupported by Substantial Evidence

The purpose of an EIR “is to identify the significant effects on the environment of [the] project.”²⁰⁹ In this determination, thresholds of significance play a role. “A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.”²¹⁰ CEQA Guidelines establish that “[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”²¹¹ Here, the City’s VMT threshold is unsupported by substantial evidence, as detailed in Mr. Smith’s expert comments.

According to Mr. Smith, “the City [] set very lenient VMT significant impact thresholds of 3 percent less than the City’s average VMT per Served Person (SP) at 2040 General Plan Build-out and 3 percent than the average Home Based Work (“HBW”) VMT per employee. These thresholds work out to be 30.4 VMT per SP and 8.9 HBW VMT per employee.”²¹² The City declined to adopt the Office of Planning & Research’s recommended 15 percent reduction in VMT on the basis that “a

²⁰⁸ City of Beaumont, *Beaumont General Plan* at 121 (2020), available at: http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.

²⁰⁹ Pub. Res. Code § 21002.1(a).

²¹⁰ 14 C.C.R. § 15064.7(a).

²¹¹ *Id.* at § 15064.7(c).

²¹² Smith Comments at 1.
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threshold of three percent below existing VMT... is appropriate for projects within the City of Beaumont, given that it would create consistency with, and progress the goals of the SCAG RTP/SCS.”²¹³ However, Mr. Smith stated in his comments that “the RTP/SCS sets forth a transportation performance result to ‘Reduce vehicle miles traveled per capita by 5 percent,’ not 3 percent.”²¹⁴ The City has therefore failed to support its selected VMT threshold with substantial evidence and as a result, Mr. Smith commented that “the DEIR’s impact analysis must be revised.”²¹⁵

c. The DEIR Fails to Disclose the Significant VMT Impacts Due to the Project’s Land Use Change from Residential to Industrial and Commercial

Mr. Smith determined that the Project site’s land use change from residential to industrial and commercial will substantially increase net VMT above the net VMT that would have been generated by residential development consistent with the current general plan designations.²¹⁶ Based on Mr. Smith’s calculations, “the currently proposed project at predicted VMT generation rates would generate 4.5 to 5.5 times as much daily VMT as a residential project under the existing General Plan and zoning.”²¹⁷ In Mr. Smith’s expert opinion, “the land use change from residential to industrial and commercial would create many new significant impacts, including a significant VMT impact,....”²¹⁸

d. The DEIR’s Recommended Improvements to Bring Intersections to an Acceptable LOS are Inconsistent with the City’s General Plan and are Uncertain Since None of the Improvements are Required as Formal Mitigation Measures

The DEIR explains that the Project’s traffic impact analysis in Appendix K studied Level of Service (“LOS”) at nineteen intersections/driveways under seven scenarios.²¹⁹ The analysis concluded that “various study intersections would operate at an unacceptable LOS and therefore not be compliant with Policy

²¹³ DEIR at 4.15-16.

²¹⁴ Smith Comments at 2.

²¹⁵ *Id.*

²¹⁶ Smith Comments at 3.

²¹⁷ *Id.* at 4.

²¹⁸ *Id.*

²¹⁹ DEIR at 4.15-17.

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4.1.2.”²²⁰ Policy 4.1.2 in the City’s General Plan requires LOS D to be maintained “on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.”²²¹ The DEIR identifies numerous “recommended improvements...to bring the intersections to an acceptable LOS.”²²² These improvements include, but are not limited to, adding right and left turn lanes, installing new traffic signals, adding new through lanes, and more.²²³

However, the City’s General Plan states that “the Mobility Element promotes *reuse* of the existing roadway width or the *minor* expansion of the existing right-of-way (ROW) to accommodate a more complete street.”²²⁴ To the contrary, the Project is proposing numerous substantial “improvements” at fifteen different intersections that would otherwise operate as unacceptable LOS.²²⁵ These improvements would include new lanes and traffic signals that would result in the major expansions of the existing roadways. As such, the improvements are inconsistent with the stated goals in the General Plan’s Mobility Element.

Moreover, as supported by Mr. Smith’s comments, none of these “improvements” are identified as fully enforceable mitigation measures in the DEIR, but are mere recommendations.²²⁶ Accordingly, there is no guarantee that the measures will actually be implemented, when, or even how since the DEIR states that the “[r]ecommended improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches.”²²⁷ According to Mr. Smith, “[i]f mitigation measures are required to reduce the Project’s significant impacts, they must also be clearly identified in the DEIR.”²²⁸

For the foregoing reasons, the DEIR’s recommended improvements to bring intersections to an acceptable LOS are inconsistent with the General Plan and are

²²⁰ *Id.*

²²¹ *Id.* at 4.15-10.

²²² *Id.* at 4.15-17.

²²³ *Id.* at 4.15-17—4.15-18.

²²⁴ City of Beaumont, *Beaumont General Plan* at 95 (2020), available at: http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521 (emphasis added).

²²⁵ DEIR at 4.15-17—4.15-18.

²²⁶ Smith Comments at 6.

²²⁷ DEIR at 4.15-18.

²²⁸ Smith Comments at 6.

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uncertain since none of the improvements are required as formal mitigation measures.

- e. The DEIR Fails to Consider All Feasible Mitigation Measures to Reduce the Project's Significant Transportation Impacts to Less Than Significant Levels

Mr. Smith's expert comments concluded that "the DEIR's analysis has not exhausted all potential mitigation possibilities," and Mr. Smith proposed the following additional mitigation measure that must be evaluated in the DEIR:²²⁹

Consider the fact the nearest transit stop to the Project site is the PASS Transit Bus Route 3, located near the Intersection of Cherry Valley Boulevard and Beaumont Avenue approximately 2 miles away from the project site. Bus Route 3 ends at the Walmart Supercenter, at Highland Springs Avenue and the I-10 Freeway. This shopping center is a transfer point for the PASS Banning lines, as well as the Riverside Transit Authority (RTA) and the Sunline Transit Agency lines. The 2-mile separation between the Project site and the nearest transit stop makes it highly unlikely that there will be meaningful reliance on transit by Project employees and renders other potential measures to reduce VMT such as providing free or subsidized transit or transit passes for project employees; installing signage that encouraged transit use; and implementing marketing and information campaigns regarding transit options ineffective. However, operating alone or in concert with other nearby developments, if the Project subsidized extending the 3 Route to the immediate Project vicinity or provided shift-change shuttles to the existing transit stop, that action alone would enable some transit use and would allow the other incentives identified above to become effective. So the Project has not exhausted all feasible mitigation.²³⁰

To satisfy CEQA's findings requirements, all feasible mitigation measures must be adopted, and this finding must be supported by substantial evidence. As supported by Mr. Smith's comments, the DEIR fails to do so here and must be revised and recirculated with additional mitigation measures, as proposed by Mr. Smith, to mitigate the Project's significant impacts on transportation.

²²⁹ *Id.* at 2-3.

²³⁰ *Id.* at 3.
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F. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project’s Impacts on Population and Housing

According to the DEIR, the “[p]opulation in the City is forecasted to increase to 80,200 persons by 2045, an approximately 55.2 percent difference from 2016. Households within the City are forecasted to increase to 25,100 households by 2045, an approximately 55.4 percent difference from 2016.”²³¹ “State law mandates that each jurisdiction ensure availability of an adequate number of sites that have appropriate zoning, development standards, and infrastructure capacity to meet its fair share of regional housing need (i.e., RHNA) at all income levels.”²³²

The RHNA for the City has a total allocation of 4,210 units for the October 2021 to October 2029 planning period.²³³ The City is “responsible for creating a regulatory environment in which the private market could build unit types included in their State housing allocation.,” which “includes the creation, adoption, and implementation of General Plan policies, zoning standards, and/or economic incentives to encourage the construction of various types of units.”²³⁴

Table II-2: 6th Cycle RHNA

Area/Income	Beaumont		Riverside County		SCAG	
	Number	Percent	Number	Percent	Number	Percent
Total	4,210	100%	167,351	100%	1,341,827	100%
Very Low¹	1,229	29.2%	41,995	25.1%	351,796	26.2%
Low	721	17.1%	26,473	15.8%	206,807	15.4%
Moderate	723	17.2%	29,167	17.4%	223,957	16.7%
Above Moderate	1,537	36.5%	69,716	41.7%	559,267	41.7%
¹ The City estimates 50% of the Very Low RHNA households would qualify as extremely low income (i.e., 614 extremely low-income units).						
Source: SCAG, City of Beaumont, LWC						

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²³¹ DEIR at 4.12-1.

²³² City of Beaumont, *Draft Housing Element; 6th Cycle 2021-2029* at 12 (April 2022), available at: <https://www.beaumontca.gov/DocumentCenter/View/37595/Draft-Housing-Element-6th-Cycle-2021-2029>.

²³³ *Id.*

²³⁴ *Id.*

²³⁵ *Id.*

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The Project site location is identified in the General Plan as “North Neighborhoods” and is described as follows:

“The northern portion of Beaumont [around where the Project is located] is largely planned with numerous suburban residential developments. ... Sunny-Cal was approved in 2018 and annexed into the City. ... While there are parcels within this subarea that are undeveloped, new residential projects are under construction or are planned. The street pattern in this subarea is predominantly suburban with curvilinear, dead-end streets that provide limited pedestrian connectivity. Many of the residential developments are gated, further limiting pedestrian connectivity. ... The location and extent of permitted development within the North Neighborhoods generally mirror the existing development and entitlements for future development. Much of this subarea is designated as Single-Family Neighborhoods with limited areas reserved for Neighborhood Commercial and High Density Residential. **This subarea is not expected to undergo significant land use change in the future.**”²³⁶

The General Plan also identifies a host of strategies for the northern areas of the City where the Project is located including, but not limited to:

- Seek opportunities to connect streets and pedestrian paths to surrounding subareas.
 - Prioritize pedestrian and bicycle connections to parks, schools and neighborhood shopping.
 - Ensure that new shopping centers serve surrounding neighborhoods and are physically accessible via bicycle routes and connected sidewalks. ...
 - Use specific plan(s) for the large development sites within the neighborhood, requiring coordination and consistency with adjacent specific plans and project master plans, in order to promote an integrated development pattern.
- ...

²³⁶ City of Beaumont, *Beaumont General Plan* at 55 (2020), available at: http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521 (emphasis added).
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- Prioritize development of a neighborhood center that provides goods and services to community residents on the northwest corner of Beaumont Avenue and Oak Valley Parkway.²³⁷

Despite the City’s significant population growth projections and the General Plan’s description of the land use in the area as single-family residential, the Project nevertheless proposes to amend the General Plan designation from Single-Family Residential to Industrial for Parcels 1, 2, and 3 and to General Commercial for Parcel 4, thereby eliminating approximately 158.65 acres from residential uses and removing around 560 units from the City’s planned housing stock.²³⁸ The DEIR fails to adequately analyze the significant impacts resulting from this loss of needed housing stock during a housing crisis in the state. This is a glaring omission in the DEIR. The DEIR must be revised and recirculated to include a thorough analysis of the significant impacts from a decision to remove residentially designated land in the City, resulting in an unmitigated loss of residential capacity.

a. The Project’s Conflicts with California Housing Laws is an Undisclosed and Unmitigated Significant Impact in the DEIR

The California Legislature has declared that “[d]esignating and maintaining a supply of land and adequate sites suitable, feasible, and available for the development of housing sufficient to meet the locality’s housing need for all income levels is essential to achieving the state’s housing goals....”²³⁹ Senate Bill (“SB”) 330, known as the Housing Accountability Act, became effective on January 1, 2020.²⁴⁰ In relevant part, SB 330 prohibits “[c]hanging the general plan land use designation, ... to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, ... below what was allowed under the land use designation...of the [] affected city....”²⁴¹ Lower density can result from another use, such as commercial being approved on a site identified for housing. Section 66300 of the Housing Crisis Act of 2019, however, “does not prohibit an [] affected city, [] from changing a land use designation [] to a less intensive use, or reducing the intensity of land use, if the city [] concurrently changes the

²³⁷ *Id.*

²³⁸ *Id.* at 3-8—3-9.

²³⁹ Govt’ Code § 65580(f).

²⁴⁰ *Id.* at § 65589.5, *et seq.*

²⁴¹ *Id.* at § 66300(b)(1)(A). In accordance with SB 330, the HCD has prepared a list of affected cities and has determined that Beaumont is an “affected city.” DEIR at 4.12-6.

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development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.”²⁴²

California’s SB 166, known as the No Net Loss Law, was enacted in 2019.²⁴³ The purpose of the law “is to ensure development opportunities remain available throughout the planning period to accommodate a jurisdiction’s regional housing need allocation (RHNA), especially for lower- and moderate- income households.”²⁴⁴ SB 166 prohibits a jurisdiction from reducing residential density for a parcel or allowing development at a lower residential density, as defined in section 65863, subsection (g)(1)-(2), unless the jurisdiction makes written findings supported by substantial evidence of both of the following: “(A) The reduction is consistent with the adopted general plan, including the housing element. (B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction’s share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction’s share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.”²⁴⁵

Here, the Project site encompasses approximately 158.65 acres of Low-Density Residential lands that were previously approved in the 2007 Sunny-Cal Specific Plan.²⁴⁶ The 560 residential units proposed in the Sunny-Cal Specific Plan are accounted for in the City 2021-2029 Housing Element’s list of “projects that can be credited toward the 6th Cycle RHNA.”²⁴⁷ The City’s General Plan also includes the planned buildout of 560 homes in the Sunny-Cal Specific Plan.²⁴⁸ Nevertheless, the Project proposes to amend the previously approved specific plan and also amend

²⁴² *Id.* at § 66300(i)(1). “[C]oncurrently’ means the action is approved at the same meeting of the legislative body.” *Id.* at § 66300(i)(2).

²⁴³ *Id.* at § 65863, *et seq.*

²⁴⁴ Memorandum from Zachary Olmstead, Deputy Director for the Division of Housing Policy Development, to Planning Directors and Interested Parties (October 2, 2019), available at: <https://www.hcd.ca.gov/community-development/housing-element/housing-element-memos/docs/sb-166-final.pdf>.

²⁴⁵ Govt’ Code § 65863(b)(1).

²⁴⁶ DEIR at 4.12-12.

²⁴⁷ City of Beaumont, *Draft Housing Element; 6th Cycle 2021-2029* at 12 (April 2022), available at: <https://www.beaumontca.gov/DocumentCenter/View/37595/Draft-Housing-Element-6th-Cycle-2021-2029>.

²⁴⁸ City of Beaumont, *Beaumont General Plan* at 40 (2020), available at: http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.6128-006acp

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the General Plan “to change the current ‘Single Family Residential’ land use to ‘Industrial, General Commercial, and Open Space’ land use....”²⁴⁹ The Project thus proposes a reduction in density that would trigger the need for the City to make certain findings under both SB 330 and SB 166’s requirements. Moreover, the Housing Crisis Act of 2019 prohibits the City from changing the land use designation unless the City “concurrently change[s] [] the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.”²⁵⁰ The DEIR fails to provide any analysis regarding consistency with the requirements of SB 330 and SB 166 and is therefore deficient. The DEIR must be revised and recirculated to include this analysis supported by substantial evidence.

b. The DEIR’s Finding that the Project will Not Displace a Substantial Amount of Housing is Unsupported by Substantial Evidence

The DEIR’s significance threshold is whether the Project would displace substantial numbers of housing, necessitating the construction of replacement housing elsewhere.²⁵¹ The DEIR reasons that since no housing or development has occurred on the Project, “no displacement of homes would occur,” and “[a] less than significant impact would occur.”²⁵² The DEIR’s significance determination is not supported by substantial evidence. Approximately 560 residential units were approved at the site and this housing stock is accounted for in both the City’s 2021-2029 Housing Element’s and the City’s General Plan.²⁵³ The Project would thus remove 560 approved housing units from the City’s planning documents and RHNA goals, impairing the City’s ability to comply with housing production requirements—the impacts of which are not evaluated in the DEIR. Moreover, the Housing Crisis Act of 2019 prohibits the City from changing the land use designation unless the City “concurrently change[s] [] the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss

²⁴⁹ DEIR at 4.12-12—4.12-13.

²⁵⁰ Gov’t Code at § 66300(i)(1).

²⁵¹ DEIR at 4.12-12.

²⁵² DEIR at 4.12-13.

²⁵³ City of Beaumont, *Draft Housing Element; 6th Cycle 2021-2029* at 12 (April 2022), available at: <https://www.beaumontca.gov/DocumentCenter/View/37595/Draft-Housing-Element-6th-Cycle-2021-2029>; City of Beaumont, *Beaumont General Plan* at 40 (2020), available at: http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.6128-006acp

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in residential capacity.”²⁵⁴ No analysis is provided in the DEIR regarding whether the Project would result in a net loss in residential capacity and if so, where replacement housing will be constructed elsewhere in the City. The DEIR must be revised and recirculated to include this analysis.

G. The DEIR Fails to Disclose the Full Scope of the Project’s Impacts on Water Supply Given the Project Site’s Lack of Recycled Water Infrastructure to Offset Potable Water Use

The Project site is within the Beaumont-Cherry Valley Water District (“BCVWD”) Sphere of Influence boundaries, but outside of the water service area boundaries.²⁵⁵ “As part of the proposed Project, the Project site require[s] annexation into the BCVWD water service area and a water main would be extended onto the Project site.”²⁵⁶ Moreover, at this time, “BCVWD does not produce or distribute recycled water.”²⁵⁷ The Project Water Supply Assessment states that “BCVWD anticipates increasing its total water supply by pursuing: ... 2) distribution of recycled water from City of Beaumont’s Wastewater Treatment Plant within the next few years;...”²⁵⁸ No timeline for recycled water distribution is provided in the Project’s Water Supply Assessment. Even so, non-potable water lines do not exist near the Project boundary to serve recycled water to the Project.²⁵⁹ The Project Description in the DEIR references a new recycled water main but fails to offer any details and states that the layout for the water line would depend on BCVWD’s future well location.²⁶⁰ No assurance or guarantee is provided that the recycled water line will actually be constructed.

The General Plan’s Community Facilities and Infrastructure Element, Policy 7.3.6 “[e]ncourage[s] innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems,” and Policy 7.3.8 “[r]equire[s] the use of recycled water for irrigation of parks and golf courses in Beaumont.”²⁶¹ Despite the City’s policies encouraging the use of recycled water and

²⁵⁴ Gov’t Code at § 66300(i)(1).

²⁵⁵ DEIR at 3-13.

²⁵⁶ *Id.*

²⁵⁷ DEIR, Appendix I at 3-12.

²⁵⁸ *Id.* at 3-8.

²⁵⁹ DEIR at 3-13.

²⁶⁰ *Id.*

²⁶¹ City of Beaumont, *Beaumont General Plan* at 95 (2020), available at: http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.6128-006acp

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the Water Supply Assessment's reliance on recycled water to ensure adequate water supply for the Project, the DEIR fails to analyze the feasibility of installing non-potable water lines at or around the Project site to serve recycled water to the Project. Additionally, the DEIR does not disclose whether the open space area will be watered and if so, how the Project will irrigate the open space areas with recycled water, as required by Policy 7.3.8, if there are no recycled water distribution options on the Project site. Accordingly, the DEIR's analysis must be revised and recirculated.

H. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project's Impacts on Biological Resources

An EIR must be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences.²⁶² "To facilitate CEQA's informational role, the EIR must contain facts and analysis, not just the agency's bare conclusions or opinions."²⁶³ An EIR must also describe feasible measures which could minimize significant adverse impact.²⁶⁴

The DEIR's determination that many of the Project's impacts on biological resources will be less than significant with mitigation measures incorporated is not supported by substantial evidence.

a. Significant Impacts to Least Bell's vireo will Not be Mitigated to Less than Significant Levels

The DEIR reports that an individual male Least Bell's vireo was detected within the mule fat scrub in the western portion of the Project site during early protocol-level surveys.²⁶⁵ The DEIR finds that "[t]his species [] has moderate to high potential to occur within the Project site due to the presence of suitable [mule fat scrub] habitat."²⁶⁶ The California Department of Fish and Wildlife does not consider mule fat scrub to be a sensitive vegetation community, but the DEIR

²⁶² 14 C.C.R. § 15151.

²⁶³ *Laurel Heights I*, 47 Cal.3d at 404-05.

²⁶⁴ 14 C.C.R. § 15126.4(a)(1).

²⁶⁵ DEIR at 4.3-19.

²⁶⁶ *Id.*

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acknowledges that “this habitat is part of jurisdictional resources on-site and is therefore protected.”²⁶⁷

Despite the confirmed presence of this species and its habitat on the Project site, the DEIR states that the “Project would result in the removal of suitable mule fat scrub habitat (1.14 acres) which could result in significant impacts to least Bell’s vireo.”²⁶⁸ Nevertheless, the DEIR concludes that this impact would be less than significant with the implementation of MM BIO-1.²⁶⁹ However, the DEIR lacks substantial evidence to demonstrate that MM BIO-1 will mitigate the Project’s impacts on Least Bell’s vireo and its habitat to less than significant levels. MM BIO-1 proposes to avoid Project activities during the species’ breeding season unless a negative USFWS protocol survey has been conducted within one year of construction kickoff and the findings are negative.²⁷⁰ MM BIO-1 therefore does not avoid or minimize the Project’s proposed destruction of 1.14 acres of the species’ mule fat scrub habitat. Even with the implementation of MM BIO-1, the species’ habitat will be destroyed, thereby likely forcing the species out of the area. The DEIR fails to explain how these impacts to the species and its habitat are nevertheless less than significant with MM BIO-1. The DEIR must be revised and recirculated to support its significance determination with substantial evidence.

b. The Payment of Local Development Mitigation Fees is Not Adequate Mitigation for the Project’s Significant Impacts on Biological Resources

Mitigation fees are not adequate mitigation unless the lead agency can show that the fees will fund a specific mitigation plan that will actually be implemented in its entirety and will actually mitigate the project’s impacts to below significance.²⁷¹ Additionally, the mitigation fee must either be adopted or

²⁶⁷ *Id.* at 4.3-22.

²⁶⁸ *Id.* at 4.3-19.

²⁶⁹ *Id.*

²⁷⁰ *Id.* at 4.3-21.

²⁷¹ *Anderson First Coal. v. City of Anderson* (2005) 130 Ca.App.4th 1173 (traffic mitigation fee was inadequate because it did not ensure that mitigation measure would actually be implemented); *Kings Co. Farm Bureau v. Hanford* (1990) 221 Cal.App.3d 692 (a commitment to pay fees without any evidence that mitigation will actually occur is inadequate); *Gray v. County of Madera* (2008) 167 Cal. App. 4th 1099 (the assessment of an equitable share of costs of construction of future improvements and of a maintenance fee was deferred to the future and the mitigation measures relating to traffic impacts were inadequate).

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reasonably likely to be adopted by the time the project subject to the fee is implemented.

Here, the DEIR finds that the Project would result in habitat loss for certain non-listed special status wildlife species, like the coastal whiptail, California horned lark, cooper's hawk, yellow warbler, and San Diego black-tailed jackrabbit.²⁷² The DEIR states that with the payment of Multiple Species Habitat Conservation Plan ("MSHCP") Local Development Mitigation Fees, impacts on the species would be less than significant.²⁷³ The DEIR does not calculate the amount of fees required to offset the impacts or specify the timing for the fees, which is critical information that must be analyzed in the DEIR. Most importantly, however, the DEIR does not incorporate the payment of mitigation fees as binding mitigation measures even though the DEIR concludes that the payment of mitigation fees would be necessary to reduce the impacts to these species to less than significant levels.²⁷⁴ In failing to include the mitigation fees as formal mitigation in the DEIR, the reduction of the significant impacts on the species is illusory, uncertain, and speculative.

Likewise, the DEIR explains that the Southern California legless lizard is a California Species of Special concern that has moderate potential to occur within the Project site due to the presence of suitable habitat and is not covered under the MSHCP.²⁷⁵ The Project proposes to remove suitable habitat for the Southern California legless lizard in the northeast portion of the site, which the DEIR concludes "would be adverse."²⁷⁶ Even though this species is not covered under the MSHCP, the DEIR finds that "[t]hese species are considered adequately covered under the MSHCP;" and with payment of MSHCP Local Development Mitigation Fees, impacts on the Southern California legless lizard would be considered less than significant.²⁷⁷ The DEIR's conclusion that the Southern California legless lizard is "adequately covered under the MSHCP" is unsupported by substantial evidence given that the DEIR admits that the species is not covered under the MSHCP. Additionally, the DEIR again relies on a payment of a mitigation fee to mitigate the Project's significant impacts on the Southern California legless lizard to less than significant levels without incorporating this measure as a binding

²⁷² DEIR at 4.3-20.

²⁷³ *Id.*

²⁷⁴ *Id.*

²⁷⁵ *Id.*

²⁷⁶ *Id.*

²⁷⁷ *Id.*

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mitigation measure. As such, any reduction in the Project's significant impacts on the species is illusory, speculative, and uncertain.

I. The DEIR's Wildfire Environmental Setting is Deficient to Inform the Project's Wildfire Hazards Impacts Analysis

The DEIR's environmental setting for the wildfire hazards impacts analysis fails to disclose that the westerly portion of the City within the SR 60/I 10 corridor is deficient in fire protection services, according to a Riverside Local Agency Formation Commission- ("LAFCO") Municipal Service Review for the City.²⁷⁸ The LAFCO report explains that "[t]he western portion of the City is outside of the standard five-minute response times for fire protection services. [] [T]he City secured a site for the future construction of a fire station in the Interstate 10, 60 State Highway Corridor along Potrero Blvd. Financing the construction of a new fire station and dedicating funds for the estimated annual operation and maintenance of \$1.1 million will be the determining factor on whether this fire station will be built."²⁷⁹ The Initial Study and Mitigated Negative Declaration for the West Side Fire Station Project was released in January of 2022.²⁸⁰ The document recognizes that "[r]apid expansion of the City has increased pressure on local services, including fire services," and explains that "[c]urrent fire service response times in the City are approximately 8 to 12 minutes. The City's goal is a five-minute response time (City 2020)."²⁸¹

The DEIR does not discuss the site's deficient response times for fire protection services, which is a serious omission in the environmental setting and may affect the corresponding impacts analysis. Disclosure of this information in the DEIR is especially important given that the entire Project site is designated as a Local Responsibility Area ("LRA"), meaning *local* fire protection agencies, such as

²⁷⁸ Riverside Local Agency Formation Commission ("LAFCO"), *LAFCO 2014-14-5-Municipal Service Review-City of Beaumont* at 5 (June 22, 2017), available at: <https://lafco.org/wp-content/uploads/documents/june-22-2017-lafco-meeting/4.a.%20LAFCO%202014-14-5%20MSR%20-%20City%20of%20Beaumont.pdf>.

²⁷⁹ Riverside LAFCO, *City of Beaumont Municipal Service Review* at 33-34 (June 22, 2017), available at: <https://lafco.org/wp-content/uploads/documents/june-22-2017-lafco-meeting/4.a.%20LAFCO%202014-14-5%20MSR%20-%20City%20of%20Beaumont.pdf>.

²⁸⁰ City of Beaumont, *Initial Study and Mitigated Negative Declaration for the West Side Fire Station Project* (January 2022), available at: <https://files.ceqanet.opr.ca.gov/275540-1/attachment/Nmra97nVEVrFYCcBEN1e4cQSFGBWkQYw05BVQ-pfmlZJ1LZz3XE6OJD4-RmzGaxHCLExm5o8qqRkqiMo0>.

²⁸¹ *Id.* at 5.
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the Riverside County Fire Department, are responsible for wildfire protection.²⁸²
The DEIR must be revised and recirculated to include this information.

VI. CONCLUSION

For the foregoing reasons, the City must fulfill its responsibilities under CEQA by preparing a legally adequate EIR to address the significant omissions and deficiencies described in this comment letter and the attached expert comments. The DEIR must be revised and recirculated to adequately inform the decision-makers and public of the Project's significant environmental impacts and feasible mitigation measures.

Thank you for your attention to these comments.

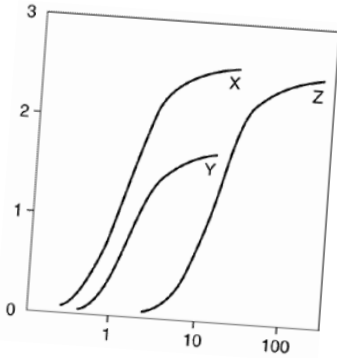
Sincerely,
Tara C. Rengifo
Tara C. Rengifo
Associate Attorney

Attachments

TCR:acp

²⁸² DEIR at 4.18-1—4.18-2.
6128-006acp

EXHIBIT A



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June 6, 2022

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Attn: Ms. Tara C. Rengifo

**Subject: Comments On Draft Environmental Impact Report
(DEIR) For Beaumont Summit Station Project, SC
Number 2021090378**

Dear Ms. Rengifo:

At the request of Adams Broadwell Joseph & Cardozo (ABJC), Clark and Associates (Clark) has reviewed materials related to the 2022 City of Beaumont's (the City's) DEIR of the above referenced project.

Clark's review of the materials in no way constitutes a validation of the conclusions or materials contained within the plan. If we do not comment on a specific item this does not constitute acceptance of the item.

Project Description:

According to the City, the proposed Project includes a General Plan Amendment, Specific Plan Amendment, Tentative Parcel Map, Plot Plan Approval, and a Development Agreement. In addition, the proposed Project includes the following elements: The Project site is divided into five parcels, with Parcels 1, 2, and 3 (Specific Plan Planning Area 1) designated for e-commerce uses with supporting office. These parcels are proposed to be developed with three separate e-commerce buildings, as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

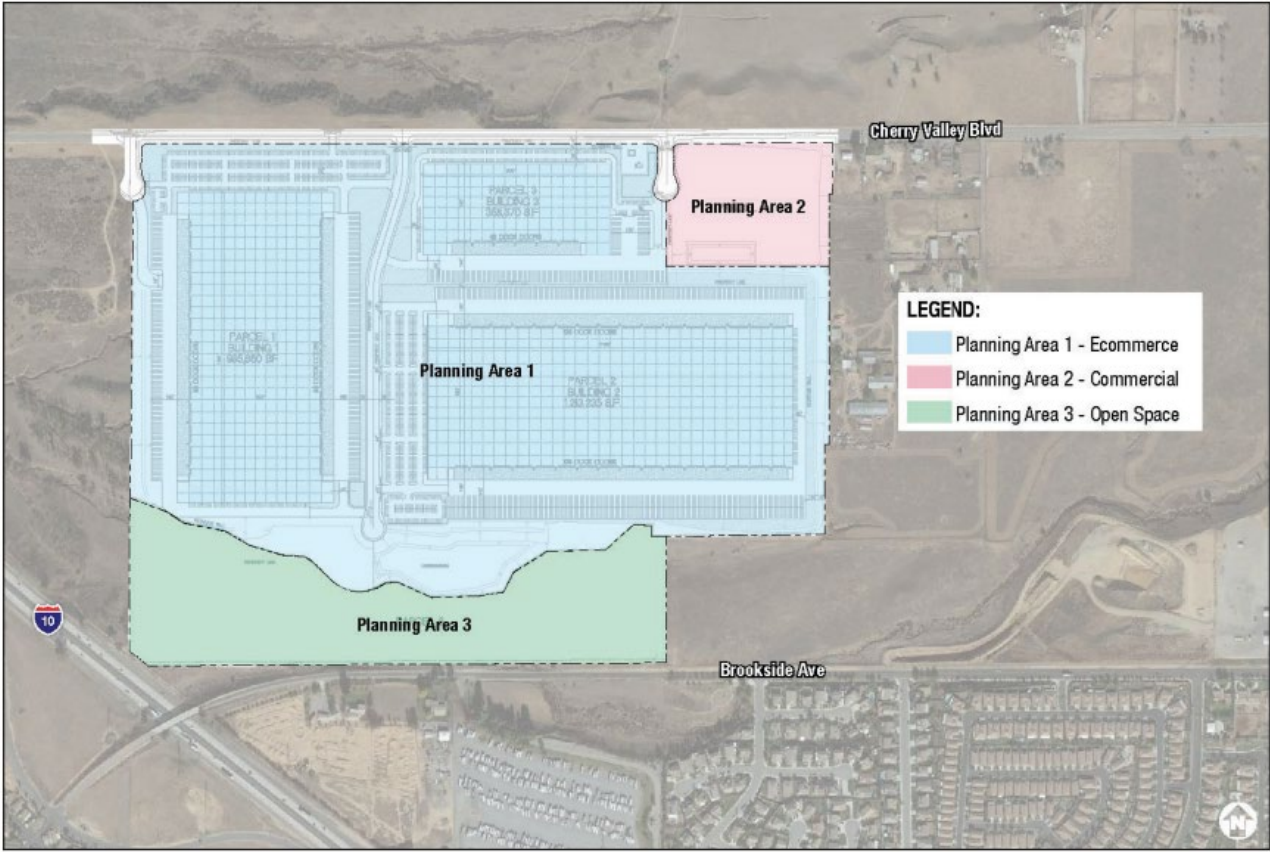
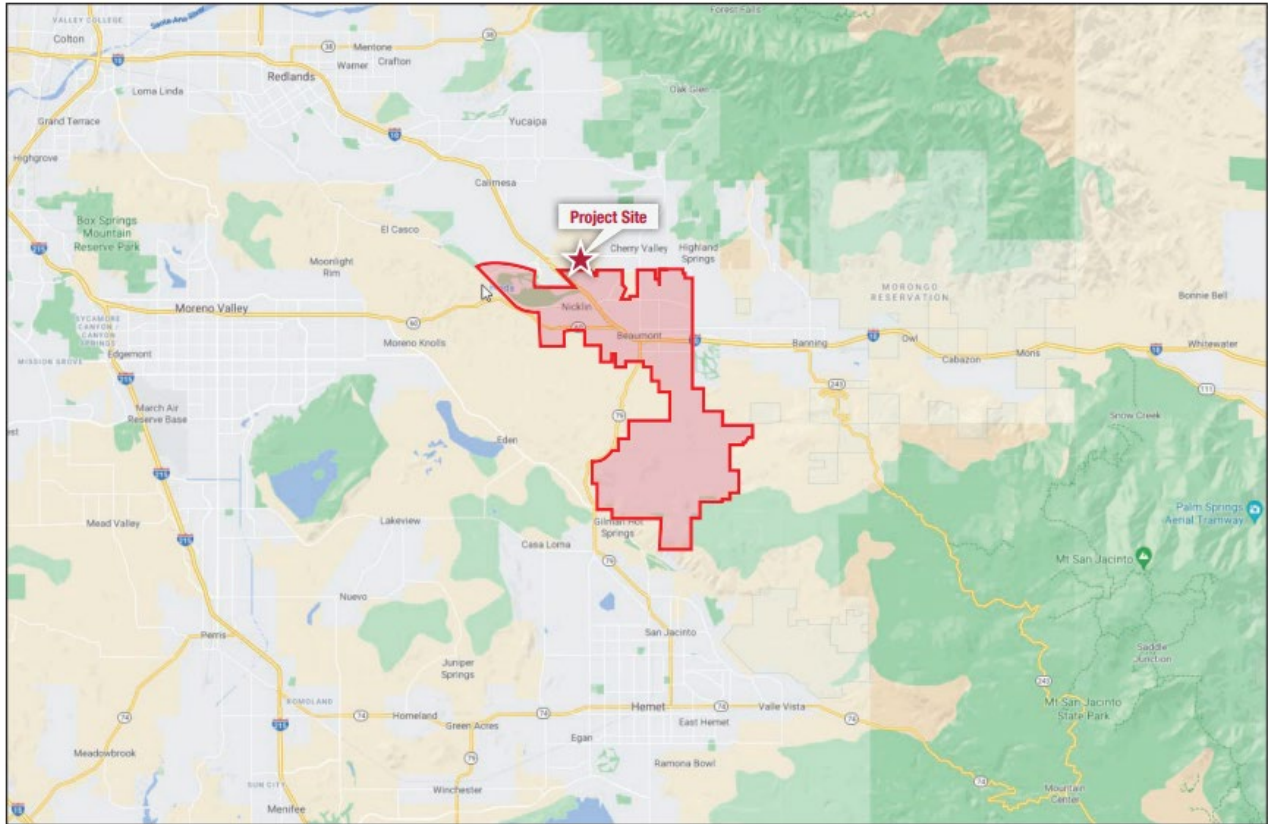


Figure 1: Conceptual Site Use

Parcel 4 (Specific Plan Planning Area 2) would include the development of up to 150,000 square feet of commercial uses, as follows:

- Four story hotel: 100,000 square feet (220 hotel rooms)
- Restaurant: 25,000 square feet
- Retail: 25,000 square feet

The Project site is located within the San Gorgonio Pass area, which is located between the Coachella, San Jacinto, and Moreno valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench. The Project site is in the northwestern portion of the City within the County of Riverside (County) and regional access to the site is provided by Interstate (I-) 10 via the Cherry Valley Boulevard exit approximately 3,000 feet west of the Project site.



Source: Google Maps

Figure 2: Project Site

Project Background

According to the City’s DEIR, in August 2007, the City adopted the Sunny-Cal Specific Plan (Specific Plan), which included the approval of 560 single-family residential dwelling units with lot sizes ranging from 7,000 to 20,000 square feet on approximately 200 acres in the City of Beaumont. The overall gross density of the Sunny-Cal Specific Plan was 2.8 dwelling units (du) per acre (ac). The Specific Plan included four residential planning areas, small parks, trails, open space, circulation, and a neighborhood park. The Specific Plan was accompanied by a General Plan Amendment, Pre-zoning, authorization for an application for Riverside Local Agency Formation Commission (LAFCO) Annexation, and a Development Agreement. The Specific Plan site is generally located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10).

The City also certified the Sunny-Cal Specific Plan EIR in August 2007. The Sunny-Cal Specific Plan EIR provided CEQA level analysis for the Specific Plan, General Plan Amendment, Pre-zoning, LAFCO Annexation, and the Development Agreement associated with the Sunny-Cal Specific

Plan. The Sunny-Cal Specific Plan EIR was challenged in 2007 and was upheld by the California Court of Appeals in 2010.

The majority of the Specific Plan area was annexed from the County of Riverside to the City of Beaumont in 2017. Although the Specific Plan Project was approved by the City of Beaumont and LAFCO, no development has yet occurred on the Project site.

Project Location

The Beaumont Summit Station Specific Plan (a comprehensive amendment of the Sunny-Cal Specific Plan) (the Project, or proposed Project)) site is in the northwestern portion of the City of Beaumont, California. The Project site is approximately 186 acres located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10).



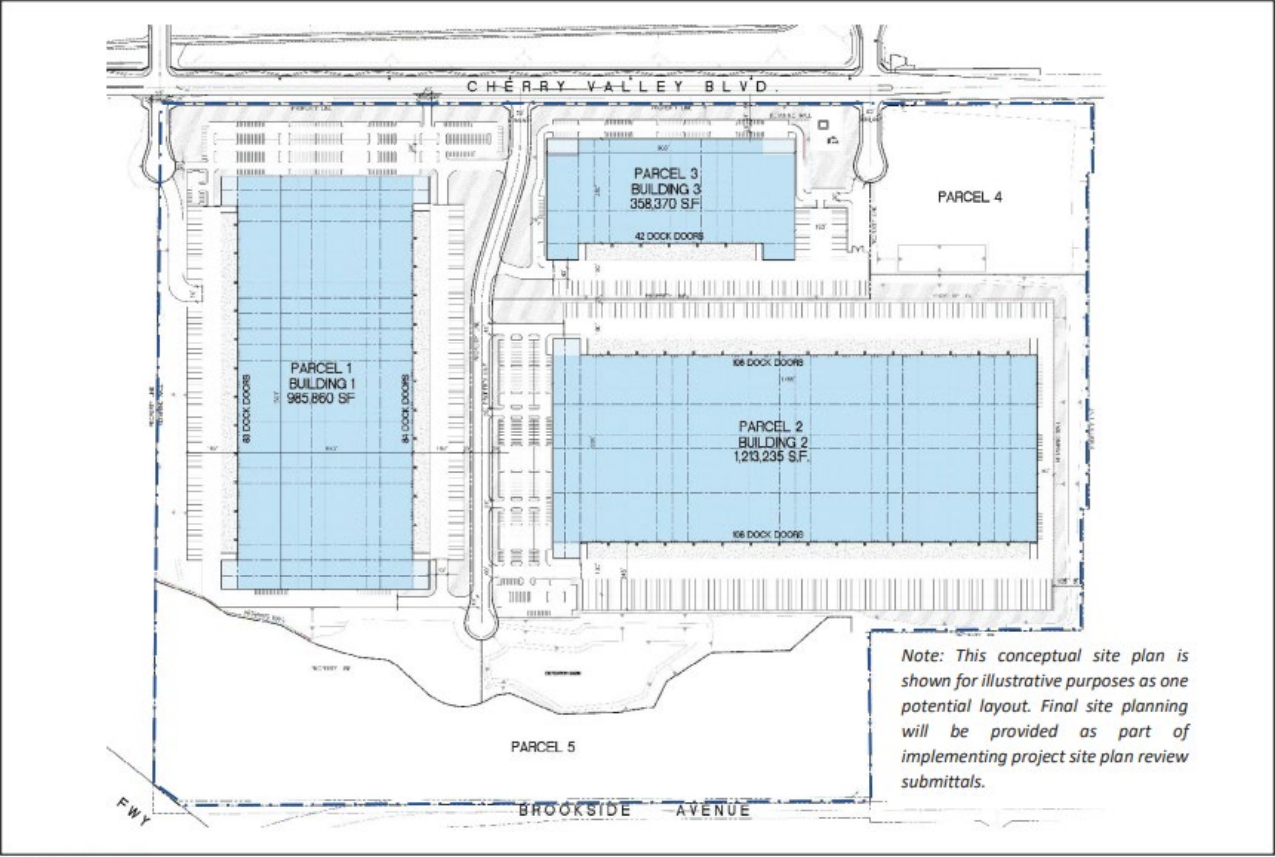
Figure 1: Project Location

The current zoning for the Project site is Specific Plan. All proposed changes associated with the Project are located within areas previously annexed to the City of Beaumont by LAFCO.

Table 1-1: Existing and Proposed Land Use Plan

Land Use	Existing Sunny-Cal Specific Plan (2007)		Summit Station Specific Plan (2022)	
Low Density Residential	158.65 acres	560 du	--	--
E-Commerce Center				
E-Commerce	--	--	139.8 acres	2,507,465 sf
Office				50,000 sf
Commercial				
Hotel (220 rooms)	--	--	10.9 acres	100,000 sf
Retail				25,000 sf
Restaurant				25,000 sf
Open Space				
Park/Trail	21.15 acres		0 acres	
Buffer/Open Space	8.71 acres		30.6 acres	
Road	9.8 acres		6.7 acres	
Total	200 acres		188 acres	
Source: Kimley-Horn. 2022. Beaumont Summit Station Specific Plan. Table 1. du = dwelling units; sf = square feet Note: Land use acreages are net of roads and are rounded				

All of the proposed changes associated with the Project are located within areas previously annexed to the City by the Riverside LAFCO. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.



Source: HPA Architecture

Figure 2: Conceptual Site Plan

Unavoidable Significant Impacts

According to the City’s DEIR of the Project, the potentially significant and unavoidable impacts from the project include:

- Air Quality: The Project would conflict with or obstruct implementation of the applicable air quality plan (Impact 4.2-1). The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Impact 4.2-2).
- Greenhouse Gas Emissions: The Project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment (Impact 4.7-1). The Project would conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (Impact 4.7-2). The Project would result in significant cumulative GHG emissions.

- Noise: Noise impacts would be less than significant with the exception of cumulative off-site traffic noise along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue). Cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity.

- Transportation: The Project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) (Impact 4.15-2). The Project would result in significant cumulative transportation impacts.

The conclusion from the City that the significant impacts are unavoidable is not supported by substantial evidence. There are also substantial impacts that are not addressed in the City's analysis that must be addressed in a revised environmental draft impact report (R-DEIR).

Specific Comments:

1. **Project Design Feature (PDF) AQ-10 Will Have No Impact On The Emissions Of Oxides of Nitrogen (NO_x) From The Project and Additional Binding Mitigation is Necessary.**

NO_x refers to both nitric oxide (NO) and nitrogen dioxide (NO₂). The environmental effects of releasing too much NO_x into the atmosphere include:

- Formation of ground-level ozone. NO_x is a main constituent in the formation of ground-level ozone which causes severe respiratory problems.
- Respiratory problems which may result from exposure to NO₂ by itself, but also of concern is NO_x reacting to form airborne nitrate particles or acid aerosols which have similar effects.
- NO_x can deteriorate water quality by overloading the water with nutrients causing an overabundance of algae.
- Atmospheric nitrogen-containing particles decrease visibility.
- NO_x can react to form nitrous oxide (N₂O), which is a greenhouse gas, and contribute to global warming.

PDF AQ-10 requires the installation of 30 electric light-duty vehicle charging stations and installation of conduit for 59 future electric light-duty vehicle charging stations. The project's passenger vehicles

account for less than 6% of NO_x emissions across the site. Heavy duty trucks account for 75% of the emissions of NO_x.¹ PDF AQ-10 only applies to light-duty vehicles and *will not affect* the significant NO_x emissions from heavy duty trucks. Therefore, PDF AQ-10 will have little to no impact on reducing emissions of NO_x and ROG from the project.

Table 4.2-11: Mitigated Phase 1 Operational Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Area Source Emissions	51.76	0.01	0.26	0.00	0.00	0.00
Energy Emissions	0.10	0.92	0.77	0.01	0.07	0.07
Mobile – Truck	1.45	60.58	13.11	0.50	15.23	4.70
Mobile – Passenger Cars ¹	5.81	5.13	113.33	0.31	27.43	6.91
-60 EV Trips ²	-0.12	-0.11	-2.35	-0.01	-0.01	-0.01
Off-Road Emissions ³	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators	5.06	14.14	12.9	0.02	0.74	0.74
Total Emissions	64.18	80.67	138.02	0.83	43.46	12.41
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No
1. Incorporates implementation of a Transportation Demand Management (TDM) program pursuant to MM AQ-3. 2. The Project would provide a grant program for the purchase of 30 electric passenger cars for on-site employees per PDF AQ-16. Emissions reductions from PDF AQ-16 are provided for informational purposes. 3. Per the PDFs, operational off-road cargo handling equipment would be electrically powered. Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						

Even with implementation of PDF AQ-10 the site will cause excess emissions of NO_x in area already heavily impacted by ozone and ozone pre-cursors. Additional binding mitigation for the project that focuses on the primary source of NO_x associated with the project, i.e., the heavy duty trucks utilizing the site, is necessary. Those mitigation measures should include:

- Contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
- Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2018 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2023. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).² Additional incentive funds are available from the Carl Moyer Program

¹ City of Beaumont. 2022. Draft Environmental Impact Report Beaumont Summit Station Project, SCH Bo. 2021090378. pg 4.2-32.

² Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: <https://californiahvip.org/>

and Voucher Incentive Program.³

- Include contractual language in tenant lease agreements that requires the tenant to be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,⁴ Advanced Clean Trucks Regulation,⁵ Periodic Smoke Inspection Program (PSIP),⁶ and the Statewide Truck and Bus Regulation.⁷
- Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than *two minutes* while on site.

The City must consider these mitigation measures in a revised DEIR for the project before proceeding with the approval of the DEIR.

2. PDF AQ-4 Assumes That The Fleet of Heavy Duty Trucks Entering the Site Will Be From Year 2010 Or Later and Additional Binding Mitigation is Required to Reduce the Project's Significant Air Quality Impacts from Heavy Duty Trucks, But An Additional Binding Mitigation Measure is Necessary To Make the Date Sooner to Reduce The Significant Emissions From The Heavy Duty Truck Traffic.

PDF AQ-4 is proposed by the applicant to be incorporated into the project and requires

³ Carl Moyer Program and Voucher Incentive Program. <https://ww2.arb.ca.gov/carl-moyer-program-apply>

⁴ In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: <https://ww2.arb.ca.gov/our-work/programs/ttghg>

⁵ On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation. The regulation requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. CARB is expected to consider a fleet regulation in 2021 that would be compatible with the Advanced Clean Trucks regulation, requiring fleets to purchase a certain percentage of zero-emission trucks and vans for their fleet operations. <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>

⁶ The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: <https://www.arb.ca.gov/enf/hdvp/hdvp.htm>

⁷ The regulation requires that 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. CARB's Statewide Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

heavy-duty vehicles entering or operation on the Phase I project site to be model year 2010 or later without an explanation for why model year 2010 was selected. PDF AQ-4 states that “This requirement shall be included as part of tenant’s agreement with third-party carriers.”

Using the California Air Resources Board’s (CARB) Emission Factor (EMFAC) model, it is possible to estimate the emissions from onroad mobile sources in California, including but not limited to heavy duty trucks. The model calculates emissions factors and emissions inventories for:

- Carbon monoxide (CO)
- Nitrogen oxides (NO_x)
- Hydrocarbons (HC): HC can be expressed as TOG (total organic gases), ROG (reactive organic gases), THC (total hydrocarbon), or CH₄ (methane). The TOG class includes all organic gases emitted into the atmosphere. The ROG class is same as EPA’s VOC (volatile organic compounds) definition and does not contain compounds exempt from regulation.
- Particulate matter (PM): PM estimates are provided for total suspended particulates for particulate matters 10 microns or less in diameter (PM₁₀), and particulate matters 2.5 microns or less in diameter (PM_{2.5}).
- Sulfur oxides (SO_x): Emissions of oxides of sulfur are a function of the sulfur content of fuel. The model calculates these emissions by multiplying the fuel consumption by the weight fraction of sulfur in a gallon of fuel.
- Greenhouse Gases (GHG): GHG emissions are consisted of complete combustion CO₂, Nitrous Oxide (N₂O) and Methane (CH₄). These are the greenhouse gases that are now included in the EMFAC2017 but not in EMFAC2014 or prior versions

In my analysis, the emissions for NO_x, PM_{2.5} as exhaust, PM₁₀ as exhaust, and ROG_s for vehicles with model years 2010 through 2024 are presented in the table below.

Table 1: EMFAC Emission Estimates For Heavy Duty Vehicles For Model Years 2010 Through 2024

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	NOx RUNEX	NOx IDLEX	NOx STREX	PM2.5 RUNEX	PM2.5 IDLEX	PM10 IDLEX	ROG RUNEX	ROG IDLEX
Riverside (MD/SCAQMD)	2023	HHDT	2010	Aggregate	Diesel	7.22E+00	2.82E+01	6.40E-01	6.88E-02	6.49E-03	6.79E-03	1.55E-01	1.57E+00
Riverside (MD/MDAQMD)	2023	HHDT	2010	Aggregate	Diesel	7.26E+00	2.82E+01	6.40E-01	6.91E-02	6.49E-03	6.79E-03	1.62E-01	1.57E+00
Riverside (SS)	2023	HHDT	2010	Aggregate	Diesel	6.40E+00	2.24E+01	7.26E-01	4.32E-02	5.15E-03	5.39E-03	1.39E-01	1.25E+00
Riverside (MD/SCAQMD)	2023	HHDT	2011	Aggregate	Diesel	4.74E+00	2.13E+01	3.57E+00	7.96E-02	6.49E-03	6.79E-03	1.08E-01	1.59E+00
Riverside (MD/MDAQMD)	2023	HHDT	2011	Aggregate	Diesel	4.82E+00	2.13E+01	3.57E+00	7.98E-02	6.49E-03	6.79E-03	1.10E-01	1.59E+00
Riverside (SS)	2023	HHDT	2011	Aggregate	Diesel	4.10E+00	2.11E+01	3.67E+00	5.92E-02	6.43E-03	6.72E-03	1.07E-01	1.57E+00
Riverside (SS)	2023	HHDT	2012	Aggregate	Diesel	4.07E+00	6.03E+01	2.49E+00	4.28E-02	2.08E-02	2.17E-02	2.30E-02	5.10E+00
Riverside (MD/SCAQMD)	2023	HHDT	2012	Aggregate	Diesel	4.74E+00	8.24E+01	2.25E+00	5.60E-02	2.84E-02	2.97E-02	2.57E-02	6.98E+00
Riverside (MD/MDAQMD)	2023	HHDT	2012	Aggregate	Diesel	4.83E+00	8.22E+01	2.26E+00	5.60E-02	2.83E-02	2.96E-02	2.61E-02	6.96E+00
Riverside (SS)	2023	HHDT	2013	Aggregate	Diesel	3.81E+00	8.47E+01	2.31E+00	4.15E-02	2.92E-02	3.05E-02	2.27E-02	7.17E+00
Riverside (MD/SCAQMD)	2023	HHDT	2013	Aggregate	Diesel	4.40E+00	9.72E+01	2.17E+00	5.40E-02	3.35E-02	3.50E-02	2.56E-02	8.23E+00
Riverside (MD/MDAQMD)	2023	HHDT	2013	Aggregate	Diesel	4.49E+00	9.74E+01	2.18E+00	5.41E-02	3.36E-02	3.51E-02	2.60E-02	8.24E+00
Riverside (MD/SCAQMD)	2023	HHDT	2014	Aggregate	Diesel	2.38E+00	1.05E+02	2.23E+00	4.22E-02	3.60E-02	3.76E-02	2.51E-02	8.85E+00
Riverside (MD/MDAQMD)	2023	HHDT	2014	Aggregate	Diesel	2.46E+00	1.05E+02	2.23E+00	4.23E-02	3.61E-02	3.77E-02	2.55E-02	8.86E+00
Riverside (SS)	2023	HHDT	2014	Aggregate	Diesel	2.23E+00	9.41E+01	2.38E+00	3.24E-02	3.24E-02	3.39E-02	2.05E-02	7.96E+00
Riverside (MD/SCAQMD)	2023	HHDT	2015	Aggregate	Diesel	1.93E+00	1.05E+02	2.28E+00	3.89E-02	3.63E-02	3.79E-02	2.47E-02	8.92E+00
Riverside (MD/MDAQMD)	2023	HHDT	2015	Aggregate	Diesel	2.01E+00	1.05E+02	2.29E+00	3.89E-02	3.61E-02	3.77E-02	2.51E-02	8.87E+00
Riverside (SS)	2023	HHDT	2015	Aggregate	Diesel	1.87E+00	9.04E+01	2.45E+00	2.98E-02	3.11E-02	3.26E-02	1.98E-02	7.65E+00
Riverside (MD/SCAQMD)	2023	HHDT	2016	Aggregate	Diesel	1.87E+00	1.22E+02	2.23E+00	3.74E-02	4.19E-02	4.38E-02	2.41E-02	1.03E+01
Riverside (MD/MDAQMD)	2023	HHDT	2016	Aggregate	Diesel	1.95E+00	1.22E+02	2.23E+00	3.75E-02	4.19E-02	4.38E-02	2.46E-02	1.03E+01
Riverside (SS)	2023	HHDT	2016	Aggregate	Diesel	1.83E+00	1.17E+02	2.27E+00	2.94E-02	4.03E-02	4.21E-02	1.96E-02	9.90E+00
Riverside (MD/SCAQMD)	2023	HHDT	2017	Aggregate	Diesel	1.76E+00	1.14E+02	2.18E+00	3.45E-02	3.93E-02	4.11E-02	2.31E-02	9.65E+00
Riverside (MD/MDAQMD)	2023	HHDT	2017	Aggregate	Diesel	1.84E+00	1.12E+02	2.19E+00	3.45E-02	3.86E-02	4.04E-02	2.36E-02	9.49E+00

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	NOx RUNEX	NOx IDLEX	NOx STREX	PM2.5 RUNEX	PM2.5 IDLEX	PM10 IDLEX	ROG RUNEX	ROG IDLEX
Riverside (SS)	2023	HHDT	2017	Aggregate	Diesel	1.73E+00	1.06E+02	2.25E+00	2.70E-02	3.66E-02	3.83E-02	1.87E-02	9.00E+00
Riverside (MD/SCAQMD)	2023	HHDT	2018	Aggregate	Diesel	1.66E+00	1.24E+02	2.24E+00	3.19E-02	4.28E-02	4.47E-02	2.22E-02	1.05E+01
Riverside (MD/MDAQMD)	2023	HHDT	2018	Aggregate	Diesel	1.73E+00	1.23E+02	2.25E+00	3.19E-02	4.24E-02	4.43E-02	2.26E-02	1.04E+01
Riverside (SS)	2023	HHDT	2018	Aggregate	Diesel	1.63E+00	1.15E+02	2.36E+00	2.48E-02	3.95E-02	4.13E-02	1.80E-02	9.70E+00
Riverside (MD/SCAQMD)	2023	HHDT	2019	Aggregate	Diesel	1.54E+00	1.26E+02	2.24E+00	2.87E-02	4.33E-02	4.53E-02	2.11E-02	1.06E+01
Riverside (MD/MDAQMD)	2023	HHDT	2019	Aggregate	Diesel	1.61E+00	1.24E+02	2.25E+00	2.87E-02	4.28E-02	4.48E-02	2.15E-02	1.05E+01
Riverside (SS)	2023	HHDT	2019	Aggregate	Diesel	1.51E+00	1.15E+02	2.36E+00	2.24E-02	3.98E-02	4.16E-02	1.71E-02	9.77E+00
Riverside (MD/MDAQMD)	2023	HHDT	2020	Aggregate	Diesel	1.48E+00	1.27E+02	2.25E+00	2.53E-02	4.37E-02	4.57E-02	2.03E-02	1.07E+01
Riverside (SS)	2023	HHDT	2020	Aggregate	Diesel	1.39E+00	1.18E+02	2.36E+00	1.98E-02	4.05E-02	4.23E-02	1.62E-02	9.94E+00
Riverside (MD/SCAQMD)	2023	HHDT	2020	Aggregate	Diesel	1.42E+00	1.28E+02	2.24E+00	2.53E-02	4.42E-02	4.62E-02	2.00E-02	1.09E+01
Riverside (MD/MDAQMD)	2023	HHDT	2021	Aggregate	Diesel	1.33E+00	1.29E+02	2.25E+00	2.17E-02	4.46E-02	4.66E-02	1.91E-02	1.09E+01
Riverside (SS)	2023	HHDT	2021	Aggregate	Diesel	1.26E+00	1.20E+02	2.36E+00	1.70E-02	4.12E-02	4.31E-02	1.52E-02	1.01E+01
Riverside (MD/SCAQMD)	2023	HHDT	2021	Aggregate	Diesel	1.28E+00	1.31E+02	2.24E+00	2.17E-02	4.51E-02	4.71E-02	1.87E-02	1.11E+01
Riverside (SS)	2023	HHDT	2022	Aggregate	Diesel	1.12E+00	1.21E+02	2.35E+00	1.40E-02	4.18E-02	4.37E-02	1.41E-02	1.03E+01
Riverside (MD/SCAQMD)	2023	HHDT	2022	Aggregate	Diesel	1.14E+00	1.33E+02	2.24E+00	1.79E-02	4.57E-02	4.78E-02	1.74E-02	1.12E+01
Riverside (MD/MDAQMD)	2023	HHDT	2022	Aggregate	Diesel	1.19E+00	1.31E+02	2.25E+00	1.80E-02	4.52E-02	4.72E-02	1.77E-02	1.11E+01
Riverside (SS)	2023	HHDT	2023	Aggregate	Diesel	9.78E-01	1.18E+02	2.38E+00	1.10E-02	4.06E-02	4.24E-02	1.31E-02	9.96E+00
Riverside (MD/SCAQMD)	2023	HHDT	2023	Aggregate	Diesel	9.90E-01	1.31E+02	2.24E+00	1.40E-02	4.51E-02	4.71E-02	1.61E-02	1.11E+01
Riverside (MD/MDAQMD)	2023	HHDT	2023	Aggregate	Diesel	1.03E+00	1.29E+02	2.26E+00	1.40E-02	4.44E-02	4.64E-02	1.64E-02	1.09E+01
Riverside (SS)	2023	HHDT	2024	Aggregate	Diesel	8.32E-01	1.31E+02	2.30E+00	8.00E-03	4.51E-02	4.72E-02	1.20E-02	1.11E+01
Riverside (MD/SCAQMD)	2023	HHDT	2024	Aggregate	Diesel	8.43E-01	1.37E+02	2.24E+00	1.01E-02	4.72E-02	4.93E-02	1.47E-02	1.16E+01
Riverside (MD/MDAQMD)	2023	HHDT	2024	Aggregate	Diesel	8.79E-01	1.37E+02	2.24E+00	1.01E-02	4.71E-02	4.92E-02	1.50E-02	1.16E+01

Note: Units: g/mile for RUNEX, g/vehicle/day for IDLEX

Based on the averaged emissions from the table above (average of the year 2010 through 2024 emissions compared to the average of the year 2018 through 2024 emissions) it is clear that changing the minimum allowable model year from 2010 to 2018 would result in:

- A 48% reduction in NOx emissions from trucks operating on site.
- A 42% reduction in diesel particulate matter (DPM) emissions from trucks measured as particulate matter less than 2.5 microns (PM_{2.5}) operating on site.
- A 42% reduction in DPM emissions from trucks measured as particulate matter less than 10 microns (PM₁₀) operating on site.
- A 50% reduction in reactive organic gases (ROGs) from trucks operating on site.

From the DEIR’s air quality assessment of criteria pollutants,⁸ it is clear the largest sources of NOx, PM10, and PM2.5 are mobile emissions from heavy duty vehicles using the site.

Table 4.2-14: Project Buildout Mitigated Operational Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Area Source Emissions	55.29	0.02	0.33	0.00	0.01	0.01
Energy Emissions	0.47	4.36	3.66	0.03	0.33	0.33
Mobile Emissions	32.48	93.99	335.28	3.43	96.84	30.07
Off-Road Emissions	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators	5.06	14.14	12.90	0.02	0.74	0.74
Total Emissions	93.27	112.51	352.17	3.48	97.92	31.15
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No

Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

Implementing this change (fleet of trucks no older than 2018) and implementing the mitigation measures outlined in Comment 1 as a binding mitigation measure would bring the NOx emissions below the SCAQMD thresholds.

3. The City’s Air Quality Analysis Erroneously Claims That There Are No Feasible Mitigation Measures To Reduce GHG Levels Below The Significance Threshold

⁸ City of Beaumont. 2022. Draft Environmental Impact Report Beaumont Summit Station Project, SCH Bo. 2021090378. pg 4.2-35.

According to the DEIR for the Project, the operational emissions of GHG would exceed the applicable SCAQMD regional thresholds for operational-source emissions of GHG and result in a cumulatively considerable net increase GHGs. According to the GHG analysis in the DEIR,⁹ “Additional mitigation to reduce the Project’s mobile emissions is not feasible due to the limited ability of the City of Beaumont to address emissions resulting from trucks, cars, and/or emissions generated by these trucks outside of the City’s limits. As with all land use projects, the Project’s mobile and transportation related GHG emissions are a function of two parameters: emissions control technology and vehicle miles traveled (VMT).” Based on the CALEEMOD analysis for the Project it is clear that the single largest source of GHG from the project during operations are the large trucks which will be entering and exiting the Project Site. Therefore, mitigation measures for the Project must focus on the trucks entering and leaving the Project Site to have any impact on GHG emissions.

⁹ City of Beaumont. 2022. Draft Environmental Impact Report Beaumont Summit Station Project, SCH Bo. 2021090378. pg 4.7-36.

Table 4.7-3: Phase 1 Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year		
	Unmitigated	Mitigated	Mitigated 2040 ⁸
Area and Indirect Stationary Sources			
Construction Amortized Over 30 Years	262	262	262
Area Source ¹	0.12	0.07	0.07
Energy ²	1,512	1,355	470
Off-road (Forklifts and Yard Trucks) ³	3,649	848	848
Emergency Backup Generator	59	59	59
Waste	1,211	303	303
Water and Wastewater ⁴	83	83	32
Solar PV ⁵	N/A	-2,417	-2,417
Subtotal	6,776	493	-443
Mobile Sources³			
Warehouse Trucks ⁶	8,856	8,856	5,949
Warehouse Passenger Cars ⁶	5,014	4,754	3,943
30 Zero Emission Vehicles ⁷	N/A	-99	-78
Subtotal	13,870	13,511	9,814
Total	20,646	14,004	9,371
<i>Beaumont GHG Threshold</i>	<i>3,000</i>	<i>3,000</i>	<i>3,000</i>
Exceeds Threshold?	Yes	Yes	Yes

Reasonable mitigation measures that have previously been recommended by the California Air Resources Board and the South Coast Air Quality Management District to reduce operational GHG emissions that could be immediately adopted for the Project include:

1. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
2. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
3. Include contractual language in tenant lease agreements requiring all trucks, and cars entering the Project site be zero-emission.

4. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2018 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030. Implementation of this mitigation measure would facilitate compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule).
5. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,¹⁰ Periodic Smoke Inspection Program (PSIP),¹¹ and the Statewide Truck and Bus Regulation.¹²
6. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the CEQA document. If higher daily truck volumes are anticipated to visit the site, the City as the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this land use or higher activity level.

These mitigation measures may be contemplated in PDF AQ-4 but are not required and therefore not guaranteed to be executed at the Project Site. The City must revise the list of mitigation measures to include the items above as a binding requirement.

4. The HRA Failed To Accurately Account For The Back-up Generator (BUG) Usage Onsite and Therefore Underestimated Emissions from Diesel Particulate Matter

The HRA assumed three 750 horse power (hp) BUGs would be operated up to 50 hours per year, which is an unsubstantiated estimation of usage and resulted in a severe underestimation of emissions from Diesel particulate matter (DPM) in the HRA. While 50 hours may be the limit for testing and maintenance of BUGs under SCAQMD Rule 1470, the City provides no clear rationale

¹⁰ In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: <https://www.arb.ca.gov/cc/hdghg/hdghg.htm>.

¹¹ The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: <https://www.arb.ca.gov/enf/hdvp/hdvp.htm>.

¹² The regulation requires that 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. CARB's Statewide Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

for why use of the BUG would be limited to just 50 hours. For the reasons detailed below, it is more likely that the BUGs will be used up to 200 hours per year.

The Project's air quality analysis improperly omitted the substantial increase in operational emissions from BUGs in the Air Basin due to unscheduled events, including but not limited to, Public Safety Power Shutoff (PSPS) events and extreme heat events. Extreme heat events are defined as periods where the temperatures throughout California exceed 100 degrees Fahrenheit. The total duration of the PSPS events lasted between 141 hours to 154 hours in 2019. In 2021, the Governor of California declared that during extreme heat events the use of stationary generators shall be deemed an emergency use under California Code of Regulations (CCR), title 17, section 93115.4 sub. (a) (30) (A)(2).¹³ The number of Extreme Heat Events is likely to increase in California with the continuing change in climate the State is currently undergoing.

Power produced during PSPS or extreme heat events is expected to come from engines regulated by CARB and California's 35 air pollution control and air quality management districts (air districts). Of particular concern are health effects related to emissions from diesel back-up engines. DPM has been identified as a toxic air contaminant, composed of carbon particles and numerous organic compounds, including over forty known cancer-causing organic substances. The majority of DPM is small enough to be inhaled deep into the lungs and make them more susceptible to injury.

According to the California Public Utilities Commission (CPUC) de-energization report^{14,15} in October 2019, there were almost 806 PSPS events (emphasis added) that impacted almost 973,000 customers (~7.5% of households in California) of which ~854,000 of them were residential customers, and the rest were commercial/industrial/medical baseline/other customers. CARB's data also indicated that on average each of these customers had about 43 hours of power outage in

¹³ Executive Department State of California. 2021. Proclamation of State of Emergency. <https://www.gov.ca.gov/wp-content/uploads/2021/06/6.17.21-Extreme-Heat-proclamation.pdf>

¹⁴ CARB. 2020. Emission Impact: Additional Generator Usage Associated With Power Outage. https://ww2.arb.ca.gov/sites/default/files/2020-01/Emissions_Inventory_Generator_Demand%20Usage_During_Power_Outage_01_30_20.pdf

¹⁵ <https://www.cpuc.ca.gov/consumer-support/psps/evolution-of-psps-guidelines/october-2019-psps-events>

October 2019¹⁶. Using the actual emission factors for each diesel BUG engines in the air district's stationary BUGs database, CARB staff calculated that the 1,810 additional stationary generators (like those proposed for the Project) running during a PSPS in October 2019 generated 126 tons of NOx, 8.3 tons of particulate matter, and 8.3 tons of DPM¹⁷.

For every PSPS or Extreme Heat Event (EHE) triggered during the operational phase of the project, significant concentrations of DPM will be released. A R-DEIR should be prepared for the Project that includes an analysis of the additional operation of the BUG during the PSPS events (up to 200 hours per year) that will occur at the project site that is not accounted for in the current air quality and GHG analyses.

5. The Air Dispersion Model Used For The Health Risk Assessment For Operational Phases Of The Project Has Two Structural Flaws That Result In Inaccurate Estimates Of The Project Emissions Within The Community

The first flaw is the segmentation of the construction phase and the operation phase risk estimates. The Health Risk analysis in Section 4.2 of the Draft EIR separates out the analysis and calculations for Phase I and Phase 2 construction emissions, as well as the operational phase of the Project. (Draft EIR at 4.2-42) For the cumulative risk to the sensitive receptors (residents near the site), the risk should be assessed together (added together). The construction phase and the operational phase will impact residents near the site and the total risk from both phases should be presented as a whole.

The second flaw is in the dispersion modeling performed for the operational phase of the project. The model does not account for the impact on emissions from building downwash. If the building downwash were included in the model, then the inclusion of building downwash would have been called out in the text summary of the model. The AERMOD model calculates the ground-level concentration of DPM emission associated with the project. According to the DEIR, it is assumed the building height would reach a maximum of approximately 60 feet at top in Planning Area 1 and 50

¹⁶ CARB. 2020. Emission Impact: Additional Generator Usage Associated With Power Outage. https://ww2.arb.ca.gov/sites/default/files/2020-01/Emissions_Inventory_Generator_Demand%20Usage_During_Power_Outage_01_30_20.pdf

¹⁷ CARB. 2020. Emission Impact: Additional Generator Usage Associated With Power Outage. https://ww2.arb.ca.gov/sites/default/files/2020-01/Emissions_Inventory_Generator_Demand%20Usage_During_Power_Outage_01_30_20.pdf

feet at the top in Planning Area 2.¹⁸ The height of release for emissions from idling trucks is generally assumed to be 3.11 meters (10.2 feet) well below the height of the building. The release height for DPM from trucks traveling along the streets is generally assumed to be at the ground surface (0 meters or 0 feet).

Building downwash occurs as the wind flows over and around buildings and impacts the dispersion of pollution from nearby stacks. A plume caught in the path of this flow is drawn into the wake, temporarily trapping it in a recirculating cavity. This downwash effect leads to higher ground-level concentration of chemicals emitted from sources. The downwash effect increases as the relative difference between the release height and top of the building increases.¹⁹ For the closest receptors to the site, including, but not limited to, the residences to the east of the Project, this difference will create an additional air quality impact that is not accounted for in the City's analysis. In addition to incorporating the building downwash impacts of the Project buildings, the AERMOD model should also incorporate the building downwash for receptors near the Project. Receptors farther away will still be subject to the downwash effect given the assumed emission height release incorporated into the model. SCAQMD guidance regarding the preparation of health risk assessments of mobile sources of diesel emissions²⁰ requires the inclusion of building heights and dimensions for building downwash calculations. Omission of the building downwash effect underestimates the exposure point concentrations for receptors near the building(s). The City should address the impact of this issue in a R-DEIR.

6. The City Has Failed To Adequately Assess The Health Impacts Of The Project On The Residents Near The Project Site

The City's numerical health risk analysis (HRA) for Project failed use a fine enough receptor

¹⁸ City of Beaumont. 2022. Draft Environmental Impact Report Beaumont Summit Station Project, SCH Bo. 2021090378. pg 4.1-10.

¹⁹ The so-called good engineering practice height (GEP) of the source. The GEP is defined in Section 123 of the Clean Air Act as "the height necessary to ensure that emissions from a stack do not result in excessive concentrations of any air pollutant in the immediate vicinity of the source as a result of atmospheric downwash, eddies or wakes which may be created by the source itself, nearby structures or nearby terrain obstacles."

²⁰ SCAQMD. 2003. Health Risk Assessment Guidance For Analyzing Cancer Risks From Mobile Source Diesel Emissions. August, 2003. Page 2.

grid to adequately calculate the concentrations of DPM in the community. According to the HRA for the DEIR, due to the size of the Project site, “receptors were modeled with a maximum of 50-meter grid spacing.” As defined in 40 CFR 51,²¹ a receptor is a discrete location in which a Gaussian model determines the source impacts (concentration of pollutant) for each meteorological and emission scenario. The discrete location may represent an area in which a person or environmentally sensitive marker may live, work, or recreate. Receptors can be input/created as individual points or in array of equally distanced points. As a point of clarification, the model only calculates the concentration(s) at the receptor points described in the model and does not calculate the concentration(s) of the pollutants in between the receptor points until a receptor location is assigned by the modeller. Graphical outputs (contours of concentrations produced by the dispersion model) represent an interpretation of the data. Additional clarity to the model output is added when the distance between receptors is decreased and the number of receptors is increased within the model domain. The additional receptors are akin the adding details to a painting or photograph. The further the distance between the receptor locations, the less acuity of the picture. The City should revise its air quality analysis to include the correct spacing of receptors and present it in an R-DEIR.

7. The Project Analysis Fails To Adequately Assess The Negative Impacts That Emissions Will Have The Already Heavily Impacted Portion Of Riverside County.

The proposed project analysis describes the impacts of the Project but does not adequately assess the cumulative impacts on ozone formation from the Project on the surrounding community. Using the Office of Environmental Health and Hazard Assessment’s (OEHHA’s) California Communities Environmental Health Screening Tool Version 4.0 (CalEnviroScreen) it is possible to

²¹ U.S. EPA. 2017. Revisions to the Guideline on Air Quality Models: Enhancements to the AERMOD Dispersion Modeling System and Incorporation of Approaches To Address Ozone and Fine Particulate Matter. Federal Register 82(10):5182-5235.

assess the existing concerns for the census tract in which the project is located.

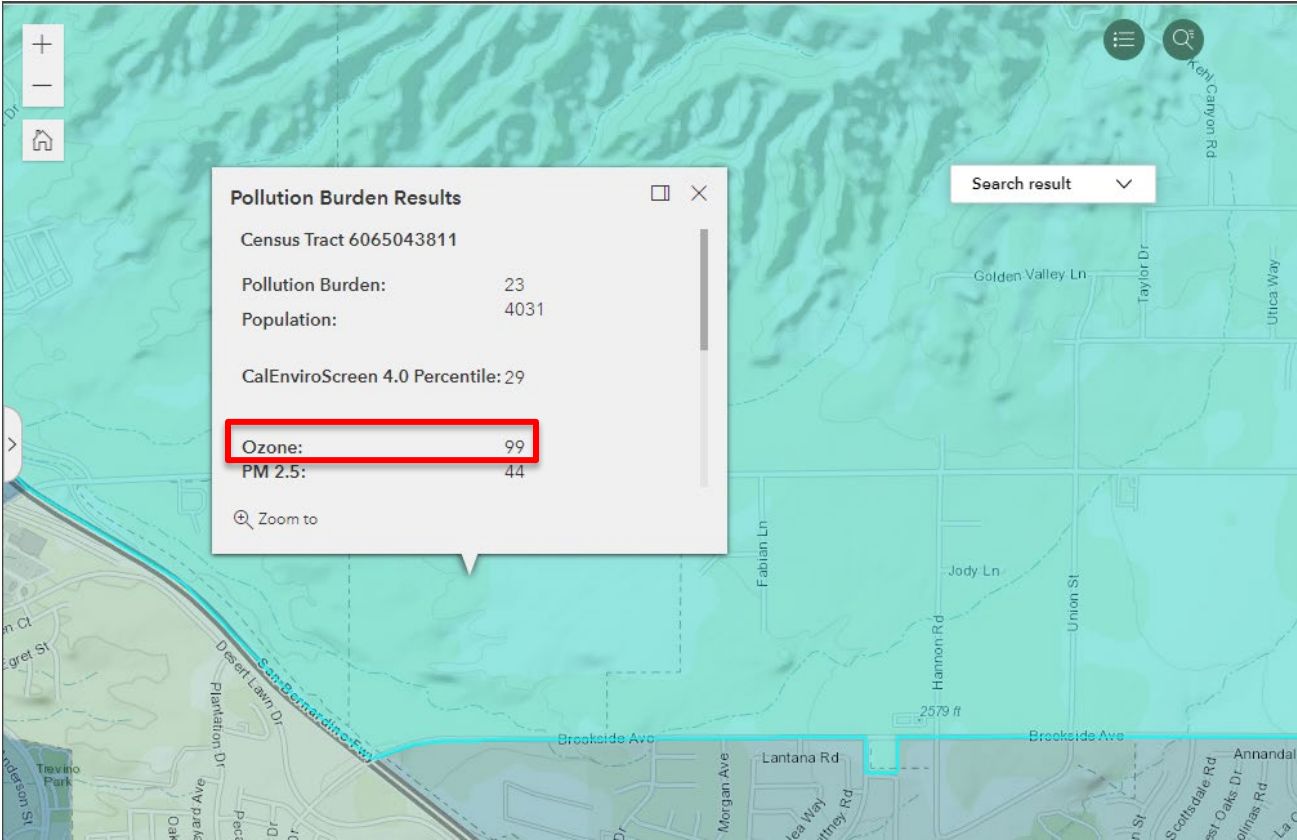


Figure 3: CalEnviroScreen 4.0 Analysis Of Census Tract 6065043811

Based on the existing ozone measurements from the South Coast Air Quality Management District (SCAQMD), the CalEnviroScreen reports that the census tract for the Project site is in the top 1% in California being impacted by ozone. Important precursors for the formation of ozone are unburned hydrocarbons from vehicles and NO_x both of which are directly associated with the Project site. The City must reanalyze the air quality impacts of the Project and consider the public well being of this already burdened community.

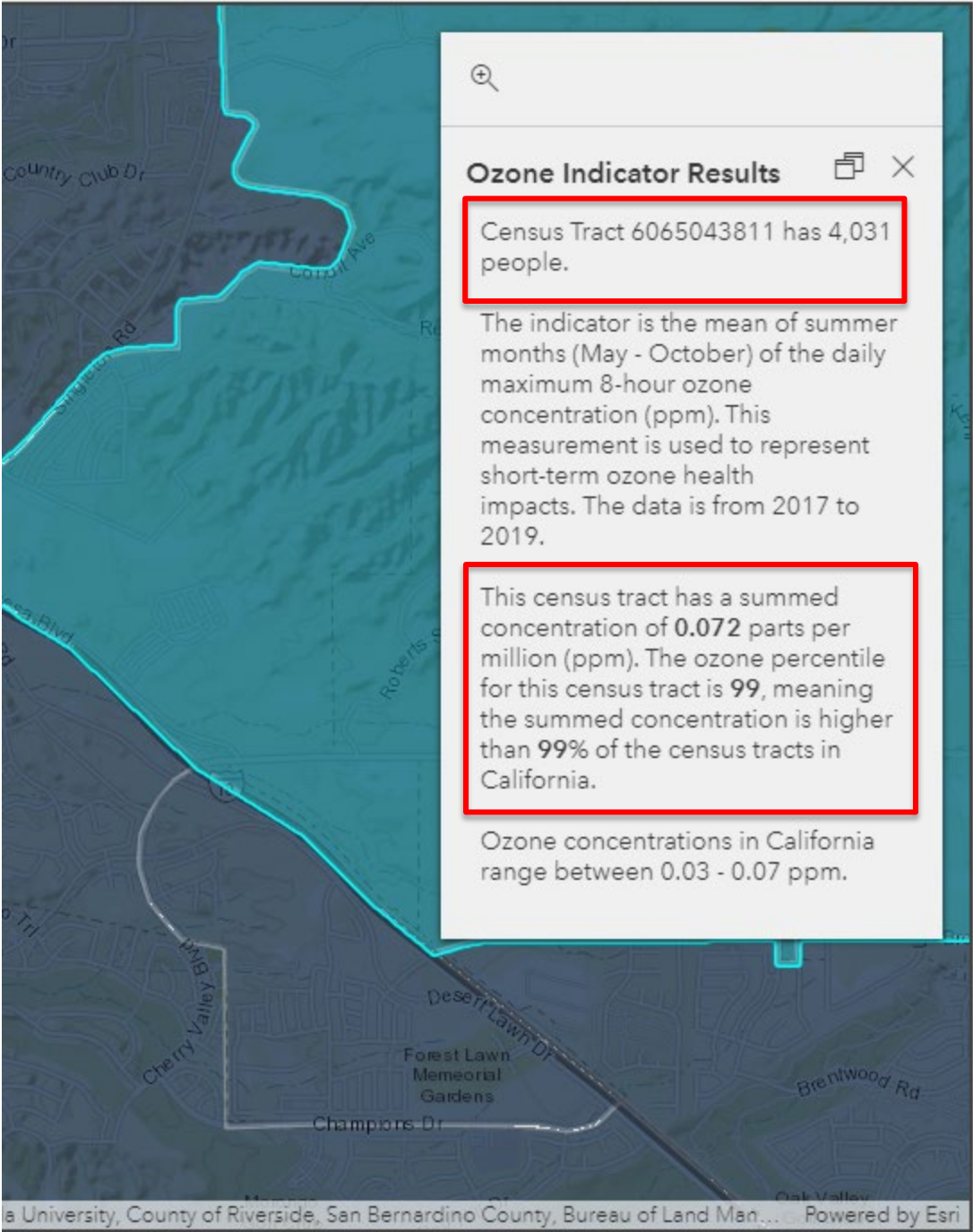


Figure 4: CalEnviroScreen 4.0 Ozone Analysis Of Census Tract 6065043811

Since the Census Tract is in the top 1% of census tracts in California for ozone, the community is disadvantaged by the constant exposure to irritating air pollutants. Increasing the number of sources for precursors to ozone (emissions of NOx and unburned hydrocarbons from the trucks utilizing the project site along with ROGs emitted from the area sources on site) within the community via the

operation of the project will increase the Pollution Burden on the community even more placing a greater health burden on the community.

Furthermore, based on the existing traffic impact analysis (data from 2017), the census tract for the Project site is in the top 65% in California being impacted by traffic (traffic density of 1,121.18). The adjacent census tract, tract number 6065043810, is in the top 97% of census tracts in California for traffic density (traffic density of 3,314.79). According to the DEIR (pg 4.15-20) the project will increase the existing traffic burden by adding 21,879 heavy truck daily vehicle miles travels (VMT), which the DEIR found to be a significant impact.

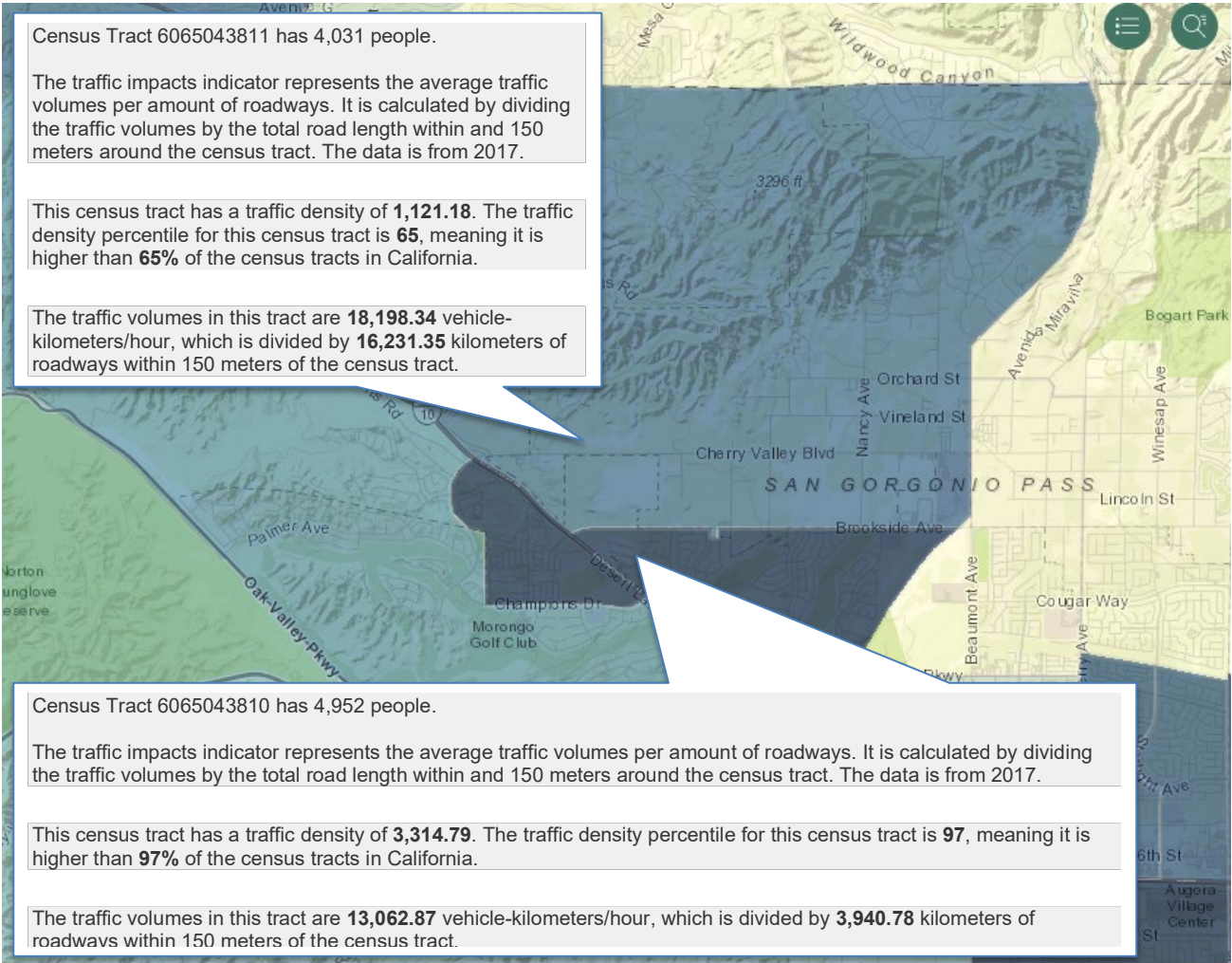


Figure 5: CalEnviroScreen 4.0 Traffic Density Analysis Of Census Tract 6065043811 and 6065043810

Since the Census Tract is in the top 65% of census tracts in California for traffic density, the addition of more traffic may raise the density to a level consistent with Census Tract 6065043810,

which is in the top 97% of census tracts for traffic, and is therefore considered heavily impacted by traffic. The City must assess the impacts of adding the thousands of additional vehicle miles per day on the criteria pollutant and DPM emissions on the local community. The City should revise its air quality and health risk analysis to include the cumulative impact of the additional vehicle miles traveled in the local area and present it in an R-EIR. The health analysis should include the existing traffic counts for the census tract immediately south of the project site, the additional traffic that will be added from the project site, the total NOx and ROG emissions as well as the DPM emissions, and an air dispersion model to show the impacts to the residents near the Project site. The HRA should clearly assess the impacts for the construction and operational phases as a whole exposure rather than parsing out each segment of exposure. This revised HRA and air model should be presented in a revised DEIR.

8. The DEIR Fails To Assess The Impacts Of Waste From The Former Chicken Ranch That The Project Will Be Built Upon.

The Phase 1 Site Assessment of the Project Site does not mention the potential presence of arsenic from previous site operations that may be present in the soils of the Project site. The Project site was occupied by Sunny-Cal Egg & Poultry, Inc. which consisted of over 100 buildings as part of its chicken ranching operations, 3 large silos, 4 groundwater production wells, 3 sumps for collection of water from chicken ranching operations, 8 retention ponds, a fleet of vehicles and associated parking, 6 residences and several acres of irrigated and non-irrigated farm land. Roxarsone, an arsenic based antibiotic fed to chickens was not assessed or mentioned in the Phase 1. More than 95 percent of the roxarsone fed to chickens is excreted in chicken waste which is regularly applied as fertilizer. The arsenic from these applications can leach into surface and ground water supplies and be transformed into inorganic arsenic, a known carcinogen. Residual arsenic in soils will harm nearby residents when the soils are disturbed and migrates offsite. The City must reassess the hazardous waste potential onsite in a revised DEIR.

9. The Project's Analysis Fails To Adequately Consider The Use of TRU's Onsite

PDF AQ-1 states that the Project will not involve Transport Refrigeration Units (TRUs). (Draft EIR at 3-4) Transport Refrigeration Units (TRU) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various

containers, including truck vans, semi-truck trailers, shipping containers, and railcars. CARB²² defines diesel exhaust as a complex mixture of inorganic and organic compounds that exists in gaseous, liquid, and solid phases. CARB and U.S. EPA identify 40 components of the exhaust as suspected human carcinogens, including formaldehyde, 1,3-butadiene, and benzo[a]pyrene. While acrolein is one of the most TAC in diesel exhaust it is not the only TAC. The inhalation unit risk factor identified by OEHHA for use in risk assessments is for the particulate matter (DPM) fraction of diesel exhaust and not the vapor phase components identified by CARB and U.S. EPA.

According to the Draft EIR, cold storage is also not an allowed use in the specific Plan. (4.7-26). MM AQ-4 at 4.2-40 states that “The buildings’ electrical room shall be sufficiently sized to hold additional panels that **may be needed in the future to supply power to trailers with transport refrigeration units (TRUs)** during the loading/unloading of refrigerated goods.” Therefore TRUs are reasonably foreseeable project component. The TRU emissions have not been quantified in the DEIR, intentionally underestimating the foreseeable health risk to the community as well as the associated GHG emissions from the operation of the TRUs. The City must assess the impacts since they are allowing for the potential future use of TRUs onsite in a revised DEIR.

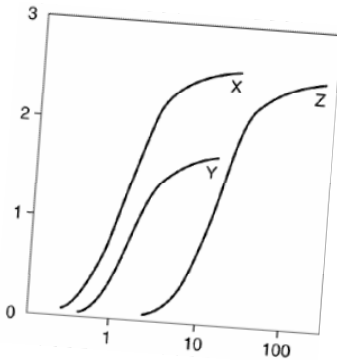
Conclusion

The facts identified and referenced in this comment letter led me to reasonably conclude that the Project could result in additional significant unmitigated impacts that are not disclosed in the DEIR and that additional mitigation measures are feasible but not identified in the DEIR to reduce the Project’s significant impacts on air quality and GHG emissions. The City must require the preparation of a revised draft environmental impact report.

Sincerely,



²² CARB. 1998. Report to the Air Resources Board on the Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Part A, Public Exposure To, Sources and Emissions of Diesel Exhaust In California. April 22, 1998. Pg A-1.



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James J. J. Clark, Ph.D.

Principal Toxicologist

Toxicology/Exposure Assessment Modeling

Risk Assessment/Analysis/Dispersion Modeling

Education:

Ph.D., Environmental Health Science, University of California, 1995

M.S., Environmental Health Science, University of California, 1993

B.S., Biophysical and Biochemical Sciences, University of Houston, 1987

Professional Experience:

Dr. Clark is a well recognized toxicologist, air modeler, and health scientist. He has 20 years of experience in researching the effects of environmental contaminants on human health including environmental fate and transport modeling (SCREEN3, AEROMOD, ISCST3, Johnson-Ettinger Vapor Intrusion Modeling); exposure assessment modeling (partitioning of contaminants in the environment as well as PBPK modeling); conducting and managing human health risk assessments for regulatory compliance and risk-based clean-up levels; and toxicological and medical literature research.

Significant projects performed by Dr. Clark include the following:

LITIGATION SUPPORT

Case: James Harold Caygle, et al, v. Drummond Company, Inc. Circuit Court for the Tenth Judicial Circuit, Jefferson County, Alabama. Civil Action. CV-2009

Client: Environmental Litigation Group, Birmingham, Alabama

Dr. Clark performed an air quality assessment of emissions from a coke factory located in Tarrant, Alabama. The assessment reviewed include a comprehensive review of air quality standards, measured concentrations of pollutants from factory, an inspection of the facility and detailed assessment of the impacts on the community. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Rose Roper V. Nissan North America, et al. Superior Court of the State Of California for the County Of Los Angeles – Central Civil West. Civil Action. NC041739

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to multiple chemicals, including benzene, who later developed a respiratory distress. A review of the individual's medical and occupational history was performed to prepare an exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to respiratory irritants. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: O'Neil V. Sherwin Williams, et al. United States District Court Central District of California

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to petroleum distillates who later developed a bladder cancer. A review of the individual's medical and occupational history was performed to prepare a quantitative exposure assessment. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Summary judgment for defendants.

Case: Moore V., Shell Oil Company, et al. Superior Court of the State Of California for the County Of Los Angeles

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to chemicals while benzene who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a quantitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Raymond Saltonstall V. Fuller O'Brien, KILZ, and Zinsser, et al. United States District Court Central District of California

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to benzene who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a quantitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Richard Boyer and Elizabeth Boyer, husband and wife, V. DESCO Corporation, et al. Circuit Court of Brooke County, West Virginia. Civil Action Number 04-C-7G.

Client: Frankovitch, Anetakis, Colantonio & Simon, Morgantown, West Virginia.

Dr. Clark performed a toxicological assessment of a family exposed to chlorinated solvents released from the defendant's facility into local drinking water supplies. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to chlorinated solvents. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: JoAnne R. Cook, V. DESCO Corporation, et al. Circuit Court of Brooke County, West Virginia. Civil Action Number 04-C-9R

Client: Frankovitch, Anetakis, Colantonio & Simon, Morgantown, West Virginia.

Dr. Clark performed a toxicological assessment of an individual exposed to chlorinated solvents released from the defendant's facility into local drinking water supplies. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to chlorinated solvents. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Patrick Allen And Susan Allen, husband and wife, and Andrew Allen, a minor, V. DESCO Corporation, et al. Circuit Court of Brooke County, West Virginia. Civil Action Number 04-C-W

Client: Frankovitch, Anetakis, Colantonio & Simon, Morgantown, West Virginia.

Dr. Clark performed a toxicological assessment of a family exposed to chlorinated solvents released from the defendant's facility into local drinking water supplies. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to chlorinated solvents. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Michael Fahey, Susan Fahey V. Atlantic Richfield Company, et al. United States District Court Central District of California Civil Action Number CV-06 7109 JCL.

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to refined petroleum hydrocarbons who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Constance Acevedo, et al., V. California Spray-Chemical Company, et al., Superior Court of the State Of California, County Of Santa Cruz. Case No. CV 146344

Dr. Clark performed a comprehensive exposure assessment of community members exposed to toxic metals from a former lead arsenate manufacturing facility. The former manufacturing site had undergone a DTSC mandated removal action/remediation for the presence of the toxic metals at the site. Opinions were presented regarding the elevated levels of arsenic and lead (in attic dust and soils) found throughout the community and the potential for harm to the plaintiffs in question.

Case Result: Settlement in favor of defendant.

Case: Michael Nawrocki V. The Coastal Corporation, Kurk Fuel Company, Pautler Oil Service, State of New York Supreme Court, County of Erie, Index Number I2001-11247

Client: Richard G. Berger Attorney At Law, Buffalo, New York

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to refined petroleum hydrocarbons who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the

known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Judgement in favor of defendant.

SELECTED AIR MODELING RESEARCH/PROJECTS

Client – Confidential

Dr. Clark performed a comprehensive evaluation of criteria pollutants, air toxins, and particulate matter emissions from a carbon black production facility to determine the impacts on the surrounding communities. The results of the dispersion model will be used to estimate acute and chronic exposure concentrations to multiple contaminants and will be incorporated into a comprehensive risk evaluation.

Client – Confidential

Dr. Clark performed a comprehensive evaluation of air toxins and particulate matter emissions from a railroad tie manufacturing facility to determine the impacts on the surrounding communities. The results of the dispersion model have been used to estimate acute and chronic exposure concentrations to multiple contaminants and have been incorporated into a comprehensive risk evaluation.

Client – Los Angeles Alliance for a New Economy (LAANE), Los Angeles, California

Dr. Clark is advising the LAANE on air quality issues related to current flight operations at the Los Angeles International Airport (LAX) operated by the Los Angeles World Airport (LAWA) Authority. He is working with the LAANE and LAX staff to develop a comprehensive strategy for meeting local community concerns over emissions from flight operations and to engage federal agencies on the issue of local impacts of community airports.

Client – City of Santa Monica, Santa Monica, California

Dr. Clark is advising the City of Santa Monica on air quality issues related to current flight operations at the facility. He is working with the City staff to develop a comprehensive strategy for meeting local community concerns over emissions from flight operations and to engage federal agencies on the issue of local impacts of community airports.

Client: Omnitrans, San Bernardino, California

Dr. Clark managed a public health survey of three communities near transit fueling facilities in San Bernardino and Montclair California in compliance with California Senate Bill 1927. The survey included an epidemiological survey of the effected communities, emission surveys of local businesses, dispersion modeling to determine potential emission concentrations within the communities, and a comprehensive risk assessment of each community. The results of the study were presented to the Governor as mandated by Senate Bill 1927.

Client: Confidential, San Francisco, California

Summarized cancer types associated with exposure to metals and smoking. Researched the specific types of cancers associated with exposure to metals and smoking. Provided causation analysis of the association between cancer types and exposure for use by non-public health professionals.

Client: Confidential, Minneapolis, Minnesota

Prepared human health risk assessment of workers exposed to VOCs from neighboring petroleum storage/transport facility. Reviewed the systems in place for distribution of petroleum hydrocarbons to identify chemicals of concern (COCs), prepared comprehensive toxicological summaries of COCs, and quantified potential risks from carcinogens and non-carcinogens to receptors at or adjacent to site. This evaluation was used in the support of litigation.

Client – United Kingdom Environmental Agency

Dr. Clark is part of team that performed comprehensive evaluation of soil vapor intrusion of VOCs from former landfill adjacent residences for the United Kingdom's Environment

Agency. The evaluation included collection of liquid and soil vapor samples at site, modeling of vapor migration using the Johnson Ettinger Vapor Intrusion model, and calculation of site-specific health based vapor thresholds for chlorinated solvents, aromatic hydrocarbons, and semi-volatile organic compounds. The evaluation also included a detailed evaluation of the use, chemical characteristics, fate and transport, and toxicology of chemicals of concern (COC). The results of the evaluation have been used as a briefing tool for public health professionals.

EMERGING/PERSISTENT CONTAMINANT RESEARCH/PROJECTS

Client: Ameren Services, St. Louis, Missouri

Managed the preparation of a comprehensive human health risk assessment of workers and residents at or near an NPL site in Missouri. The former operations at the Property included the servicing and repair of electrical transformers, which resulted in soils and groundwater beneath the Property and adjacent land becoming impacted with PCB and chlorinated solvent compounds. The results were submitted to U.S. EPA for evaluation and will be used in the final ROD.

Client: City of Santa Clarita, Santa Clarita, California

Dr. Clark is managing the oversight of the characterization, remediation and development activities of a former 1,000 acre munitions manufacturing facility for the City of Santa Clarita. The site is impacted with a number of contaminants including perchlorate, unexploded ordinance, and volatile organic compounds (VOCs). The site is currently under a number of regulatory consent orders, including an Imminent and Substantial Endangerment Order. Dr. Clark is assisting the impacted municipality with the development of remediation strategies, interaction with the responsible parties and stakeholders, as well as interfacing with the regulatory agency responsible for oversight of the site cleanup.

Client: Confidential, Los Angeles, California

Prepared comprehensive evaluation of perchlorate in environment. Dr. Clark evaluated the production, use, chemical characteristics, fate and transport, toxicology, and remediation of perchlorate. Perchlorates form the basis of solid rocket fuels and have recently been detected in water supplies in the United States. The results of this research

were presented to the USEPA, National GroundWater, and ultimately published in a recent book entitled *Perchlorate in the Environment*.

Client – Confidential, Los Angeles, California

Dr. Clark is performing a comprehensive review of the potential for pharmaceuticals and their by-products to impact groundwater and surface water supplies. This evaluation will include a review if available data on the history of pharmaceutical production in the United States; the chemical characteristics of various pharmaceuticals; environmental fate and transport; uptake by xenobiotics; the potential effects of pharmaceuticals on water treatment systems; and the potential threat to public health. The results of the evaluation may be used as a briefing tool for non-public health professionals.

PUBLIC HEALTH/TOXICOLOGY

Client: Brayton Purcell, Novato, California

Dr. Clark performed a toxicological assessment of residents exposed to methyl-tertiary butyl ether (MTBE) from leaking underground storage tanks (LUSTs) adjacent to the subject property. The symptomology of residents and guests of the subject property were evaluated against the known outcomes in published literature to exposure to MTBE. The study found that residents had been exposed to MTBE in their drinking water; that concentrations of MTBE detected at the site were above regulatory guidelines; and, that the symptoms and outcomes expressed by residents and guests were consistent with symptoms and outcomes documented in published literature.

Client: Confidential, San Francisco, California

Identified and analyzed fifty years of epidemiological literature on workplace exposures to heavy metals. This research resulted in a summary of the types of cancer and non-cancer diseases associated with occupational exposure to chromium as well as the mortality and morbidity rates.

Client: Confidential, San Francisco, California

Summarized major public health research in United States. Identified major public health research efforts within United States over last twenty years. Results were used as a briefing tool for non-public health professionals.

Client: Confidential, San Francisco, California

Quantified the potential multi-pathway dose received by humans from a pesticide applied indoors. Part of team that developed exposure model and evaluated exposure concentrations in a comprehensive report on the plausible range of doses received by a specific person. This evaluation was used in the support of litigation.

Client: Covanta Energy, Westwood, California

Evaluated health risk from metals in biosolids applied as soil amendment on agricultural lands. The biosolids were created at a forest waste cogeneration facility using 96% whole tree wood chips and 4 percent green waste. Mass loading calculations were used to estimate Cr(VI) concentrations in agricultural soils based on a maximum loading rate of 40 tons of biomass per acre of agricultural soil. The results of the study were used by the Regulatory agency to determine that the application of biosolids did not constitute a health risk to workers applying the biosolids or to residences near the agricultural lands.

Client – United Kingdom Environmental Agency

Oversaw a comprehensive toxicological evaluation of methyl-*tertiary* butyl ether (MtBE) for the United Kingdom's Environment Agency. The evaluation included available data on the production, use, chemical characteristics, fate and transport, toxicology, and remediation of MtBE. The results of the evaluation have been used as a briefing tool for public health professionals.

Client – Confidential, Los Angeles, California

Prepared comprehensive evaluation of *tertiary* butyl alcohol (TBA) in municipal drinking water system. TBA is the primary breakdown product of MtBE, and is suspected to be the primary cause of MtBE toxicity. This evaluation will include available information on the production, use, chemical characteristics, fate and transport in the environment, absorption, distribution, routes of detoxification, metabolites, carcinogenic potential, and remediation of TBA. The results of the evaluation were used as a briefing tool for non-public health professionals.

Client – Confidential, Los Angeles, California

Prepared comprehensive evaluation of methyl *tertiary* butyl ether (MTBE) in municipal drinking water system. MTBE is a chemical added to gasoline to increase the octane

rating and to meet Federally mandated emission criteria. The evaluation included available data on the production, use, chemical characteristics, fate and transport, toxicology, and remediation of MTBE. The results of the evaluation have been used as a briefing tool for non-public health professionals.

Client – Ministry of Environment, Lands & Parks, British Columbia

Dr. Clark assisted in the development of water quality guidelines for methyl tertiary-butyl ether (MTBE) to protect water uses in British Columbia (BC). The water uses to be considered includes freshwater and marine life, wildlife, industrial, and agricultural (e.g., irrigation and livestock watering) water uses. Guidelines from other jurisdictions for the protection of drinking water, recreation and aesthetics were to be identified.

Client: Confidential, Los Angeles, California

Prepared physiologically based pharmacokinetic (PBPK) assessment of lead risk of receptors at middle school built over former industrial facility. This evaluation is being used to determine cleanup goals and will be basis for regulatory closure of site.

Client: Kaiser Venture Incorporated, Fontana, California

Prepared PBPK assessment of lead risk of receptors at a 1,100-acre former steel mill. This evaluation was used as the basis for granting closure of the site by lead regulatory agency.

RISK ASSESSMENTS/REMEDIAL INVESTIGATIONS

Client: Confidential, Atlanta, Georgia

Researched potential exposure and health risks to community members potentially exposed to creosote, polycyclic aromatic hydrocarbons, pentachlorophenol, and dioxin compounds used at a former wood treatment facility. Prepared a comprehensive toxicological summary of the chemicals of concern, including the chemical characteristics, absorption, distribution, and carcinogenic potential. Prepared risk characterization of the carcinogenic and non-carcinogenic chemicals based on the exposure assessment to quantify the potential risk to members of the surrounding community. This evaluation was used to help settle class-action tort.

Client: Confidential, Escondido, California

Prepared comprehensive Preliminary Endangerment Assessment (PEA) of dense non-aqueous liquid phase hydrocarbon (chlorinated solvents) contamination at a former printed circuit board manufacturing facility. This evaluation was used for litigation support and may be used as the basis for reaching closure of the site with the lead regulatory agency.

Client: Confidential, San Francisco, California

Summarized epidemiological evidence for connective tissue and autoimmune diseases for product liability litigation. Identified epidemiological research efforts on the health effects of medical prostheses. This research was used in a meta-analysis of the health effects and as a briefing tool for non-public health professionals.

Client: Confidential, Bogotá, Columbia

Prepared comprehensive evaluation of the potential health risks associated with the redevelopment of a 13.7 hectares plastic manufacturing facility in Bogotá, Colombia. The risk assessment was used as the basis for the remedial goals and closure of the site.

Client: Confidential, Los Angeles, California

Prepared comprehensive human health risk assessment of students, staff, and residents potentially exposed to heavy metals (principally cadmium) and VOCs from soil and soil vapor at 12-acre former crude oilfield and municipal landfill. The site is currently used as a middle school housing approximately 3,000 children. The evaluation determined that the site was safe for the current and future uses and was used as the basis for regulatory closure of site.

Client: Confidential, Los Angeles, California

Managed remedial investigation (RI) of heavy metals and volatile organic chemicals (VOCs) for a 15-acre former manufacturing facility. The RI investigation of the site included over 800 different sampling locations and the collection of soil, soil gas, and groundwater samples. The site is currently used as a year round school housing approximately 3,000 children. The Remedial Investigation was performed in a manner

that did not interrupt school activities and met the time restrictions placed on the project by the overseeing regulatory agency. The RI Report identified the off-site source of metals that impacted groundwater beneath the site and the sources of VOCs in soil gas and groundwater. The RI included a numerical model of vapor intrusion into the buildings at the site from the vadose zone to determine exposure concentrations and an air dispersion model of VOCs from the proposed soil vapor treatment system. The Feasibility Study for the Site is currently being drafted and may be used as the basis for granting closure of the site by DTSC.

Client: Confidential, Los Angeles, California

Prepared comprehensive human health risk assessment of students, staff, and residents potentially exposed to heavy metals (principally lead), VOCs, SVOCs, and PCBs from soil, soil vapor, and groundwater at 15-acre former manufacturing facility. The site is currently used as a year round school housing approximately 3,000 children. The evaluation determined that the site was safe for the current and future uses and will be basis for regulatory closure of site.

Client: Confidential, Los Angeles, California

Prepared comprehensive evaluation of VOC vapor intrusion into classrooms of middle school that was former 15-acre industrial facility. Using the Johnson-Ettinger Vapor Intrusion model, the evaluation determined acceptable soil gas concentrations at the site that did not pose health threat to students, staff, and residents. This evaluation is being used to determine cleanup goals and will be basis for regulatory closure of site.

Client –Dominguez Energy, Carson, California

Prepared comprehensive evaluation of the potential health risks associated with the redevelopment of 6-acre portion of a 500-acre oil and natural gas production facility in Carson, California. The risk assessment was used as the basis for closure of the site.

Kaiser Ventures Incorporated, Fontana, California

Prepared health risk assessment of semi-volatile organic chemicals and metals for a fifty-year old wastewater treatment facility used at a 1,100-acre former steel mill. This evaluation was used as the basis for granting closure of the site by lead regulatory agency.

ANR Freight - Los Angeles, California

Prepared a comprehensive Preliminary Endangerment Assessment (PEA) of petroleum hydrocarbon and metal contamination of a former freight depot. This evaluation was as the basis for reaching closure of the site with lead regulatory agency.

Kaiser Ventures Incorporated, Fontana, California

Prepared comprehensive health risk assessment of semi-volatile organic chemicals and metals for 23-acre parcel of a 1,100-acre former steel mill. The health risk assessment was used to determine clean up goals and as the basis for granting closure of the site by lead regulatory agency. Air dispersion modeling using ISCST3 was performed to determine downwind exposure point concentrations at sensitive receptors within a 1 kilometer radius of the site. The results of the health risk assessment were presented at a public meeting sponsored by the Department of Toxic Substances Control (DTSC) in the community potentially affected by the site.

Unocal Corporation - Los Angeles, California

Prepared comprehensive assessment of petroleum hydrocarbons and metals for a former petroleum service station located next to sensitive population center (elementary school). The assessment used a probabilistic approach to estimate risks to the community and was used as the basis for granting closure of the site by lead regulatory agency.

Client: Confidential, Los Angeles, California

Managed oversight of remedial investigation most contaminated heavy metal site in California. Lead concentrations in soil excess of 68,000,000 parts per billion (ppb) have been measured at the site. This State Superfund Site was a former hard chrome plating operation that operated for approximately 40-years.

Client: Confidential, San Francisco, California

Coordinator of regional monitoring program to determine background concentrations of metals in air. Acted as liaison with SCAQMD and CARB to perform co-location sampling and comparison of accepted regulatory method with ASTM methodology.

Client: Confidential, San Francisco, California

Analyzed historical air monitoring data for South Coast Air Basin in Southern California and potential health risks related to ambient concentrations of carcinogenic metals and volatile organic compounds. Identified and reviewed the available literature and calculated risks from toxins in South Coast Air Basin.

IT Corporation, North Carolina

Prepared comprehensive evaluation of potential exposure of workers to air-borne VOCs at hazardous waste storage facility under SUPERFUND cleanup decree. Assessment used in developing health based clean-up levels.

Professional Associations

American Public Health Association (APHA)

Association for Environmental Health and Sciences (AEHS)

American Chemical Society (ACS)

California Redevelopment Association (CRA)

International Society of Environmental Forensics (ISEF)

Society of Environmental Toxicology and Chemistry (SETAC)

Publications and Presentations:**Books and Book Chapters**

Sullivan, P., **J.J. J. Clark**, F.J. Agardy, and P.E. Rosenfeld. (2007). *Synthetic Toxins In The Food, Water and Air of American Cities*. Elsevier, Inc. Burlington, MA.

Sullivan, P. and **J.J. J. Clark**. 2006. *Choosing Safer Foods, A Guide To Minimizing Synthetic Chemicals In Your Diet*. Elsevier, Inc. Burlington, MA.

Sullivan, P., Agardy, F.J., and **J.J.J. Clark**. 2005. *The Environmental Science of Drinking Water*. Elsevier, Inc. Burlington, MA.

Sullivan, P.J., Agardy, F.J., **Clark, J.J.J.** 2002. *America's Threatened Drinking Water: Hazards and Solutions*. Trafford Publishing, Victoria B.C.

Clark, J.J.J. 2001. "TBA: Chemical Properties, Production & Use, Fate and Transport, Toxicology, Detection in Groundwater, and Regulatory Standards" in *Oxygenates in the Environment*. Art Diaz, Ed.. Oxford University Press: New York.

Clark, J.J.J. 2000. "Toxicology of Perchlorate" in *Perchlorate in the Environment*. Edward Urbansky, Ed. Kluwer/Plenum: New York.

Clark, J.J.J. 1995. Probabilistic Forecasting of Volatile Organic Compound Concentrations At The Soil Surface From Contaminated Groundwater. UMI.

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EXHIBIT B



SMITH ENGINEERING & MANAGEMENT

June 3, 2022

Ms. Tara Rengifo
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Subject: Beaumont Summit Station Specific Plan DEIR P22011

Dear Ms. Rengifo:

I reviewed the Draft Environmental Impact Report (the "DEIR") for the Beaumont Summit Specific Plan Project (the "Project") in the City of Beaumont (the "City"). My review is with respect to transportation and circulation considerations.

My qualifications to perform this review include registration as a Civil and Traffic Engineer in California, over 50 years professional consulting practice in these fields, and both the preparation and review of the traffic and transportation components of numerous environmental documents prepared under the California Environmental Quality Act ("CEQA"). My professional resume is attached hereto.

The Reduction in the City's Vehicle Miles Traveled Impact Significance Threshold Is Unsupported by Substantial Evidence

With regard to VMT, the City has set very lenient VMT significant impact thresholds of 3 percent less than the City's average VMT per Served Person (SP) at 2040 General Plan Build-out and 3 percent than the average Home Based Work ("HBW") VMT per employee. These thresholds work out to be 30.4 VMT per SP and 8.9 HBW VMT per employee. The DEIR explains that the City decided to not adopt the 15 percent reduction in VMT recommended in the OPR guidance and instead concludes that "a threshold of three percent below existing VMT... is appropriate for projects within the City of Beaumont, given that it would

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create consistency with, and progress the goals of the SCAG RTP/SCS.” However, the City’s threshold finding is unsupported by substantial evidence.

The DEIR at 4.15-15 explains that the City’s threshold is consistent with SCAG RTP/SCS, as explained in a staff report for SB 743 VMT Thresholds for CEQA Compliance Related to Transportation Analysis (June 16, 2020). The staff report provides the following justification for selecting the City’s threshold: “The portions of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that affect Beaumont are based on the land use element of the General Plan. As such, using this option assumes that projects consistent with the General Plan are also consistent with the RTP/SCS and should not require additional analysis for VMT. Projects that require amendment to the General Plan that would trigger an EIR would need to complete a VMT analysis using the methodology described above. Other amendments to the General Plan would need to be evaluated on a case-by case basis. Rather than the 15% reduction in VMT recommended in the OPR guidance, staff is recommending that future projects demonstrate that they will reduce existing VMT by at least 3%. Projects that cannot demonstrate a 3% reduction in VMT will be required to conduct additional analysis and add mitigation as appropriate. If project design or operational features cannot reduce VMT below the threshold then an EIR may be required in order for the City to consider a statement of overriding considerations.”

However, the RTP/SCS sets forth a transportation performance result to “Reduce vehicle miles traveled per capita by 5 percent,” not 3 percent. Thus, the RTP/SCS does not support the City’s VMT threshold and as a result, the threshold is unsupported by substantial evidence and the DEIR’s impact analysis must be revised.

The DEIR Finds that the Project Would Have a Higher VMT Per Service Population than the City’s Lenient Significant Impact Thresholds and That Feasible Mitigation Would Not Enable the Project To Avoid Exceeding the Thresholds

The actual VMT per SP projected for the Project is 55.9 VMT per SP and 14.9 HBW VMT per employee. These values are above even the City’s lenient significance threshold of 30.4 VMT per SP and 8.9 HBW VMT per employee. They respectively exceed those thresholds by 83.88 and 67.4 percent.

The DEIR and its Appendix K present arguments why the overage cannot be effectively mitigated and why the condition must be regarded as a significant and unavoidable impact. The exceedances are so egregious that it seems incomprehensible that the City could consider approving the Project at the scale proposed under overriding considerations. However, the DEIR’s analysis has not

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exhausted all potential mitigation possibilities. Consider the fact the nearest transit stop to the Project site is the PASS Transit Bus Route 3, located near the Intersection of Cherry Valley Boulevard and Beaumont Avenue approximately 2 miles away from the project site. Bus Route 3 ends at the Walmart Supercenter, at Highland Springs Avenue and the I-10 Freeway. This shopping center is a transfer point for the PASS Banning lines, as well as the Riverside Transit Authority (RTA) and the Sunline Transit Agency lines. The 2-mile separation between the Project site and the nearest transit stop makes it highly unlikely that there will be meaningful reliance on transit by Project employees and renders other potential measures to reduce VMT such as providing free or subsidized transit or transit passes for project employees; installing signage that encouraged transit use; and implementing marketing and information campaigns regarding transit options ineffective. However, operating alone or in concert with other nearby developments, if the Project subsidized extending the 3 Route to the immediate Project vicinity or provided shift-change shuttles to the existing transit stop, that action alone would enable some transit use and would allow the other incentives identified above to become effective. So the Project has not exhausted all feasible mitigation.

The DEIR Must Analyze a 55% Reduced Project Size in the Alternatives Analysis to Reduce VMT to Less Than Significant Levels

The egregious amount by which the Project exceeds VMT significance thresholds suggests that for the City to consider approving it under overriding considerations its scale needs to be reduced considerably. If the Project did conform to City VMT significance thresholds, its e-commerce component alone would generate between about 50,000 and 64,000 VMT per day depending on considerations like employee density. At the predicted VMT rates for the current Project, it would generate between 91,000 and 117,000 VMT per day. To have a net VMT generation at just below the City's significance threshold, it would have to be reduced to about 55 percent of its currently proposed size. The DEIR alternatives analysis evaluated a 15% reduction in building intensity, but the DEIR alternatives analysis must also analyze the project's significant impacts if the project size was reduced by 55%.

The Site's Land Use Change from Residential to Industrial and Commercial Will Substantially Increase Net VMT Above the Net VMT That Would Have Been Generated By Residential Development Consistent With the Current General Plan Designations

The previously approved Sunny Cal residential project involved 560 residential dwelling units. At county-wide residential VMT generation rates of 15.2 VMT per capita¹ and assuming a household occupancy rate of 3.08 persons per

¹ 2020 *Transportation Analysis Guidelines*, County of Riverside, page 22.

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household², the previously approved project would have generated about 26,200 VMT per day. This indicates the currently proposed project at predicted VMT generation rates would generate 4.5 to 5.5 times as much daily VMT as a residential project under the existing General Plan and zoning. While we do not suggest that the approved but never built Sunny Cal project should be a baseline for directly measuring the proposed Project's VMT impacts, it is my expert opinion that the land use change from residential to industrial and commercial would create many new significant impacts, including a significant VMT impact, and the DEIR fails to disclose and evaluate the significant impacts from this land use change.

Improper Response To Topic TR-4.15-1

The City's General Plan includes LOS standards. General Plan Policy 4.1.2 requires the maintenance of LOS D on all auto-priority streets in Beaumont; LOS E is considered acceptable on non-auto-priority streets. The Appendix K analysis shows that in numerous instances the Project would violate the General Plan's LOS standards. The Project is found to have deleterious effects on LOS or delay considered to be significantly impactful at the 2024 Cumulative + Project Phase 1 scenario, the 2027 Cumulative + Full Project scenario and the 2040 + Full Project Scenario at the following intersections³:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F (all 3 scenarios)
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F (all 3 scenarios)
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F (all 3 scenarios)
- #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F (all 3 scenarios)
- #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F (all 3 scenarios)
- #6 – Nancy Avenue at Cherry Valley Boulevard – AM: LOS F; PM: LOS F (2027 and 2040 scenarios)
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E (all 3 scenarios)
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F (2027 and 2040 scenarios)
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F (2027 and 2040 scenarios)
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F (all 3 scenarios)
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F (all 3 scenarios)

² Per U.S. 2010 Census population and household data for City of Beaumont.

³ See Appendix I, Tables 6, 8, and 10.

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Appendix K identifies mitigation measures to reduce the Project's effects at deficient study intersections. They include⁴:

#1 – I-10 EB Ramps at Cherry Valley Boulevard

- Install a traffic signal
- Add a westbound left-turn lane
- Add an eastbound right-turn lane
- Add a southbound right-turn lane

#2 – I-10 WB Ramps at Cherry Valley Boulevard

- Install a traffic signal
- Add a northbound left-turn lane
- Add an eastbound left-turn lane
- Add a westbound right-turn lane

#3 – Calimesa Boulevard at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

#4 – Hannon Road at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

Beaumont Summit Station - 48 - Kimley-Horn and Associates, Inc.
 Traffic Study February 2022

#5 – Union Street at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

#6 – Nancy Avenue at Cherry Valley Boulevard

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Add a dedicated eastbound right-turn lane

#11 – Beaumont Avenue at Brookside Avenue

- Add EB right-turn overlap phase
- Add WB right-turn lane
- Add WB right-turn overlap phase
- Traffic Signal relocation and modification

#12 – Desert Lawn Drive at Oak Valley Parkway

- Add a 2nd eastbound through lane

#13 – I-10 EB Ramps at Oak Valley Parkway

- Add a 2nd southbound left-turn lane
- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane

#14 – I-10 WB Ramps at Oak Valley Parkway

- Add a northbound left-turn lane
- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane

⁴ See Appendix K, pages 47 & 48.

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#15 – Oak View Drive at Oak Valley Parkway

- Add a 2nd eastbound through lane
- Modify southbound right-turn lane to free right-turn lane
- Traffic Signal relocation and modification

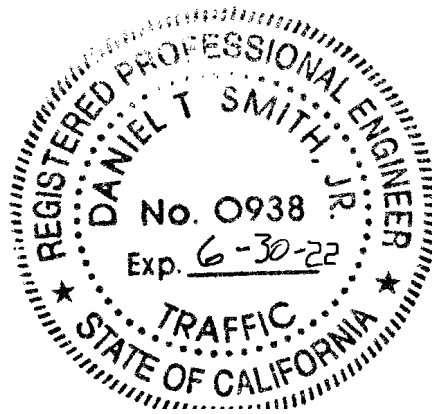
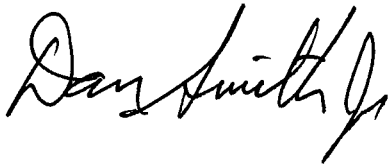
However, TR Impact 4.15-1 found that the Project would have less than significant impact with regard to *conflict with a program, plan, ordinance or policy addressing the circulation system*. It also states that no mitigation is required. There is obvious inconsistency between the impact analysis in the DEIR and the Appendix. If the Project causes nonconformance to General Plan provisions, these General Plan inconsistencies must be identified as a significant impact requiring mitigation. If mitigation measures are required to reduce the Project's significant impacts, they must also be clearly identified in the DEIR.

Conclusion

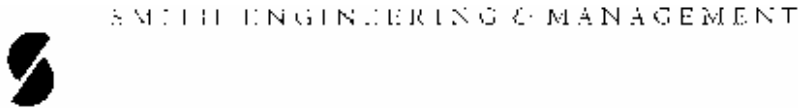
This concludes my current comments on the Beaumont Station Specific Plan DEIR. For the reasons noted above, the DEIR is inadequate, must be revised and recirculated in Draft status. Furthermore, given the Project's egregious exceedance of VMT significance thresholds, it would be inappropriate for the City to approve it under overriding considerations without significant downsizing.

Sincerely,

Smith Engineering & Management
A California Corporation



Daniel T. Smith Jr., P.E.
President



DANIEL T. SMITH, Jr.
President

EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)
California No. 938 (Traffic) Arizona No. 22131 (Civil)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

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Transportation Centers. Project manager for Daly City Intermodal Study which developed a \$7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al.* Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving The Residential Street Environment, with Donald Appleyard *et al.*, U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.



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VIA E-MAIL

June 6, 2022

Christina Taylor
Community Development Director
550 E. 6th Street
Beaumont CA 92223
Em: ctaylor@beaumontca.gov

RE: Draft Environmental Impact Report for the Beaumont Summit Specific Plan Project (SCH No. 2021090378)

Dear Christina Taylor,

On behalf of the Southwest Regional Council of Carpenters (“**SWRCC**” or “**Southwest Carpenters**”), my Office is submitting these comments on the City of Beaumont’s (“**City**” or “**Lead Agency**”) Draft Environmental Impact Report (“**DEIR**”) (SCH No. 2021090378) for the Beaumont Summit Specific Plan Project (“**Project**”).

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states and has a strong interest in well ordered land use planning and addressing the environmental impacts of development projects.

Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project’s environmental impacts.

The Southwest Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Moreover, SWRCC requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq*, and the

California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

The City should require the Applicant provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

. . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California’s workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.¹

Recently, on May 7, 2021, the South Coast Air Quality Management District found that the “[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component” can result in air pollutant reductions.²

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to “promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions.”³

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City “[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, . . .”⁴ In addition, the City of Hayward requires all projects 30,000 square feet or larger to “utilize apprentices from state-approved, joint labor-management training programs.”⁵

¹ California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* <https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf>

² South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10>

³ City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

⁴ City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* <https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf>.

⁵ City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.⁶

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.⁷ Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing.” The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

⁶ California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, available at <https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf>

⁷ Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, available at <http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf>.

The City should also require the Project to be built to standards exceeding the current 2019 California Green Building Code to mitigate the Project’s environmental impacts and to advance progress towards the State of California’s environmental goals.

I. **THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations (“**CCR**” or “**CEQA Guidelines**”) § 15002(a)(1).⁸ “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’ [Citation.]” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.” *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal. App. 4th 1344, 1354 (“*Berkeley Jets*”); *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that environmental damage can be avoided or significantly reduced.” CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially

⁸ The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq.*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. Cal. Pub. Res. Code § 21083. The CEQA Guidelines are given “great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous.” *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights*, 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131. As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

B. Due to the COVID-19 Crisis, the City Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.⁹

SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project’s construction activities. SWRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon SWRCC’s experience with safe construction site work practices, SWRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.

⁹ Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, available at <https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx>.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her

human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.¹⁰

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

SWRCC has also developed a rigorous Infection Control Risk Assessment (“ICRA”) training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.¹¹

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

¹⁰ See also The Center for Construction Research and Training, North America’s Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S. Constructions Sites, available at https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, available at https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

¹¹ For details concerning SWRCC’s ICRA training program, see <https://icrahealthcare.com/>.

The City should require the Project to be built using a workforce trained in ICRA protocols.

II. THE ENVIRONMENTAL IMPACT REPORT IS INADEQUATE

A. The DEIR Fails to Properly Consider All Feasible Mitigation for Noise

CEQA requires that an environmental document identify and discuss the significant effects of a Project, alternatives and how those significant effects can be mitigated or avoided. CEQA Guidelines § 15126.2; PRC §§ 21100(b)(1), 21002.1(a);. An environmental documents discussion of potentially significant effects must “provide an adequate analysis to inform the public how its bare numbers translate to create potential adverse impacts or it must adequately explain what the agency does know and why, given existing scientific constraints, it cannot translate potential health impacts further.” *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 521; *see also* citing *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 405; *see also* PRC §§ 21002.1(e), 21003(b).

The Court may determine whether a CEQA environmental document sufficiently discloses information required by CEQA *de novo* as “noncompliance with the information disclosure provisions” of CEQA is a failure to proceed in a manner required by law. PRC § 21005(a); *see also Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 515; CEQA Guidelines.

The DEIR states that the Project will have a significant and unavoidable impact on Noise on Cherry Valley Blvd at three locations, Project Access to Hannon Rd, Hannon Rd to Union St and Union St to Nancy Ave. The DEIR states however, that mitigation was determined to be infeasible to reduce mobile traffic noise to Normally Acceptable levels in accordance with the Land Use Compatibility standards. However, there is no information to demonstrate what mitigations were considered or how they were not feasible. The DEIR should be recirculated with demonstrations that mitigations are not feasible.

B. The DEIR Fails to Consider Any Mitigations for Transportation

An agency must adopt any and all feasible mitigation measures identified in the EIR that would mitigate or avoid the project's significant environmental impacts. PRC §§ 21002.1(b); 21081(a)(1); CEQA Guidelines §§15021(a)(2), (3), 15091(a)(1).

The DEIR states the Project will have a significant and unavoidable impact having a

higher VMT threshold than City’s recommended thresholds. The DEIR concludes there is a significant and unavoidable impact because the reduction of VMT impacts cannot be assured. However, the DEIR does not consider or propose any mitigations at all. Despite claiming the impact would be significant and unavoidable, the City is required to consider all feasible mitigations. Here, the DEIR does not contain any mitigations at all.

C. The DEIR Fails to Analyze the Project’s Impacts to Sensitive Receptors

The DEIR identifies the closest sensitive receptor as a residential building located 67 feet to the east of the project. The DEIR states that by follow Mitigations MM AQ-1 through MM AQ-6, the impact to the sensitive receptors would be less than significant. It concludes that following the mitigations will reduce the hazards to .0009 and .08 for residents and .0007 and .07 for workers. However, there is no analysis as to how the DEIR arrived that that conclusion. It just states it as a matter of fact. The DEIR should be recirculated with an analysis stating how the mitigation measures lower the levels to less than significant.

III. **THE PROJECT VIOLATES THE STATE PLANNING AND ZONING LAW AS WELL AS THE CITY’S GENERAL PLAN**

A. Background Regarding the State Planning and Zoning Law

Each California city and county must adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal. App.4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy (See *DeVita v. County of Napa* (1995) 9 Cal. App. 4th 763, 773), and serves as a “constitution” or “charter” for all future development. *Leshar Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal. App. 3d 531, 540.

General plan consistency is “the linchpin of California’s land use and development laws; it is the principle which infused the concept of planned growth with the force of law.” See *Debottari v. Norco City Council* (1985) 171 Cal. App. 3d 1204, 1213.

State law mandates two levels of consistency. First, a general plan must be internally or “horizontally” consistent: its elements must “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.” See Gov. Code § 65300.5; *Sierra Club v. Bd. of Supervisors* (1981) 126 Cal. App. 3d 698, 704. A general plan amendment thus may not be internally inconsistent, nor may it cause the

general plan as a whole to become internally inconsistent. See DeVita, 9 Cal. App. 4th at 796 fn. 12.

Second, state law requires “vertical” consistency, meaning that zoning ordinances and other land use decisions also must be consistent with the general plan. See Gov. Code § 65860(a)(2) (land uses authorized by zoning ordinance must be “compatible with the objectives, policies, general land uses, and programs specified in the [general] plan.”); see also Neighborhood Action Group v. County of Calaveras (1984) 156 Cal. App. 3d 1176, 1184. A zoning ordinance that conflicts with the general plan or impedes achievement of its policies is invalid and cannot be given effect. See Lesher, 52 Cal. App. 3d at 544.

State law requires that all subordinate land use decisions, including conditional use permits, be consistent with the general plan. See Gov. Code § 65860(a)(2); Neighborhood Action Group, 156 Cal. App. 3d at 1184.

A project cannot be found consistent with a general plan if it conflicts with a general plan policy that is “fundamental, mandatory, and clear,” regardless of whether it is consistent with other general plan policies. See Endangered Habitats League v. County of Orange (2005) 131 Cal. App. 4th 777, 782-83; Families Unafraid to Uphold Rural El Dorado County v. Bd. of Supervisors (1998) 62 Cal. App. 4th 1332, 1341-42 (“FUTURE”).

Moreover, even in the absence of such a direct conflict, an ordinance or development project may not be approved if it interferes with or frustrates the general plan’s policies and objectives. See Napa Citizens, 91 Cal. App. 4th at 378-79; see also Lesher, 52 Cal. App. 3d at 544 (zoning ordinance restricting development conflicted with growth-oriented policies of general plan).

B. The City is Required to Review the Project’s Consistency with Regional Housing Plans, Sustainable Community Strategy and Regional Transportation Plans

CEQA Guidelines section 15125(d) requires that an environmental document “discuss any inconsistencies between the proposed project and applicable general plans, specific plans and regional plans. See also Golden Door Properties, LLC v. County of San Diego (2020) 50 Cal. App. 5th 467, 543.

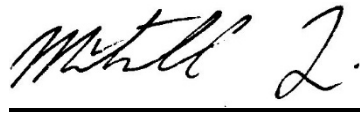
The Project should thoroughly evaluate the consistency with the City’s General Plan, City’s Regional Housing Needs Assessment targets, Sustainable Community Strategy

and Regional Transportation Plan. The Project fails to analyze consistency with any of these applicable plans.

IV. CONCLUSION

The Southwest Carpenters request that the City revise and recirculate the Project’s environmental impact report to address the aforementioned concerns. If the City has any questions or concerns, feel free to contact my Office.

Sincerely,



Mitchell M. Tsai
Attorneys for the Southwest
Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);
Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and
Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

EXHIBIT A



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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
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Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise (“SWAPE”) is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas (“GHG”) emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model (“CalEEMod”) is a “statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.”¹ CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.²

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.³

¹ “California Emissions Estimator Model.” CAPCOA, 2017, available at: <http://www.aqmd.gov/caleemod/home>.

² “California Emissions Estimator Model.” CAPCOA, 2017, available at: <http://www.aqmd.gov/caleemod/home>.

³ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled (“VMT”) associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.⁴

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

$$\text{“VMT}_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$$

Where:

n = Number of land uses being modeled.”⁵

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

$$\text{“Emissions}_{\text{pollutant}} = \text{VMT} * \text{EF}_{\text{running,pollutant}}$$

Where:

$\text{Emissions}_{\text{pollutant}}$ = emissions from vehicle running for each pollutant

VMT = vehicle miles traveled

$\text{EF}_{\text{running,pollutant}}$ = emission factor for running emissions.”⁶

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.⁷ In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act (“CEQA”) requires that such changes be justified by substantial evidence.⁸ The default number of construction-related worker trips is calculated by multiplying the

⁴ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.

⁵ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.

⁶ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.

⁷ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

⁸ CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.⁹ Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively.”¹⁰ Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.¹¹ The operational home-to-work vehicle trip lengths are:

“[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings” (emphasis added).¹²

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).¹³

Worker Trip Length by Air Basin		
Air Basin	Rural (miles)	Urban (miles)
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	16.47	11.17
Minimum	10.80	10.80
Maximum	19.80	14.70
Range	9.00	3.90

⁹ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

¹⁰ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.

¹¹ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.

¹² “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.

¹³ “Appendix D Default Data Tables.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8- miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7- miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan (“Project”) located in the City of Claremont (“City”). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.¹⁴ In an effort to evaluate the potential for a local hire provision to reduce the Project’s construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO ₂ e)	3,623
Amortized Construction GHG Emissions (MT CO ₂ e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO ₂ e)	3,024
Amortized Construction GHG Emissions (MT CO ₂ e/year)	100.80
% Decrease in Construction-related GHG Emissions	17%

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project’s urbanization level and location.

¹⁴ “Appendix D Default Data Tables.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	Rural (miles)	Urban (miles)
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	16.47	11.17
Minimum	10.80	10.80
Maximum	19.80	14.70
Range	9.00	3.90

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1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

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tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	4.1619	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187

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2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	4.1619	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4103	1.4103
2	12-1-2021	2-28-2022	1.3613	1.3613
3	3-1-2022	5-31-2022	1.1985	1.1985
4	6-1-2022	8-31-2022	1.1921	1.1921
5	9-1-2022	11-30-2022	1.1918	1.1918
6	12-1-2022	2-28-2023	1.0774	1.0774
7	3-1-2023	5-31-2023	1.0320	1.0320
8	6-1-2023	8-31-2023	1.0260	1.0260

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9	9-1-2023	11-30-2023	1.0265	1.0265
10	12-1-2023	2-29-2024	2.8857	2.8857
11	3-1-2024	5-31-2024	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601

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3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	2.9000e-003	0.0641	0.0233	2.0000e-004	6.4100e-003	2.1000e-004	6.6200e-003	1.7300e-003	2.0000e-004	1.9300e-003	0.0000	19.6816	19.6816	1.2800e-003	0.0000	19.7136

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600

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3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	2.9000e-003	0.0641	0.0233	2.0000e-004	6.4100e-003	2.1000e-004	6.6200e-003	1.7300e-003	2.0000e-004	1.9300e-003	0.0000	19.6816	19.6816	1.2800e-003	0.0000	19.7136

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

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3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

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3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776

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3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775

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3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

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3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

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3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881

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3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	0.4616	2.0027	3.9885	0.0152	1.2243	0.0121	1.2363	0.3278	0.0112	0.3390	0.0000	1,408.7952	1,408.7952	0.0530	0.0000	1,410.1208

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877

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3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	0.4616	2.0027	3.9885	0.0152	1.2243	0.0121	1.2363	0.3278	0.0112	0.3390	0.0000	1,408.7952	1,408.7952	0.0530	0.0000	1,410.1208

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814

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3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	0.4135	1.5218	3.5707	0.0144	1.1953	9.8700e-003	1.2051	0.3200	9.1400e-003	0.3292	0.0000	1,327.3369	1,327.3369	0.0462	0.0000	1,328.4916

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811

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3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	0.4135	1.5218	3.5707	0.0144	1.1953	9.8700e-003	1.2051	0.3200	9.1400e-003	0.3292	0.0000	1,327.3369	1,327.3369	0.0462	0.0000	1,328.4916

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

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3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

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3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

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3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

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3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

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3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

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3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003			0.0966	0.0966		0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003			0.0966	0.0966		0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

8.0 Waste Detail

8.1 Mitigation Measures Waste

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	237.1630	46.4588	49.5629	0.1517	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	237.1630	46.4588	49.5629	0.1517	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	0.1916	4.1394	1.5644	0.0136	0.4346	0.0139	0.4485	0.1176	0.0133	0.1309		1,463.0568	1,463.0568	0.0927		1,465.3750

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	0.1916	4.1394	1.5644	0.0136	0.4346	0.0139	0.4485	0.1176	0.0133	0.1309		1,463.0568	1,463.0568	0.0927		1,465.3750

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.2429		8,806.758 2
Total	3.6242	15.3350	33.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.2429		8,806.758 2
Total	3.6242	15.3350	33.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.3170	12,252.3170	0.4172		12,262.7460

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
Total	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
Total	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	237.2328	46.4651	47.3319	0.1455	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	237.2328	46.4651	47.3319	0.1455	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	0.2019	4.1943	1.5706	0.0133	0.4346	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.6932	1,430.6932	0.0955		1,433.0812

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	0.2019	4.1943	1.5706	0.0133	0.4346	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.6932	1,430.6932	0.0955		1,433.0812

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	4.0156	15.5266	30.9685	0.1186	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.9763	12,075.9763	0.4663		12,087.6341

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	4.0156	15.5266	30.9685	0.1186	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.9763	12,075.9763	0.4663		12,087.6341

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	3.6978	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.1325	11,655.1325	0.4151		11,665.5099

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	3.6978	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.1325	11,655.1325	0.4151		11,665.5099

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

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tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	4.1592	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925

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2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	4.1592	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4091	1.4091
2	12-1-2021	2-28-2022	1.3329	1.3329
3	3-1-2022	5-31-2022	1.1499	1.1499
4	6-1-2022	8-31-2022	1.1457	1.1457
5	9-1-2022	11-30-2022	1.1415	1.1415
6	12-1-2022	2-28-2023	1.0278	1.0278
7	3-1-2023	5-31-2023	0.9868	0.9868
8	6-1-2023	8-31-2023	0.9831	0.9831

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9	9-1-2023	11-30-2023	0.9798	0.9798
10	12-1-2023	2-29-2024	2.8757	2.8757
11	3-1-2024	5-31-2024	1.6188	1.6188
		Highest	2.8757	2.8757

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601

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3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	2.6500e-003	0.0639	0.0209	2.0000e-004	5.6200e-003	2.0000e-004	5.8200e-003	1.5300e-003	1.9000e-004	1.7200e-003	0.0000	18.9847	18.9847	1.2600e-003	0.0000	19.0161

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600

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3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	2.6500e-003	0.0639	0.0209	2.0000e-004	5.6200e-003	2.0000e-004	5.8200e-003	1.5300e-003	1.9000e-004	1.7200e-003	0.0000	18.9847	18.9847	1.2600e-003	0.0000	19.0161

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

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3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

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3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776

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3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775

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3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

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3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

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3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881

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3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	0.3578	1.9125	2.9812	0.0119	0.8696	9.4100e-003	0.8790	0.2336	8.7800e-003	0.2424	0.0000	1,105.9771	1,105.9771	0.0451	0.0000	1,107.1039

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877

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3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	0.3578	1.9125	2.9812	0.0119	0.8696	9.4100e-003	0.8790	0.2336	8.7800e-003	0.2424	0.0000	1,105.9771	1,105.9771	0.0451	0.0000	1,107.1039

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814

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3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	0.3177	1.4420	2.6646	0.0112	0.8490	7.3700e-003	0.8564	0.2281	6.8500e-003	0.2349	0.0000	1,042.5294	1,042.5294	0.0392	0.0000	1,043.5090

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811

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3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	0.3177	1.4420	2.6646	0.0112	0.8490	7.3700e-003	0.8564	0.2281	6.8500e-003	0.2349	0.0000	1,042.5294	1,042.5294	0.0392	0.0000	1,043.5090

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

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3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

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3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

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3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

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3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

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3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

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3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003			0.0966	0.0966		0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003			0.0966	0.0966		0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

8.0 Waste Detail

8.1 Mitigation Measures Waste

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	237.0219	46.4415	40.8776	0.1240	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	237.0219	46.4415	40.8776	0.1240	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	0.1760	4.1265	1.3884	0.0131	0.3810	0.0135	0.3946	0.1034	0.0129	0.1163		1,409.5212	1,409.5212	0.0912		1,411.8015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	0.1760	4.1265	1.3884	0.0131	0.3810	0.0135	0.3946	0.1034	0.0129	0.1163		1,409.5212	1,409.5212	0.0912		1,411.8015

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.938 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.938 4

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	237.0656	46.4460	39.6338	0.1195	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	237.0656	46.4460	39.6338	0.1195	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	0.1835	4.1800	1.4144	0.0128	0.3810	0.0137	0.3948	0.1034	0.0131	0.1165		1,380.3262	1,380.3262	0.0941		1,382.6791

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	0.1835	4.1800	1.4144	0.0128	0.3810	0.0137	0.3948	0.1034	0.0131	0.1165		1,380.3262	1,380.3262	0.0941		1,382.6791

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	3.0904	14.8350	23.2704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.0104	9,481.0104	0.3984		9,490.9691

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	3.0904	14.8350	23.2704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.0104	9,481.0104	0.3984		9,490.9691

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096			3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442			5,487.4020
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.1981	9,155.1981	0.3538			9,164.0437

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079			2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079			2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.1981	9,155.1981	0.3538		9,164.0437

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO ₂ e)	3,623
Amortized (MT CO ₂ e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO ₂ e)	3,024
Amortized (MT CO ₂ e/year)	100.80
<i>% Decrease in Construction-related GHG Emissions</i>	17%

EXHIBIT B

Paul Rosenfeld, Ph.D.**Chemical Fate and Transport & Air Dispersion Modeling***Principal Environmental Chemist***Risk Assessment & Remediation Specialist****Education**

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
 UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
 UCLA School of Public Health; 2003 to 2006; Adjunct Professor
 UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
 UCLA Institute of the Environment, 2001-2002; Research Associate
 Komex H₂O Science, 2001 to 2003; Senior Remediation Scientist
 National Groundwater Association, 2002-2004; Lecturer
 San Diego State University, 1999-2001; Adjunct Professor
 Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
 Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
 Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
 King County, Seattle, 1996 – 1999; Scientist
 James River Corp., Washington, 1995-96; Scientist
 Big Creek Lumber, Davenport, California, 1995; Scientist
 Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
 Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermol and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

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Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries*. Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellev, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office, Publications Clearinghouse (MS-6)*, Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States” Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The 23rd Annual International Conferences on Soils Sediment and Water. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florida, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld, P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld, P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

- In the United States District Court For The District of New Jersey
 Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.
 Case No.: 2:17-cv-01624-ES-SCM
 Rosenfeld Deposition. 6-7-2019
- In the United States District Court of Southern District of Texas Galveston Division
 M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido”
Defendant.
 Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
 Rosenfeld Deposition. 5-9-2019
- In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
 Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
 Case No.: No. BC615636
 Rosenfeld Deposition, 1-26-2019
- In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
 The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
 Case No.: No. BC646857
 Rosenfeld Deposition, 10-6-2018; Trial 3-7-19
- In United States District Court For The District of Colorado
 Bells et al. Plaintiff vs. The 3M Company et al., Defendants
 Case: No 1:16-cv-02531-RBJ
 Rosenfeld Deposition, 3-15-2018 and 4-3-2018
- In The District Court Of Regan County, Texas, 112th Judicial District
 Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants
 Cause No 1923
 Rosenfeld Deposition, 11-17-2017
- In The Superior Court of the State of California In And For The County Of Contra Costa
 Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
 Cause No C12-01481
 Rosenfeld Deposition, 11-20-2017
- In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
 Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
 Case No.: No. 0i9-L-2295
 Rosenfeld Deposition, 8-23-2017
- In The Superior Court of the State of California, For The County of Los Angeles
 Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
 Case No.: LC102019 (c/w BC582154)
 Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018
- In the Northern District Court of Mississippi, Greenville Division
 Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*
 Case Number: 4:16-cv-52-DMB-JVM
 Rosenfeld Deposition: July 2017

- In The Superior Court of the State of Washington, County of Snohomish
 Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
 Case No.: No. 13-2-03987-5
 Rosenfeld Deposition, February 2017
 Trial, March 2017
- In The Superior Court of the State of California, County of Alameda
 Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
 Case No.: RG14711115
 Rosenfeld Deposition, September 2015
- In The Iowa District Court In And For Poweshiek County
 Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
 Case No.: LALA002187
 Rosenfeld Deposition, August 2015
- In The Iowa District Court For Wapello County
 Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
 Law No.: LALA105144 - Division A
 Rosenfeld Deposition, August 2015
- In The Iowa District Court For Wapello County
 Doug Pauls, et al., et al., Plaintiffs vs. Richard Warren, et al., Defendants
 Law No.: LALA105144 - Division A
 Rosenfeld Deposition, August 2015
- In The Circuit Court of Ohio County, West Virginia
 Robert Andrews, et al. v. Antero, et al.
 Civil Action NO. 14-C-30000
 Rosenfeld Deposition, June 2015
- In The Third Judicial District County of Dona Ana, New Mexico
 Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward
 DeRuyter, Defendants
 Rosenfeld Deposition: July 2015
- In The Iowa District Court For Muscatine County
 Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
 Case No 4980
 Rosenfeld Deposition: May 2015
- In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
 Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
 Case Number CACE07030358 (26)
 Rosenfeld Deposition: December 2014
- In the United States District Court Western District of Oklahoma
 Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City
 Landfill, et al. Defendants.
 Case No. 5:12-cv-01152-C
 Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas

Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.

Case Number cc-11-01650-E

Rosenfeld Deposition: March and September 2013

Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio

John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*

Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)

Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division

Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant*.

Case 3:10-cv-00622

Rosenfeld Deposition: February 2012

Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland

Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants

Case Number: 03-C-12-012487 OT

Rosenfeld Deposition: September 2013

EXHIBIT C



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 Tel: (949) 887-9013
 Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

**Geologic and Hydrogeologic Characterization
 Industrial Stormwater Compliance
 Investigation and Remediation Strategies
 Litigation Support and Testifying Expert
 CEQA Review**

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
 B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
 California Certified Hydrogeologist
 Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt’s duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



June 6, 2022
Sent via email

Christina Taylor
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223

Subject: Draft Environmental Impact Report, Beaumont Summit Station Project,
State Clearinghouse No. 2021090378

Dear Ms. Taylor:

The California Department of Fish and Wildlife (CDFW) received and reviewed the Draft Environmental Impact Report (DEIR) for the Beaumont Summit Specific Plan Project (Project), State Clearinghouse No. 2021090378, pursuant to the California Environmental Quality Act (CEQA) statute and guidelines¹. Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, plants, and their habitats. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code (Fish & G. Code).

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (Fish & G. Code, § 1802.) Similarly, for purposes of CEQA, CDFW provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW may also act as a Responsible Agency regarding any discretionary actions under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381, such as the issuance of a Lake or Streambed Alteration Agreement (Fish & G. Code Sections 1600

¹CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

et seq.), a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (Fish & G. Code Sections 2080 and 2080.1) and/or for administering the Natural Community Conservation Planning Program (NCCP). CDFW also administers the Native Plant Protection Act, Natural Community Conservation Program, and other provisions of the Fish and Game Code that afford protection to California's fish and wildlife resources.

CDFW issued Natural Community Conservation Plan Approval and Take Authorization for the Western Riverside County MSHCP per Section 2800, *et seq.*, of the California Fish and Game Code on June 22, 2004. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit. CDFW is providing the following comments as they relate to the Project's consistency with the MSHCP and the CEQA.

PROJECT DESCRIPTION SUMMARY

Project Location

The proposed Project site is in the northwestern portion of the City of Beaumont, California. The Project site is approximately 191 acres located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10). All proposed changes associated with the Project are located within areas previously annexed to the City of Beaumont by Local Agency Formation Commission (LAFCO). The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28, 407-190-016, and 407-190-017. The Project is within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

Project Description

The proposed Project, a comprehensive amendment of the Sunny-Cal Specific Plan, includes a General Plan Amendment, Specific Plan Amendment, Tentative Parcel Map, Plot Plan Approval, and a Development Agreement. The Project site is divided into five parcels, with Parcels 1, 2, and 3 designated for e-commerce uses with supporting office. Parcel 4 would include the development of up to 150,000 square feet of commercial uses, including a four-story hotel, restaurant, and retail. Parcel 5, located in Planning Area 3 along the southern portion of the Project site, would remain as open space. The existing General Plan designation of Single Family Residential would be amended to Open Space in Parcel 5.

COMMENTS AND RECOMMENDATIONS

CDFW's comments and recommendations on the DEIR are explained below.

General Comments

MSHCP Implementation Concurrent with CEQA

The DEIR includes a Biological Resources and MSHCP Consistency Report that discusses, among other items, the Project's impacts to riparian/riverine areas and proposed mitigation to offset these impacts. However, the DEIR does not indicate if a Determination of Biologically Equivalent or Superior Preservation (DBESP) report will be sent to the Wildlife Agencies for review and response prior to the City's approval of the DBESP.

The City of Beaumont's Resolution No. 2004-58, which established procedures and requirements for implementation of the MSHCP, requires that upon the City's initiation of a project that is subject to CEQA, the City shall be required to comply with the procedures and requirements of the MSHCP. The proposed Project is a MSHCP Covered Activity and subject to MSHCP implementation procedures. Sections 6.1.2, 6.1.3, and 6.3.2 of the MSHCP require that if an avoidance alternative is not feasible and a practical alternative is instead selected, a DBESP shall be made by the Permittee and Wildlife Agencies shall be notified and be provided a 60-day review and response period prior to approval of the DBESP. The Wildlife Agencies request that the DEIR is revised to indicate that a DBESP will be sent to the Wildlife Agencies for a 60-day review and response period prior to the City approving the DBESP. Further, MSHCP implementation should be completed prior to adoption of the DEIR.

CDFW requests the following mitigation measure, highlighted in **bold**, is added to the DEIR.

MM BIO-X:

The proposed Project is an MSHCP Covered Activity and subject to the MSHCP implementation procedures. Prior to adoption and approval of the DEIR, the City of Beaumont will ensure full implementation of the Western Riverside County Multiple Species Habitat Conservation Plan for the Project, which includes, but is not limited to, sending a Determination of Biologically Equivalent or Superior Preservation to the California Department of Fish and Wildlife and the US Fish and Wildlife Service for a 60-day review and response period prior to the City approving the DBESP and finalizing the DEIR.

Mitigation Measures for Project Impacts to Biological Resources

On-site Avoided Riparian/Riverine Areas

The DEIR indicates that Planning Area 3, which includes approximately 6.07 acres of riparian/riverine areas, will be avoided by the Project and left as open space. However, Planning Area 3 is not proposed in the DEIR to be protected under any legal instrument

such as a conservation easement or deed restriction and therefore the area is subject to possible development in the future. MSHCP Section 6.1.2 requires that Permittees, through the CEQA process, ensure that project applicants develop project alternatives demonstrating efforts that first avoid, and then minimize direct and indirect effects to the wetlands. If an avoidance alternative is selected, measures shall be incorporated into the project design to ensure the long-term conservation of the areas to be avoided, and associated functions and values, through the use of deed restrictions, conservation easement, or other appropriate mechanism.

CDFW requests the following mitigation measure, highlighted in **bold**, is added to the DEIR.

MM BIO-Y:

Avoided riparian/riverine areas, and associated functions and values, will be conserved through the use of deed restrictions, conservation easement, or other appropriate mechanisms.

Mitigation for Impacts to Riparian/Riverine Areas

The DEIR also indicates that approximately 2.41 acres of riparian/riverine areas will be permanently impacted by the Project and that these impacts will be offset through the purchase of mitigation credits from Riverpark Mitigation Bank. The Biological Resources Assessment included with the DEIR indicates that Planning Area 3 contains riparian/riverine areas with native vegetation cover including mulefat scrub and documented observation of least Bell's vireo. Given the existing habitat value of onsite riparian/riverine areas and the potential to enhance the function of these onsite resources, the CDFW recommends that the City revise the Project's mitigation to identify the conservation and restoration of the riparian/riverine areas within Planning Area 3 as the preferred mitigation strategy. The conservation and restoration of riparian/riverine areas onsite would provide habitat value for local wildlife and benefit downstream riparian/riverine resources in San Timoteo Creek and the Santa Ana River. The conservation and restoration of riparian/riverine areas located within the proposed avoidance area onsite could provide mitigation that is biologically equivalent or superior to a Project strategy that avoids all impacts to riparian/riverine areas. The Riverpark Mitigation Bank is located in the San Jacinto River Watershed while Project impacts are located in the Santa Ana River Watershed. If mitigation credits were purchased at Riverpark Mitigation Bank as compensatory mitigating for the Project impacts, this mitigation strategy would result in a loss of riparian/riverine areas within the Santa Ana River watershed.

CDFW recommends the following revisions to Mitigation Measure (MM) BIO-4. Requested additions are identified in **bold** and requested removals are identified in ~~strikethrough~~.

MM BIO-4

[...]

~~A minimum 1:1 mitigation ratio (0.25 acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher.~~ **The MSHCP requires that mitigation for impacts to riparian/riverine areas that cannot be avoided is biologically equivalent or superior to a strategy that avoids all impacts to riparian/riverine areas.** Compensatory mitigation to offset impacts to ~~jurisdictional aquatic fish and wildlife resources~~ may be implemented through **onsite or** offsite, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. **The proposed compensatory mitigation strategy is the onsite conservation and restoration of riparian/riverine areas in the avoided, open-space areas within Planning Area 3.** ~~The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank.~~ The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with ~~purchase confirmation~~ **of completion of the appropriate regulatory permits.**

Protecting Burrowing Owls

The DEIR indicates that suitable burrowing owl habitat was found throughout the Project site, but focused burrowing owl surveys did not identify any burrowing owls using the site. MM BIO-2 indicates that pre-construction surveys would be completed, and any burrowing owls identified onsite would be relocated/excluded outside of the breeding season.

There is the potential for burrowing owls to start using burrows on the Project site prior to initiation of Project activities or during Project construction activities. Burrowing Owl Species Objective 6 in Section 9.2 of the MSHCP states that take of active nests will be avoided; therefore, appropriate avoidance and minimization measures need to be identified in the DEIR to protect burrowing owls during burrowing owl nesting season.

To help the Project avoid the take of active nests, CDFW requests the following revisions to MM BIO-2. Requested additions are identified in **bold** and requested removals are identified in ~~strikethrough~~.

MM BIO-2

A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls **between** ~~within~~ **30 and 60** days prior to site disturbance. **Additional pre-construction focused surveys for burrowing owls will be conducted within three days prior to site disturbance including vegetation clearing. If the pre-construction surveys confirm occupied burrowing owl**

habitat, or if burrowing owls are detected after the Project has started, then construction activities shall be halted immediately. If burrowing owls are documented on-site, CDFW will be notified within 48-hours of detection and the take of active nests will be avoided. To avoid take of active nests, a qualified biologist will develop a Burrowing Owl Plan that describes avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. ~~the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.~~ The Burrowing Owl Plan will be reviewed by the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the Western Riverside County Regional Conservation Authority.

Protecting nesting birds

MM BIO-3 in the DEIR relates to avoidance and minimization measures to protect of nesting birds. The measure identifies specific dates for the nesting bird season. CDFW staff have observed that changing climate conditions may result in the nesting bird season occurring earlier and later in the year than the date range identified in these mitigation measures. Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. These regulations apply anytime nests or eggs exist on the Project site.

To help the Project applicant avoid unlawfully taking nests and eggs, CDFW recommends that references to the date range of the nesting bird season are removed from MM BIO-3. CDFW requests the following revisions to MM BIO-3. Requested additions are identified in **bold** and requested removals are identified in ~~strikethrough~~.

MM BIO-3

To ensure compliance with California Fish and Game Code sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds,
~~Vegetation clearing and ground-disturbing activities should~~ **shall** be conducted outside of the **bird** nesting season (~~February 1 through August 31~~). If avoidance


of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including **but not limited to vegetation clearing**, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. **During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are detected, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist using their best professional judgement to avoid Take of nesting birds.**

CDFW CONCLUSIONS AND FURTHER COORDINATION

CDFW appreciates the opportunity to comment on the Beaumont Summit Station Project to assist in identifying and mitigating Project impacts on biological resources. CDFW personnel are available for consultation regarding biological resources and strategies to minimize impacts. CDFW requests that the City of Beaumont address CDFW's comments and concerns prior to adoption of the EIR.

Questions regarding this letter or further coordination should be directed to Jacob Skaggs at jacob.skaggs@wildlife.ca.gov.

Sincerely,

DocuSigned by:

DF423498814B441...

Heather Pert
Acting Environmental Program Manager

ec:

Carly Beck, Acting Senior Environmental Scientist Supervisor
Inland Deserts Region

Office of Planning and Research, State Clearinghouse, Sacramento
Rollie White, U.S. Fish and Wildlife Service

ATTACHMENT 1

Mitigation Monitoring and Reporting Program for the Beaumont Summit Station Project

Mitigation Measures	Timing and Methods	Responsible Parties
<p>MM BIO-4: [...]</p> <p>The Project applicant shall be obligated to implement/comply with the permit conditions and mitigation measures required by the resources agencies regarding impacts on their respective jurisdictions.</p> <p>The MSHCP requires that mitigation for impacts to riparian/riverine areas that cannot be avoided is biologically equivalent or superior to a strategy that avoids all impacts to riparian/riverine areas. Compensatory mitigation to offset impacts to fish and wildlife resources may be implemented through onsite or offsite, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed compensatory mitigation strategy is the onsite conservation and restoration of riparian/riverine areas in the avoided, open-space areas within Planning Area 3. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with confirmation of completion of the appropriate regulatory permits.</p>	<p>Timing: During pre-construction and construction phases of the Project</p> <p>Methods: As described in MM BIO-4</p>	<p>Implementation: Project applicant</p> <p>Monitoring and Reporting: Project applicant</p>

Mitigation Measures	Timing and Methods	Responsible Parties
<p>MM BIO-2:</p> <p>A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls between 30 and 60 days prior to site disturbance. Additional pre-construction focused surveys for burrowing owls will be conducted within three days prior to site disturbance including vegetation clearing. If the pre-construction surveys confirm occupied burrowing owl habitat, or if burrowing owls are detected after the Project has started, then construction activities shall be halted immediately. If burrowing owls are documented on-site, CDFW will be notified within 48-hours of detection and the take of active nests will be avoided. To avoid take of active nests, a qualified biologist will develop a Burrowing Owl Plan that describes avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Burrowing Owl Plan will be reviewed by the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the Western Riverside County Regional Conservation Authority.</p>	<p>Timing: During pre-construction and construction phases of the Project</p> <p>Methods: As described in MM BIO-2</p>	<p>Implementation: Project applicant</p> <p>Monitoring and Reporting: Project applicant</p>

Mitigation Measures	Timing and Methods	Responsible Parties
<p>MM BIO-3:</p> <p>To ensure compliance with California Fish and Game Code sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing, and ground-disturbing activities shall be conducted outside of the nesting season. If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are detected, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist using their best professional judgement to avoid Take of nesting birds.</p>	<p>Timing: During pre-construction and construction phases of the Project</p> <p>Methods: As described in MM BIO-3</p>	<p>Implementation: Project applicant</p> <p>Monitoring and Reporting: Project applicant</p>
<p>MM BIO-X</p> <p>The proposed Project is an MSHCP Covered Activity and subject to the MSHCP implementation procedures. Prior to adoption and approval of the DEIR, the City of Beaumont will ensure full implementation of the Western Riverside County Multiple Species Habitat Conservation Plan for the Project, which includes, but is not limited to, sending a Determination of Biologically Equivalent or Superior Preservation to the California Department of Fish and Wildlife and the US Fish and Wildlife Service for a 60-day review and response period prior to the City approving the DBESP and finalizing the DEIR.</p>	<p>Timing: Prior to adoption and approval of the DEIR</p> <p>Methods: As described in MM BIO-X</p>	<p>Implementation: Project applicant</p> <p>Monitoring and Reporting: Project applicant</p>

<p>MM BIO-Y</p> <p>Avoided riparian/riverine areas, and associated functions and values, will be conserved through the use of deed restrictions, conservation easement, or other appropriate mechanisms.</p>	<p>Timing: Prior to initiation of Project activities</p> <p>Methods: As described in MM BIO-Y</p>	<p>Implementation: Project applicant</p> <p>Monitoring and Reporting: Project applicant</p>
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June 6, 2022

Sent via email

Christina Taylor
Community Development Director
City of Beaumont
550 East 6th Street
Beaumont, CA 92223

**Re: Comments on the Draft Environmental Impact Report for Beaumont Summit Station,
SCH # 2021090378**

Dear Ms. Taylor:

These comments are submitted on behalf of the Center for Biological Diversity (the Center) regarding the Draft Environmental Impact Report (DEIR) for the Beaumont Summit Station (Project). The Center previously commented on the Notice of Preparation for the DEIR. The Center has reviewed the DEIR closely and is concerned that the DEIR fails to adequately address the Project's impacts on air quality, greenhouse gas emissions, sensitive receptors, biological resources, noise, and aesthetics. Should the Project go forward, the Center urges the City to commit to clear, enforceable mitigation for these impacts. However, under the Housing Crisis Act, the City cannot proceed with this Project because the City cannot rezone this site from residential to commercial/industrial.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.7 million members and online activists throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in Riverside County.

As detailed below, the Center is concerned about the proposed Project's impacts on air quality, greenhouse gas emissions, biological impacts, noise, and aesthetics. To address these concerns and comply with the California Environmental Quality Act (CEQA) and the Housing Crisis Act, the City must first provide additional information showing how the City may lawfully develop this parcel with industrial uses. Should the Project proceed, the City should incorporate enforceable, evidence-backed mitigation measures into the DEIR.

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I. THIS PROJECT ADDS ADDITIONAL WAREHOUSE DEVELOPMENT TO A REGION ALREADY SUFFERING FROM HIGH POLLUTION.

The Project would re-zone and re-designate approximately 140 acres from residential to commercial/industrial to construct a 2.5 million square foot e-commerce warehouse with an attached 150,000 square feet of mixed commercial uses. (DEIR at 3-4.) The DEIR projects that the Project would generate approximately 659 daily truck trips and 11,518 daily vehicle trips, immediately adjacent to existing residential development. (DEIR at 4.7-27.)

The Project is in northern Beaumont in Riverside County. The surrounding area is a mix of residential, schools, and small businesses. Homes border the eastern and southern boundaries of the Project site, with the closest homes located immediately adjacent to and across the street from the Project. (DEIR at 4.2-41.) Small, independent businesses, including a children's art studio, also abut the Project's eastern boundary. (See Exhibit 1.) Interstate 10 runs along the western edge of the project site. (DEIR at 3-22.) An elementary, middle, and high school are all off Brookside Avenue, east of the Project site. (See Exhibit 1.)

A. Warehouse Projects Have Documented Air Quality Impacts That the DEIR Must Address.

Air quality is a significant environmental and public health concern in California. Unhealthy, polluted air contributes to and exacerbates many diseases and increases mortality rates. The U.S. government has estimated that between 10-12 percent of total health costs can be attributed to air pollution. (VCAPCD 2003.) Greenhouse gases, such as the air pollutant carbon dioxide, which is released by fossil fuel combustion, contribute directly to human-induced climate change (EPA 2016a), and in a positive feedback loop, poor air quality that contributes to climate change will in turn worsen the impacts of climate change and attendant air pollution. (BAAQMD 2016.)

Air pollution and its impacts are felt most heavily by young children, the elderly, pregnant women and people with existing heart and lung disease. People living in poverty are also more susceptible to air pollution as they are less able to relocate to less polluted areas, and their homes and places of work are more likely to be located near sources of pollution, such as freeways or ports, as these areas are more affordable. (ALA 2022.) Some of the nation's most polluted counties are in Southern California, and Riverside County continually tops the list. (ALA 2022.) According to the American Lung Association's 2022 "State of the Air" report, Riverside County is the second-worst ranked county in the nation for ozone pollution, and the eleventh-worst ranked county for year-round particulate matter (PM2.5) pollution, with a "Fail" grade and an average number of 252 days per year with ozone levels in the unhealthy range. (*Id.*) Even more disturbing, the same report found that Riverside County is one of only fourteen counties in the country that received a "Fail" grade in all air quality metrics. (*Id.*)

Although there are many different types of air pollution, Ozone, PM2.5, and Toxic Air Contaminants (TACs) are of greatest concern in Riverside County. These three air pollutants have been linked to an increased incidence and risk of cancer, birth defects, low birth weights

and premature death, in addition to a variety of cardiac and lung diseases such as asthma, COPD, stroke and heart attack. (Laurent 2016; ALA 2020.) Ozone (commonly referred to as smog) is created by the atmospheric mixing of chemicals released from fossil fuel combustion – such as reactive organic gases (ROG) and nitrogen oxides (NOx) – and sunlight. Although it is invisible, ozone poses one of the greatest health risks, prompting the EPA to strengthen its National Ambient Air Quality Standard for Ozone in 2015. (ALA 2022.) PM2.5 is a common component of vehicle exhaust emissions and contributes to visible air pollution. These tiny particles are dangerous because they are small enough to escape our body’s natural defenses and enter the blood stream. Fugitive dust is a term used for fine particulate matter that results from disturbance by human activity such as construction and road-building operations. (VCAPCD 2003.) TACs are released from vehicle fuels, especially diesel, which accounts for 70% of the cancer risk from TACs. (CARB 2022.) This is especially relevant for Southern California with its abundance of diesel shipping traffic. (Bailey; Betancourt 2012.)

Warehouse projects in particular are well-documented sources of air quality degradation that can create serious, negative health outcomes for surrounding communities. (Betancourt 2012 at 4-5.) Particulate emissions from diesel vehicles that carry freight to and from warehouses contribute to “cardiovascular problems, cancer, asthma, decreased lung function and capacity, reproductive health problems, and premature death.” (*Id.* at 5.) With the rapid increase in global trade, the Ports of LA and Long Beach have become a primary entryway for goods, processing over 40 percent of all imports into the United States, and accounting for 20 percent of diesel particulate pollutants in southern California—more than from any other source. (Minkler, et al. 2012.) These goods are often ‘transloaded’ before leaving Southern California, meaning that they spend some time in warehouse storage facilities before they reach their final destination. (Betancourt 2012 at 2.) This has resulted in a massive expansion of warehouse development in Southern California.

Nowhere has this growth been more drastic than in the Inland Valleys of Riverside and San Bernardino Counties in California. (Betancourt 2012.) The approximately 840 million square feet of new warehouse facilities—and the roads and railyards that serve them – has permanently altered the landscape of the Inland Valley area, creating a logistics hub so massive that it is now visible from space. (Pitzer 2022.)

This Project is one in a long line in which local decisionmakers approve warehouse development close to homes, despite health warnings from state air quality officials about the elevated asthma and cancer risks caused by warehouse distribution centers, primarily due to diesel truck pollution. (Esquivel 2019.) Back in 2005, the California Air Resources Board recommended that decisionmakers keep warehouses at least 1,000 feet away from homes, based on estimates that pollution concentrations drop by 80% at that distance. (CARB 2005.) Yet, almost twenty years later and despite the overwhelming evidence of impacts, the City here proposes a warehouse immediately adjacent to existing residential development, exacerbating poor air quality in a region that is already in non-attainment for ozone by the EIR’s own admission. (DEIR at 4.2-32.)

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II. THE DEIR FAILS TO ADEQUATELY ANALYZE THE PROJECT'S SIGNIFICANT ENVIRONMENTAL IMPACTS.

CEQA's fundamental purpose is to ensure that a lead agency fully evaluates, discloses, and mitigates wherever feasible a project's significant environmental effects. (Pub. Resources Code, §§ 21000, et seq.) An EIR serves as an "informational document" that informs the public and decisionmakers of the significant environmental effects of a project and ways in which those effects can be minimized. (CEQA Guidelines, § 15121, subd. (a).) Accordingly, CEQA requires an EIR to include "enough detail 'to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.'" (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 516.) Here, the DEIR fails to properly disclose and analyze significant air quality, greenhouse gas (GHG), biological, noise, and aesthetic impacts.

A. The DEIR Underestimates the Project's Already Significant Air Quality and GHG Impacts.

The DEIR's analysis of the proposed Project's air quality and GHG emissions is inadequate to the public and decision-makers. (See DEIR Sec. 4.2 and 4.7.) The DEIR finds that the Project – even with the proposed mitigation – will result in a significant and unavoidable increase in criteria pollutants such as ROG and NOx. (DEIR at 4.2-35.) It also finds that GHG emissions would measure 25,107 MTCO₂e, far exceeding the DEIR's threshold of significance of 3,000 MTCO₂e. (DEIR at 4.7-38.)

The DEIR here grossly underestimates the vehicle trips associated with the Project. Its approach violates CEQA's requirement that an EIR fully analyze and attempt to mitigate all significant direct and indirect impacts of a project. (CEQA Guidelines, § 15126.2; Pub. Resources Code, § 21002.)

The DEIR estimates that the Project will generate approximately 659 daily truck trips, which it calculated using the Institute of Transportation Engineers (ITE) Common Trip Generation Rates. The ITE estimates trip generations based on the type of facility and square footage of the facility. (ITE 2017¹; DEIR at 4.7-27.) The DEIR relies on two facility types: Land Use 154: High-Cube Short-Term Storage and ITE Land Use 150: Warehousing, which have generation rates of .1 and .19 trips per unit respectively (DEIR at 4.2-19, Appendix A at 22.) Other types of warehouse projects identified by ITE, such as High-Cube Fulfillment Center Warehouses and High-Cube Parcel Hub Warehouses, have significantly higher vehicle trip estimates, 1.37 and .64 trips per unit, respectively.

The DEIR provides no information or evidence justifying its selection of high-cube short-term storage and warehousing when other types of high cube warehouse centers result in truck trip estimates orders of magnitude higher. The DEIR describes the Project generally as an "e-

¹ The Center referred to the most recently publicly available edition of the ITE Report (10 Ed.) The DEIR does not specify which edition it relied upon. Please include that information in the Final Environmental Impact Report.

commerce building space,” with the Project objective to build a “state-of-the-art logistics/e-commerce center.” (DEIR at 3-4, 3-73.) The DEIR lacks additional detail about the type of warehouse facility it anticipates constructing. It does not disclose the number of loading docks, trailer stalls, or parking spots associated with the Project – all of which inform the intensity of use. Nor does the DEIR place limits on the type of e-commerce facility that could operate on the site. Absent additional information, it appears that any tenant could operate a high-cube center or parcel hub warehouse on the site, which would generate significantly more truck trips than the DEIR disclosed, analyzed, or mitigated.

The City must support its choice to rely upon these lower estimates, or select an estimate that more conservatively and accurately accounts for the Project’s potential to generate truck trips.² Should the City ultimately rely on these lower estimates, the City must condition any project approval on a lease provision that guarantees a Project tenant could not operate a high-cube fulfillment center or parcel hub warehouse on the site, absent additional environmental review and mitigation.

The DEIR then compounds its error by underestimating the diesel pollution that would be generated by each truck trip. The EIR engages in this misleading minimization of impacts by assuming that, on average, trucks will travel 33.2 miles one way, based on CARB’s estimate of the average truck trip length from the Ports of LA and Long Beach to warehouse facilities in the region. (DEIR at 4.7-27; CARB 2007.) If the City’s estimate is grounded in the assumption that many trucks will travel to and from the Port, then the only evidence-backed metric for trip length is the Project’s distance from the Port – approximately 88 miles one way. Reliance on a basin-wide average masks up to two-thirds of the diesel pollution that the Project could generate.

Finally, the DEIR concludes that construction-related air quality impacts would be less than significant with mitigation but appears to omit analysis of emissions from hauling construction materials to the Project site, along with the associated truck trips. (DEIR at 4.2-28, 4.2-29; Appendix A, Appendix A thereto at 66-74.) The City erred by not analyzing these impacts.

These same flaws that infect the DEIR’s air quality analysis cause the DEIR to underestimate the Project’s already significant and unavoidable GHG impacts.³

B. The DEIR’s Analysis of and Mitigation For the Cumulative Air Quality Impacts to Sensitive Receptors is Inadequate.

The DEIR fails to properly analyze cumulative air quality impacts on sensitive receptors. As courts have explained, “[o]ne of the most important environmental lessons evident from past experience is that environmental damage often occurs incrementally from a variety of small

² A more accurate estimation will likely affect the Project’s Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points calculation, which is based on the number of truck trips to the facility. (DEIR at 4.7-35.)

³ Again, the City’s underestimation of diesel impacts will likely affect its WAIRE calculation. Once recalculated, the Project may no longer comply with the SCAQMD indirect source rule and may be required to pay additional funds.

sources.” (*Kings Cty. Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 720.) Consequently, CEQA requires analysis of cumulative impacts. (CEQA Guidelines, Appendix G, §§ 15130, 15355.)

The DEIR’s health risk assessment purports to evaluate the increased cancer risk caused by the Project. The analysis concludes that the Project’s diesel particulate matter emissions would result in approximately 63 cases of cancer for every million residents and 60.9 cancer cases for every million workers, above the significance threshold of ten cancer cases per million people. (DEIR at 4.2-54, Appendix A at 29.) The DEIR proposes a mere two measures to address this significant cancer risk – one project design feature (PDF AQ-2) and one mitigation measure (MM AQ-1) – then concludes without explanation that these alone will reduce cancer levels from 63 to 98 per one million, resulting in an insignificant impact after mitigation. (DEIR at 4.2-54.)

These measures do not go nearly far enough toward reducing, avoiding, or minimizing the Project’s impacts on sensitive receptors. PDF AQ-2 requires all outdoor on-site cargo handling equipment to be powered by electricity. (DEIR at 4.2-21.) MM AQ-1 requires certain off-road construction to meet CARB Tier 4 Final emissions standards, in order to reduce diesel exhaust construction emissions. (DEIR at 4.2-29.) These requirements focus primarily on on-site and construction equipment. Neither addresses the long-term air quality harms from operation of the warehouse and trips by heavy diesel trucks in and out of the facility. The DEIR must provide evidence to support its conclusion that these solutions at the margins will lead to the dramatic reduction in cancer levels the DEIR purports. More importantly, the EIR must be revised to incorporate evidence-backed solutions to these harms.

Pursuant to a recent settlement with the Attorney General’s Office, the South Coast Air Quality Management District (SCAQMD) has committed to revise its CEQA guidance for analyzing cumulative air quality impacts. (AGO 2022; SCAQMD 2022.) SCAQMD staff have proposed an approach for new guidance that would consider existing burdens associated with nearby pollution sources and quantify cumulative air quality impacts and the effects on human health. The purpose of this new approach is to consider the impacts of concentrating polluting land uses, like warehouse projects, in disadvantaged areas, thereby encouraging local governments to site future projects in areas where they will have the least impact on human health. (AGO 2022.) Accordingly, the City may soon be required to conduct additional analysis for cumulative air quality impacts. Should SCAQMD release its updated rules, the City must update its cumulative air quality analysis.

C. The DEIR Does Not Adequately Analyze the Project’s Impacts on Biological Resources.

The DEIR fails to provide adequate baseline information and description of the environmental setting for species onsite. The Project site is subject to the requirements of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). While the EIR purports to follow the requirements of the Western Riverside MSHCP, it fails to provide evidence that Narrow Endemic Plant Species Survey were properly executed as required by the MSHCP for the Marvin’s onion (*Allium marvinii*) and many-stemmed dudleya (*Dudleya multicaulis*). The two surveys were conducted in a single year after multiple years of drought.

Both species are perennial forbs, which do not consistently show above ground, particularly in drought years. The former and existing land uses have altered the landscape but may not have eliminated these unique geophytes on site. And although the habitat for Marvin's onion is not well known, it is usually found on clay soils, such as those on the Project site. (CNPS 2022.) Therefore, additional spring surveys should be done to assure that these rare plant species are avoided on site. Consequently, because of the deficiencies of the baseline data for the proposed project area, the DEIR fails to adequately describe the environmental baseline for biological conditions on the Project site. The DEIR should be revised to fully describe and disclose these baseline conditions, which must be used to evaluate the impacts of the proposed Project.

Further, since the DEIR documented the federally and state endangered least Bell's vireo during on-site surveys, the project must revegetate mesic and riparian areas in order to provide additional habitat for the vireo. Such action is critical to comply with the City's General Plan Goal 8.5 to "preserve[] and enhance[] its natural resources" through Policy 8.5.5 to "[p]rotect and enhance creeks, lakes, and adjacent wetlands by eradicating non-native vegetation and restoring native vegetation," as well as Policy 8.7.5 to "[p]reserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes."

Failure to conduct adequate surveys and adopt proper management plans prior to Project approval and construction effectively eliminates the most important function of surveys: using the information from the surveys to avoid and minimize harm caused by the project and reduce the need for mitigation. Often efforts to mitigate harm are far less effective than avoiding and preventing the harm in the first place. In addition, without understanding the scope of harm before it occurs, it is difficult to quantify an appropriate amount and type of mitigation.

D. The DEIR Fails to Adequately Consider the Project's Noise Impacts on Sensitive Receptors.

The DEIR also fails to adequately analyze traffic and cumulative noise impacts on sensitive receptors. The DEIR considers the Project's noise impacts at four points along Brookside Avenue, one of two thoroughfares that will connect traffic from the I-10 corridor to the Project. (DEIR at 3-1, 4.11-24, Table 4.11-12.) Brookside Avenue has no traffic lights and provides access to residential development. Consequently, baseline noise is low. Nevertheless, the DEIR concludes that additional traffic generated by the Project would not significantly increase noise at the four identified locations. (DEIR at 4.11-30.)

The DEIR fails to analyze noise impacts at crucial locations, including at the southernmost sensitive receptor. The DEIR identifies these single-family residences 160 feet south from the Project's property line, along Brookside Avenue, as a sensitive receptor. (DEIR at 4.11-3.) Yet the DEIR does not consider the impact of traffic noise to the residences along this roadway segment, specifically Brookside Avenue from North Deodar Drive to Hannon Road. Trucks visiting the Project from the West will travel past this sensitive receptor on Brookside Avenue, substantially increasing traffic noise. Moreover, because this sensitive receptor will also be close to the Project's stationary noise sources, such as truck loading activities, the DEIR

should consider the cumulative impact of the Project’s stationary and traffic noise on that sensitive receptor.

Similarly, the Project fails to disclose all the noise impacts of Phase 2 construction and operation on adjacent sensitive receptors. Phase 2 of the Project would include the development of up to 150,000 square feet of commercial, including a hotel, general retail, and restaurant uses. (DEIR at 3-9.) The DEIR addresses the noise impacts of the retail and food uses but noticeably omits discussion of the potential noise generated by the hotel, and the attending environmental impacts on sensitive noise receptors. (DEIR at 4.11-21, 4.11-23.) The DEIR compounds this error by failing to adequately consider the hotel’s ambient noise in conjunction with other phase 2 structures. Without considering these impacts, the DEIR misses potentially significant cumulative noise impacts on sensitive receptors.

E. The DEIR Fails to Analyze the Project’s Aesthetic Impacts.

The DEIR fails to adequately consider whether the Project would create a new source of substantial light, which would adversely affect nighttime views in the area. The Project site holds the remnants of the former Sunny-Cal Egg and Poultry Ranch, including cement pads, several structures, and vacant property. (DEIR at 3-3.) The 188-acre site generates little to no light. Thus, the DEIR admits, as it must, that the Project will “increase nighttime lighting in this portion of the City.” (DEIR at 4.1-13.)

The DEIR concludes that any operational aesthetic impacts would be reduced to less than significant with implementation of Project Design Guidelines and adherence to Beaumont Municipal Code Chapter 8.50. (DEIR at 4.1-13.) To support its conclusion, the Project asserts – without any evidence – that these guidelines and codes would reduce lighting standards. Yet, the DEIR does not specify which specific measurements or standards will be applicable to the Project. To adequately explain the impacts of the Project’s light impact on nighttime views in the area, the DEIR should explain in detail – as opposed to conclusory statements – how the implementation of Project Design Guidelines and Municipal Code Chapter 8.50 will reduce nighttime lighting that is sure to occur.

The DEIR also concludes, without evidence, that the Project would not cumulatively impact aesthetics of the surrounding area. (DEIR at 4.1-14.) A project's incremental contribution is cumulatively considerable if it is significant when viewed in connection with the effects of other past, current, and probable future projects. (CEQA Guidelines, § 15065, subd. (a)(3).) The DEIR admits the Project objectives – namely, warehouse development—would “specifically have some bearing on the aesthetic design of the development within the Specific Plan.” (DEIR at 4.1-14.) But it dismisses any concerns with a one sentence conclusion: “the Project would not adversely affect any protected public viewsheds or destroy any scenic vista, nor would it impede views of the San Jacinto Mountains or the San Bernadino Mountains.” (*Id.*) This statement is not sufficient to adequately explain the cumulative aesthetic impact the Project will create in connection with the effects of other past, current, and probable projects. Thus, to adequately explain the Project’s cumulative aesthetic impacts, the DEIR should elaborate on how past, current, and probable projects in the vicinity will, when considered in the aggregate, affect the existing aesthetic environment.

III. THE DEIR FAILS TO JUSTIFY ITS REJECTION OF THE REDUCED BUILDING INTENSITY ALTERNATIVE.

CEQA requires an EIR to identify alternatives to the proposed project. (Pub. Resources Code, § 21002.1, subd. (a).) “Evaluation of project alternatives and mitigation measures is the core of an EIR.” (*Banning Ranch Conservancy v. City of Newport Beach* (2017) 2 Cal.5th 918, 937 (alterations omitted).) Discussion of alternatives allow governmental agencies to consider alternatives to proposed actions affecting the environment. (*Laurel Heights Improvement Ass’n. v. Regents of Univ. of California* (1988) 47 Cal. 3d 376, 400 (en banc) (citing Pub. Resources Code § 21001, subd. (g)).) To that end, the EIR must “describe a range of reasonable alternatives . . . 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.” (CEQA Guidelines, § 15126.6, subd. (a).)

The DEIR includes an alternative – the reduced building intensity alternative – that would reduce the Project’s environmental impacts while still meeting the Project’s stated objectives. The reduced building intensity alternative is an alternative site design that would involve the development of 2,173,846 square feet of e-commerce space, reducing the development footprint of the project by 15 percent. (DEIR at 6-17.)

The DEIR concludes that vehicular traffic from the Project would be roughly the same because the intensity of use would be similar, resulting in no reduction in air quality or GHG emissions. (DEIR at 6-18, 6-19.) But then, the DEIR concludes that noise impacts would be reduced, specifically due to the reduction in traffic associated with the Project. (DEIR at 6-20.) If, as the DEIR admits, this alternative would result in a reduction in traffic, then the DEIR should consider potential reductions in air quality impacts and GHG emissions.

The DEIR identifies the reduced intensity alternative as the environmentally superior alternative but then dismisses it because it is “not capable” of meeting the Project’s objectives. (DEIR at 6-22.) This analysis is limited to a single sentence with no explanation: “However, while the Reduced Building Intensity Alternative is the environmentally superior alternative, it is not capable of meeting all of the basic objectives of the Project.” This is insufficient. And given that the intensity of use will be the same, it is even more dubious that this alternative is incapable of meeting the Project objectives. The DEIR should explain which Project objectives the reduced building intensity alternative would not meet (if any), and why. In so doing, the City “may not give a project’s purpose an artificially narrow definition” to limit the scope of acceptable alternatives. (*N. Coast Rivers All. v. Kawamura* (2015) 243 Cal.App.4th 647, 668.) And given the current zoning of the site, the site’s characteristics, the surrounding uses, and the City’s potential violation of the Housing Crisis Act (see Sec. V., *infra*), the City should seriously consider an alternative that constructs high-density, affordable housing.

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IV. THE DEIR FAILS TO CONSIDER ADDITIONAL, FEASIBLE MITIGATION TO REDUCE THE PROJECT'S SIGNIFICANT ENVIRONMENTAL IMPACTS.

Even under the Project's unrealistic assumptions regarding the Project's vehicle traffic and the substantial emissions it would generate, the Project under the DEIR's own terms would have a profound negative impact on air quality in the region and for adjacent residential communities and would generate significant GHG emissions. Despite the Project's significant impacts, the DEIR does not incorporate several basic measures that would reduce the Project's impacts on adjacent residential communities.

A. The DEIR Makes Faulty Assumptions Regarding the Feasibility of Mitigation Measures.

As discussed above, the Project admits—as it must—that the Project's GHG emissions will well exceed the threshold of significance. Authoritative climate assessments decisively recognize the dominant role of greenhouse gases in driving global climate change. As stated by the Third National Climate Assessment: “observations unequivocally show that climate is changing and that the warming of the past 50 years is primarily due to human-induced emissions of heat-trapping gases.” (Mellilo 2014.) The Assessment makes clear that “reduc[ing] the risks of some of the worst impacts of climate change” will require “aggressive and sustained greenhouse gas emission reductions” over the course of this century. (*Id.*) The IPCC Sixth Assessment Report and other expert assessments have established global carbon budgets, or the total amount of carbon that can be burned while maintaining some probability of staying below a given temperature target. (IPCC 2021.)

Although some sources of GHG emissions may seem insignificant, climate change is a problem with cumulative impacts and effects. (*Ctr. for Biological Diversity v. Nat'l Highway Traffic Safety Admin.*, (9th Cir. 2008) 538 F.3d 1172, 1217 [“the impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis” that agencies must conduct].) One source or one small project may not appear to have a significant effect on climate change, but the combined impacts of many sources can drastically damage California's climate as a whole. Therefore, project-specific GHG emission disclosure, analysis and mitigation is vital to California meeting its climate goals and maintaining our climate.

Although the Project will result in significant and unavoidable GHG impacts, the DEIR concludes that additional mitigation is not feasible due to the limited ability of the City of Beaumont to address emissions resulting from trucks, cars, and/or emissions generated by these trucks outside of the City's limits. (DEIR at 4.7-32, 4.7-33.) Such an assertion lacks basis in the science and in common sense. Whether CO₂ emissions result from vehicles or from construction is irrelevant because the effect of that emission is the same – a small but significant contribution to global climate change. The City cannot hide behind its limited regulatory authority to escape its obligation to reduce greenhouse gas emissions, wherever it can, to the extent feasible.

The Project further concludes that, since no local offset programs are available, any other offsets are not real or verifiable and thus infeasible under *Golden Door Properties, LLC v.*

County of San Diego (2020) 50 Cal.App.5th 467. (DEIR at 4.7-37) *Golden Door* did not decide that such offsets are invalid as a matter of law. To the contrary, the court indicated support for one of the County’s mitigation measures under which the County would make “direct investments in local projects to offset carbon emissions.” (*Golden Door Properties, LLC, supra*, 50 Cal.App.5th at 492.) A direct investment project was defined as an action that reduces, avoids or sequesters GHG emissions, such as weatherization and tree planting projects. (*Ibid.*) The Court considered direct investment projects are valid as long as they (1) comply with protocols approved by the California Air Resources Board, the California Air Pollution Control Officers Association or the local air pollution control district which received public review prior to adoption; and (2) yield GHG reductions that are additional to reductions that would not otherwise occur. (*Id.* at 492-493.)

Again, the City seeks to avoid its clear obligations under CEQA. The DEIR provides no evidence to support its conclusion that available offsets are infeasible. The City must explain whether it made any effort to create offset programs within City limits, work with the Riverside County Transportation Commission to identify offsets, or demonstrate the infeasibility of the available offset programs. Of course, the City should prioritize onsite mitigation before offsets. But once the City considers and incorporates all feasible onsite mitigation measures, outlined below, if it finds that the Project still has significant and unavoidable impacts, then the City must consider offsets. The City should first consider local offsets, but if – as the DEIR claims – no local offsets are available, the City should consider regional, then statewide offsets. Nevertheless, the City should prioritize local offsets to benefit the nearby community with an emphasis on developing community climate resiliency and adaptation.

B. The DEIR Fails to Consider Proven, Feasible Mitigation Measures.

The DEIR fails to meet the City’s obligation to adopt all feasible mitigation to reduce the Project’s air quality impacts. By proposing inadequate mitigation and then concluding that the Project’s air quality impacts are significant and unavoidable, the City has fallen short of CEQA’s requirement that lead agencies consider all feasible mitigation to reduce or avoid the Project’s significant impacts. (See Pub. Resources Code, § 21002 [It is the “policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures which will avoid or substantially lessen the significant environmental effects of such projects.”], CEQA Guidelines, §§ 15092(b), 15043, 15126.4, subd. (a)(1).) Here, the EIR overlooks, or simply ignores, numerous feasible mitigation measures.

For example, the South Coast Air Quality Management District (“SCAQMD”) recently adopted Rule 2305 - Warehouse Indirect Source Rule—Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, which contains a host of mitigation measures that warehouse facilities can adopt. (SCAQMD 2021.) The rule applies to individual warehouses and distribution facility projects like the Project and is intended to reduce air quality emissions from mobile sources associated with the projects. (*Ibid.*) The mitigation measures include, but are not limited to:

- Requiring that a certain percentage of trucks in warehouse operators’ fleet(s) be Zero Emissions or Near Zero Emissions.

- Installing high-efficiency air filters or filtering systems in residences, schools, daycares, hospitals, or community centers.

The California Office of the Attorney General also has published a document entitled “Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act” to help lead agencies comply with these requirements. (AGO 2021.) Nearly all of the example mitigation measures in this document have been adopted in a warehouse project in California, demonstrating their feasibility. (*Ibid.*) At minimum, the City should consider the following mitigation measures:

- Requiring all off-road construction equipment—not just cargo equipment-- to be zero-emission, where available, and all diesel-fueled off-road construction equipment, to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable 7 bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Providing electrical hook ups to the power grid, rather than use of diesel-fueled generators, for electric construction tools, such as saws, drills, and compressors, and using electric tools whenever feasible.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than one hundred for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than two minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring all heavy-duty vehicles entering or operated on the project site to be zero-emission beginning in 2030.

- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than two minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all eight dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.
- Installing and maintaining, at the manufacturer’s recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer’s recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Constructing electric truck charging stations proportional to the number of dock doors at the project.
- Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring 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.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Plant trees and vegetation near structures to shade buildings and reduce energy requirements for heating/cooling.
- Preserve or replace onsite trees (that are removed due to development) as a means of providing carbon storage.
- Replace traffic lights, streetlights, and other electrical uses to energy efficient bulbs and appliances.
- Retrofit municipal water and wastewater systems with energy efficient motors, pumps, and other equipment, and recover wastewater treatment methane for energy production.

Additionally, the California Air Resources Board (“CARB”) has compiled a list of “Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers.” (CARB 2019). These include:

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Recommended Construction Measures

- In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In lieu of Tier 4 engines, equipment can incorporate retrofits such that emission reductions achieved equal or exceed that of a Tier 4 engine.
- In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers, etc.) used during project construction be battery powered.
- In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during either the grading or building construction phases be model year 2014 or later. Starting in the year 2022, all heavy-duty haul trucks should also meet CARB's lowest optional low-NOx standard.

Recommended Operation Measures

- Include contractual language in tenant lease agreements that require tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating onsite.
- Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units (APU). This will eliminate the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate from within the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.
- Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.
- Since no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted, and the health impacts mitigated.⁴
- And while the Project has committed to covering one-quarter of its rooftop with solar to cover the Project's needs, the Project should also consider additional rooftop solar panels, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

In addition, to avoid and minimize impacts to documented on-site Species of Special Concern, and to comply with General Plan Policies 8.5.2 and 8.5.3, the DEIR should:

⁴ The Center is heartened to see that the DEIR commits to no cold storage at the facility. (DEIR at 4.7-29.) The City should also impose, as a condition of approval, that no cold storage can happen on site, less additional environmental review is required.

- Adopt night lighting that is shielded from the sky and Planning Area 3 – Open Space throughout the year (not just during breeding season).
- Use native drought tolerant plantings in all developed areas.
- Minimize impervious surfaces to allow for ground water recharge.

Because the DEIR improperly fails to consider these and other feasible mitigation measures, the City cannot make the requisite CEQA findings prior to approving the Project. The DEIR should be revised to include these and other measures to reduce, avoid, or minimize the Project’s admittedly significant impacts to air quality and be recirculated for public review and comment. As a reminder, should the City decide that one of the suggested mitigation measures is not feasible, it must explain in the record why it concluded that specific mitigation measure was not feasible, supported by substantial evidence. (*Los Angeles Unified Sch. Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1029.)

V. APPROVAL OF THIS PROJECT WOULD VIOLATE THE HOUSING CRISIS ACT.

The City of Beaumont, like many cities in Southern California, is suffering from an affordable housing crisis. Cities like Beaumont already struggle to identify suitable infill parcels for housing development. When cities do not prioritize quality, infill affordable housing, developers turn to sprawl development, which results in multi-hour commutes, damaged ecosystems, and dirty air.

Beaumont has built less than one-third of the affordable units its very low-, low-, and moderate-income households sorely need. (Beaumont 2022.) Because the City has failed to meet its affordable housing targets, the California Department of Housing and Community Development has identified Beaumont as an “affected city,” which subjects it to the requirements of the Housing Crisis Act. (HCD 2019.)

The Housing Crisis Act prohibits an affected city such as Beaumont from enacting a development policy or standard – including an amendment to a general or specific plan – that reduces the site’s residential development capacity. (Gov. Code, § 66300, subd. (b)(1)(A).) The General Plan presently designates the Project site as “Single Family Residential,” and the Sunny-Cal Specific Plan allows for the development of approximately 560 residential units on the Project site. (ES 1-6, DEIR 3-2.)

The Project would amend the City’s General Plan to change the property’s land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. (DEIR at 3-17.) It would similarly replace the existing Sunny-Cal Specific Plan designation for the property to allow for the development of approximately 2,707,465 square feet of mixed commercial, e-commerce, hotel, and office uses. (DEIR at 3-9.) These amendments eliminate the site’s residential capacity entirely, which is prohibited by the Housing Crisis Act. (Gov. Code, § 66300, subd. (b)(1)(A).)

The City is in desperate need of new affordable housing close to existing public services. The Project site is surrounded by residential neighborhoods, parks, an elementary, middle, and high school, and local businesses that serve the community. (See Exhibit 1.) The City should prioritize the well-being of its residents and explore options for equitable affordable housing on this site.

VI. CONCLUSION

Thank you for the opportunity to submit comments on the Draft Environmental Impact Report for the Beaumont Summit Station Project.

Given the possibility that the Center will be required to pursue legal remedies to ensure that the County complies with its legal obligations including those arising under CEQA, we would like to remind the County of its statutory duty to maintain and preserve all documents and communications that may constitute part of the “administrative record” of this proceeding. (§ 21167.6(e); *Golden Door Properties, LLC v. Superior Court* (2020) 53 Cal.App.5th 733, 762-65.) The administrative record encompasses any and all documents and communications that relate to any and all actions taken by the County with respect to the Project, and includes “pretty much everything that ever came near a proposed [project] or [] the agency’s compliance with CEQA” (*County of Orange v. Superior Court* (2003) 113 Cal.App.4th 1, 8.) The administrative record further includes all correspondence, emails, and text messages sent to or received by the County’s representatives or employees, that relate to the Project, including any correspondence, emails, and text messages sent between the County’s representatives or employees and the Applicant’s representatives or employees. Maintenance and preservation of the administrative record requires that, *inter alia*, the County (1) suspend all data destruction policies; and (2) preserve all relevant hardware unless an exact replica of each file is made.

The Center appreciates the opportunity to raise these concerns with the City. Please add the Center to your notice list for all future updates. If you have any questions about the Center’s concerns, please contact Hallie Kutak at the phone number or email listed below.

Sincerely,



Hallie Kutak

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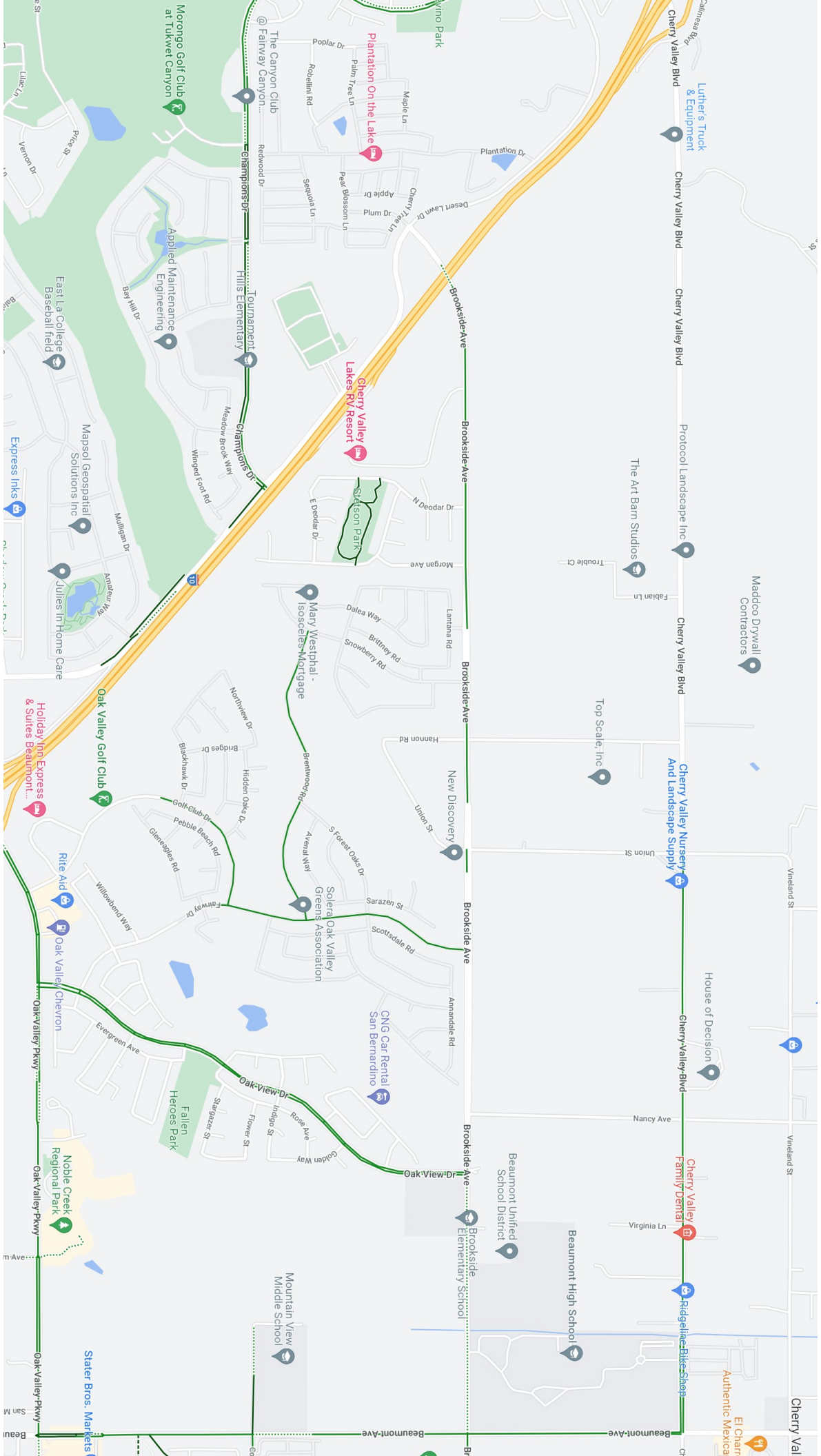
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Exhibit 1



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June 6, 2022

Christina Taylor, Community Development Director
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223

VIA EMAIL TO:
ctaylor@beaumontca.gov

Subject: Comments On Beaumont Summit Station Specific Plan EIR (SCH NO. 2021090378)

Dear Ms. Taylor,

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Beaumont Summit Station Specific Plan. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance (GSEJA). Also, GSEJA formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

1.0 Summary

The project proposes to replace the existing Sunny-Cal Specific Plan for the property with the proposed Beaumont Summit Station Specific Plan to allow for the development of approximately 2,707,465 square feet of mixed commercial, e-commerce, hotel, and office uses, as well as approximately 31 acres of passive open space. Planning Area 1 (Parcels 1, 2, and 3) is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

Total: 2,557,465 square feet of industrial space

The Project proposes to amend the existing General Plan designation from Single-Family Residential to Industrial for Parcels 1, 2, and 3 to allow for the proposed e-commerce/warehouse uses.

Planning Area 2 (Parcel 4) would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

The Project proposes to amend the existing General Plan designation from Single-Family Residential to General Commercial for Parcel 4 to allow for commercial uses. Planning Area 3 (Parcel 5) would remain as open space. The existing General Plan designation of Single Family Residential would be amended to Open Space.

The following discretionary actions are required for project approval:

1. General Plan Amendment No. PLAN2021-0656: The Project site is presently designated as “Single Family Residential” by the General Plan. A General Plan Amendment would change the property’s land use designation from Single Family Residential to Industrial, General Commercial, and Open Space.
2. Tentative Parcel Map No. PM2021-0009: The Specific Plan area is comprised of several parcels. The Project includes a Tentative Parcel Map (TPM) to create five legal development parcels and would dedicate the rights-of-way for utility easements, if required by the City.
3. Plot Plan/Site Plan (Plot Plan) No. PP2021-0388: Three separate Plot Plans for the Project, consisting of an e-commerce project with three proposed structures, parking, landscaping, drainage facilities, and new and driveways is proposed. A separate Plot Plan/Site Plan will be required for each building area within the Specific Plan.
4. Statutory Development Agreement: A statutory development agreement, authorized pursuant to California Government Code § 65864 et seq., may be processed concurrently with the approval of this Specific Plan. The development agreement would include, among other items, the term of entitlements and any provisions for off-site improvements if applicable.

Ministerial actions that follow the initial approvals include the following: Grading Plans/Permits, Improvement Plans, Final Map review and approval (City), recordation (County). Jurisdictional Permits (if required by agencies).

5. Specific Plan Adoption SP2021-0005: Adoption of the proposed Specific Plan is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes, and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City’s General Plan as amended.

2.0 Project Description

The EIR does not include a floor plan, detailed grading plan, building elevations, or detailed site plan for the warehouse development site. The basic components of a Planning Application include a detailed site plan, floor plan, grading plan, and elevations. The site plan provided in Exhibit 3.0-6: Conceptual Site Plan does not provide any detailed information such as the earthwork quantity notes, parking requirements, building heights, site coverage, or floor area ratio calculation. Additionally, Exhibit 3.0-12: Conceptual Grading Plan has been edited for public review. The exhibit does not include any meaningful information, such as the earthwork quantity notes. The exhibit features red lines on several areas but a legend that would describe the purpose of the red lines has been removed for public review. The edited version of the grading plan inserted for public review is meaningless and provides no useful information. The EIR has excluded the proposed floor plan, detailed grading plan, and detailed site plan from public review, which does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)). Incorporation by reference (CEQA § 15150 (f)) is not appropriate as the floor plan, detailed grading plan, building elevations, and detailed site plan contribute directly to analysis of the problem at hand. The EIR must be revised to include all application items for review, analysis, and comment by the public and decision makers.

The EIR does not include the proposed Beaumont Summit Station Specific Plan (BSS SP) document as an attachment for public review. The BSS SP would include permitted uses and development standards such as maximum height, floor area ratio, parking requirements, and other items that contribute directly to the analysis of environmental impacts. Incorporation by reference (CEQA § 15150 (f)) is not appropriate as the BSS SP contributes directly to analysis of the problem at hand. The EIR must be revised and recirculated to include the BSS SP document for public review in order to comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)).

Additionally, Table 4-1, Cumulative Projects is not useful to the public and decision makers. There is no map depicting the location of the cumulative projects listed. The table also excludes Portrero Logistics Center from its analysis. The EIR must be revised to include Portrero Logistics Center in its cumulative analysis. The table does not provide any meaningful identifying information regarding several of the projects listed. For example, approximately 16 of the projects are identified solely by their TAZ ID, which is useless for the public. The EIR must be revised to include pertinent identifying information about each project, including the entitlement number, address, and project name.

4.2 Air Quality, 4.5 Energy, and 4.7 Greenhouse Gas Emissions

Please refer to attachments from SWAPE for a complete technical commentary and analysis.

The EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 4.0¹, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability. The proposed project's census tract (6065043811) and surrounding community, including residences immediately adjacent to the eastern property line of the project site, bears the impact of multiple sources of pollution and is more polluted than average on several pollution indicators measured by CalEnviroScreen. For example, the project census tract ranks in the 99th percentile for ozone burden, the 65th percentile for traffic impacts, and the 44th percentile for PM 2.5 burden. All of these environmental factors are typically attributed to heavy truck activity in the area. The census tract also ranks in the 53rd percentile for solid waste facility impacts, which can expose people to hazardous chemicals, release toxic gases into the air (even after these facilities are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations².

Further, the census tract is a diverse community including 21% Hispanic, 4% African-American, and 2% Asian-American residents, which are especially vulnerable to the impacts of pollution. The community is also economically disadvantaged. The community experiences high rates of unemployment (69th percentile), and poverty (46th percentile), which is an indication that they may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 76th percentile for incidence of cardiovascular disease and 45th percentile for incidence of asthma.

The State of California lists three approved energy compliance modeling softwares³ for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. CalEEMod is not listed as an approved software. The spreadsheet-based modeling energy calculations in Appendix F do not comply with the 2019 Building Energy Efficiency Standards and under reports the project's potentially significant GHG and Energy impacts to the public and decision makers. Since the EIR did not accurately or adequately model the energy impacts in compliance with Title 24, a finding

¹ CalEnviroScreen 4.0 <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

² OEHHA Solid Waste Facilities <https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities>

³ 2019 Building Energy Efficiency Standards Approved Computer Compliance Programs, California Energy Commission. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency-2>

of significance must be made. A revised EIR with modeling in one of the approved software types must be circulated for public review in order to adequately analyze the project's potentially significant environmental impacts. This is vital as the EIR utilizes CalEEMod as a source in its methodology and analysis, which is clearly not one of the approved softwares.

Table 4.7-8: Regional Transportation Plan/Sustainable Communities Strategy Consistency finds that the project is consistent with all goals of Connect SoCal, resulting in less than significant impacts. However, the consistency analysis in the EIR is misleading to the public and decision makers. The project results in several significant and unavoidable cumulatively considerable impacts, including Air Quality (cumulatively considerable), Greenhouse Gas Emissions (cumulatively considerable), Noise (cumulatively considerable), and Transportation/VMT (cumulatively considerable). The EIR finds the project is consistent with Goal 2: "Improve mobility, accessibility, reliability, and travel safety for people and goods," because "the Project is located near existing transit routes on I-10." However, as noted in this comment letter and in the EIR itself, the project will impede the SCAG region's ability to improve mobility, accessibility, reliability, and travel safety for people and goods because it will result in significant and unavoidable cumulatively considerable impacts to Transportation/VMT.

The EIR finds that Goal 3: "Enhance the preservation, security, and resilience of the regional transportation system," is not applicable to the proposed project because it "is not a transportation improvement project." However, as noted in this comment letter and in the EIR itself, the project will impede the SCAG region's ability to enhance the preservation, security, and resilience of the regional transportation system because it will result in significant and unavoidable cumulatively considerable impacts to Transportation/VMT.

The EIR finds that Goal 7: "Adapt to a changing climate and support an integrated regional development pattern and transportation network," is not applicable to the proposed project because it "is not a project-specific policy." However, the Goals of Connect SoCal are applicable to all projects proposed throughout the SCAG region. Due to errors in modeling and modeling without supporting evidence, as noted throughout this comment letter, and the EIR's determination that the project will have significant and unavoidable cumulatively considerable impacts to Air Quality, Greenhouse Gas Emissions, and Transportation/VMT, the proposed project is directly inconsistent with Goal 7 to adapt to a changing climate.

The EIR finds that Goal 10: "Promote conservation of natural and agricultural lands and restoration of habitats," are not applicable to the proposed project," is not applicable to the proposed project because "This Project is located on previously disturbed land and is not located on agricultural lands." However, Section 7 of the EIR states that the project is located on land that is identified as Farmland of Local Importance. Omitting this information in the RTP/SCS Connect SoCal analysis renders the EIR internally inconsistent. The EIR must be revised to include this

information for analysis in order to be internally consistent and an adequate informational document.

The EIR finds the project is consistent with Goal 5: “Reduce greenhouse gas emissions and improve air quality,” because “the Project is located within an urban area in proximity to existing truck routes and freeways. Location of the project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.” However, as noted in this comment letter and in the EIR itself, the project will impede the ability of the SCAG region to reduce greenhouse gas emissions and improve air quality because it results in significant and unavoidable cumulatively considerable impacts to both Air Quality and Greenhouse Gas Emissions. Omitting this information from the RTP/SCS consistency analysis is intentionally erroneous and misleading to the public and decision makers. The project’s location in a generally urbanized area and proximity to the freeway have not proven to be effective in reducing the project’s Air Quality and Greenhouse Gas Emissions. The EIR must be revised to include this information for analysis and include a finding of significance due to these inconsistencies.

The EIR finds the project is consistent with Goal 6: “Support healthy and equitable communities” because “the Project does not exceed localized thresholds.” However, the project results in several significant and unavoidable cumulatively considerable impacts, including Air Quality (cumulatively considerable), Greenhouse Gas Emissions (cumulatively considerable), Noise (cumulatively considerable), and Transportation/VMT (cumulatively considerable). This information must be included for analysis and a finding of significance must be made.

4.10 Land Use and Planning

The EIR does not provide any meaningful analysis of the proposed project’s conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There is no consistency analysis with the goals and policies of the City’s General Plan. Despite a complete lack of consistency analysis, the EIR concludes that the project is consistent with the City’s General Plan because:

“As such, the Project would be consistent with the City’s Zoning Ordinance and Zoning Map; therefore, it would be consistent with all goals, policies, within the Beaumont GP. As such, inconsistency with City land use plans and regulations and the creation of environmental effects from Project implementation would be less than significant.”

The EIR’s conclusion is nonsensical and unsupported by meaningful evidence. The EIR relies upon consistency with the Zoning Ordinance and Zoning Map to determine consistency with all goals and policies of the General Plan. The project as proposed is not consistent with the Zoning Ordinance or Zoning Map and requires adoption of a new Specific Plan as the Zoning designation

and a General Plan Amendment to proceed. Relying upon approval of the requested GPA/SPA to determine there will be no environmental impacts circumvents the required process of CEQA analysis. Significant and unavoidable impacts to Air Quality (cumulatively considerable), Noise (cumulatively considerable), Greenhouse Gas Emissions (cumulatively considerable, and Transportation/VMT (cumulatively considerable) will occur as a result of the GPA/SPA, and this is not presented for discussion or analysis in this section. The EIR is inadequate as an informational document and must be revised, including a finding of significance due to these inconsistencies.

The EIR has not completed a consistency analysis of the proposed project and General Plan goals and policies. The EIR provides no discussion of the project's required General Plan Amendment and change in Zoning designation from Sunny-Cal SP to Beaumont Summit Station SP. This does not comply with CEQA's requirements for meaningful disclosure and does not present an adequate environmental analysis. A revised EIR must be prepared with a consistency analysis with all General Plan policies goals and policies, including the following items that the project has significant potential for direct inconsistency:

1. Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.
2. Policy 3.3.1 Support the development of new housing opportunities, as defined by the Land Use Plan contained in this Element.
3. Policy 3.3.9 Ensure new development projects and infill construction are of a compatible scale in existing neighborhoods and provide adequate transitions to adjacent residential properties.
4. Policy 3.4.5 Focus economic development efforts on attracting high paying jobs to the City.
5. 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.
6. Policy 3.8.4 Prioritize access to health-promoting uses in new development, including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, community space and gardens.
7. Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.
8. Policy 3.10.2 Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.
9. Policy 4.1.1 Reduce vehicular congestion on auto-priority streets to the greatest extent possible. Policy 4.1.2 Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.
10. 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.
11. Goal 4.6: An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.
12. Policy 4.6.2 Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.

13. Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.
14. Goal 6.1: A City that improves the overall health and welfare of its residents.
15. Policy 6.4.1 Ensure convenient access to affordable, fresh produce and healthy foods in all neighborhoods, including grocery stores, farmers' markets, and community gardens, particularly in communities with low incomes and low access.
16. Policy 6.4.3 Limit fast food and liquor stores in neighborhoods with a significant concentration of stores (e.g., multiple stores on the same block or intersection) and child-sensitive areas, such as schools, parks, and childcare facilities.
17. Policy 6.5.5 Promote development of a variety of housing types that meet the needs of residents of all income levels. This policy is implemented through the Land Use and Community Design Element.
18. Policy 6.5.8 Encourage health-promoting uses in new development, including neighborhood markets, grocery stores, pharmacies, parks, gyms, and community gardens.
19. Goal 6.7: A City that safely and systemically addresses toxics, legacy pollutants, and hazardous materials.
20. Policy 6.7.5 Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.

Further, the EIR omits discussion and analysis regarding the project's inconsistency with other land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. For example, the project will have a significant and unavoidable cumulatively considerable impact to Air Quality because it will conflict with or obstruct implementation of the applicable air quality plan (AQMP). The project will also have a significant and unavoidable cumulatively considerable impact to Greenhouse Gas Emissions because it will conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. The Land Use and Planning analysis omits any discussion regarding inconsistencies with the AQMP and California's statewide GHG reduction goals for 2030 and 2050. The EIR must be revised to include these significant and unavoidable cumulatively considerable impacts for analysis and include a finding of significance.

Table 4.10-2: Project Compatibility with SCAG 2020-2024 RTP/SCS erroneously finds complete consistency with SCAG's Connect SoCal RTP/SCS document. The project requires a change in General Plan land use designation to proceed, which indicates that it is not consistent with the analysis provided in Connect SoCal. Due to errors in modeling as noted throughout this comment letter and the EIR's determination that the project will significant and unavoidable cumulatively considerable impacts to Air Quality, Noise, Transportation/VMT, and Greenhouse Gas Emissions, the proposed project is directly inconsistent with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. The EIR must be revised to update the finding of significance to include inconsistency with SCAG's Connect SoCal RTP/SCS.

4.12 Population and Housing

SCAG adopted 2045 growth projections as part of the 2020 RTP/SCS (Connect SoCal) on September 3, 2020. SCAG's Connect SoCal Demographics and Growth Forecast⁴ notes that Beaumont will add 6,600 jobs between 2016 - 2045. Utilizing the EIR's calculation of 4,010 employees, the project represents 60% of Beaumont's employment growth from 2016 - 2045. SCAG's Growth Forecast notes that Beaumont's population will increase by 34,700 residents between 2016 - 2045. Utilizing the EIR's calculation of 4,010 employees, the project represents 11.5% of Beaumont's population growth from 2016 - 2045. A single project accounting for 60% of the projected employment growth and 11.5% of the projected population growth within Beaumont over 29 years represents a significant amount of growth.

The EIR must be revised to include this analysis, and also provide a cumulative analysis discussion of projects approved since 2016 and projects "in the pipeline" to determine if the project will exceed SCAG's employment and/or population growth forecast. For example, the Portrero Logistics Center is estimated to generate approximately 771 employees. The proposed project and Potrero Logistics Center will cumulatively generate 4,780 employees, which is 72% of the projected employment growth and 13.7% of the projected population. This is a significant amount of growth and is generated by only two projects that are currently under review. A revised EIR must be prepared to quantify all employees generated by all other non-residential projects approved since 2016 and projects "in the pipeline" in order to present an accurate and adequate analysis of the proposed project's impacts to population and housing.

The EIR states that "although the Project would generate approximately half of SCAG's forecasted employment for the City, the forecasted increase in Project employment is well within the City's total future employment of 19,910 by 2045 and well within the County's forecasted employment of 1,103,000 by 2045." The EIR creates the "City's total future employment of 19,910 by 2045" in Table 4.12-7: Projected Jobs-Housing Balance (with Project) by adding together SCAG's forecasted employment growth with the 4,010 jobs generated by the proposed project. This is misleading to the public and decision makers. The EIR must be revised to delete this table and analysis. The EIR has attempted to justify the exorbitant growth (that exceeds all growth forecasts) generated by the project by "building in" the project's jobs into a new horizon year scenario. A finding of significance must be made, both at the project-level and cumulatively.

Further, the EIR states that "all growth is planned according to the Beaumont GP 2040 and SCAG Connect SoCal." This is erroneous and misleading to the public and decision makers because the

⁴ SCAG Connect SoCal Demographics and Growth Forecast adopted September 3, 2020
https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579

project requires approval of a General Plan Amendment and new Specific Plan in order to proceed. This statement must be removed in the revised EIR and include finding of significance due to inconsistency with the General Plan growth forecast and Connect SoCal growth forecast.

The EIR utilizes uncertain language by stating that, “*most* of the City’s residents commute to other cities for work. Thus, the Project’s related employment growth impacts are not *anticipated* to be significant since the City is housing-rich and would be adequately served by the *regional* and local workforce.” The EIR does not provide specific information regarding the percentage of residents that commute to other cities for work. Additionally, relying upon the regional workforce of the greater SCAG region will increase VMT and air quality/greenhouse gas emissions, and a revised EIR must be prepared to reflect this. The revised EIR must also include information and analysis regarding the number of construction jobs generated by the project and their potential to relocate to the City.

Further, the EIR does not address the Housing Crisis Act (HCA) of 2019/Senate Bill (SB) 330⁵. The HCA of 2019 and SB 330 require replacement housing sites when land designated for housing development is changed to a non-housing use to ensure no net loss of housing capacity. Government Code Section 66300(b)(1)(A) requires that agencies shall not “change the general plan land use designation, specific plan land use designation, or zoning to a less intensive use below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018.” Under Government Code Section 66300(b)(1)(A), a “less intensive use” includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, or new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or anything that would lessen the intensity of housing. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided at the time of project approval.

This is applicable because the proposed project would change the site’s General Plan land use designation from Single Family Residential to non-residential designations: Industrial, General Commercial, and Open Space. Additionally, the proposed project would change the site’s existing Zoning designation of Sunny-Cal Specific Plan to Beaumont Summit Station Specific Plan. The Sunny-Cal Specific Plan permits the development of up to 560 residential dwelling units. The proposed project permits the development of 0 dwelling units. Due to these land use changes, the site would not be used for the development of residential dwelling units and replacement sites must be proposed and analyzed as part of the project. The EIR does not act in conformance with these laws and has not identified replacement sites for housing. Approval of the EIR and the proposed project will result in a net loss of housing capacity. Specifically, the Sunny-Cal Specific

⁵ Housing Crisis Act of 2019/SB 330

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330

Plan permits the development of up to 560 residential dwelling units. The lost capacity of 560 dwelling units is a significant environmental impact in violation of the HCA and SB 330; a finding of significance must be made. The EIR must be revised to include replacement sites for housing which accommodate at minimum 560 residential dwelling units and all related technical analysis.

4.15 Transportation and Traffic

The EIR chooses to model the project as a high-cube transload short-term warehouse (ITE land use code 154) because the ITE defines this type of warehouse as the lowest trip generation per 1,000 sf of all industrial land uses (0.10 trips per 1,000 sf)⁶. Modeling the proposed project as high-cube transload short-term warehouse serves to skew analysis downward and present unduly low emissions estimates and VMT. The Project Description and Site plan includes operational and characteristic information about the project that indicate it is likely to be used as a fulfillment center based on SCAQMD's High-Cube Warehouse Vehicle Trip Generation Analysis⁷. The proposed project encompasses more characteristics of a fulfillment center which generate higher emissions and VMT due to increased quantity of trips. This includes a very high ratio of loading dock doors to trailer parking spaces (425 dock doors and 918 trailer stalls exceeds a 2:1 ratio across all 3 buildings) and high ratio of employee parking (1,482 passenger car stalls serving 2,557,465 square feet of warehousing = 1 stall per 1,725 square feet of building area). The EIR must be revised to model the project accurately as ITE Land Use 155 High-cube Fulfillment Center Warehouse in accordance with the building characteristics as shown in order for the EIR to be a reliable informational document.

The VMT appendix reference the Governor's Office of Planning and Research (OPR) 2018 Technical Advisory⁸ document in order to remove medium and heavy-duty truck trips from VMT analysis. However, the EIR does not provide a statutory source of exemption for medium/heavy trucks and/or freight. OPR's 2018 Technical Advisory document states that "here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks." However, the purpose of the OPR Technical Advisory document is purely advisory, stating in its introduction:

"The purpose of this document is to provide advice and recommendations, which agencies and other entities may use at their discretion. This document does not alter lead agency discretion in

⁶ Institute of Transportation Engineers Common Trip Generation Rates (PM Peak Hour)
https://www.troutdaleoregon.gov/sites/default/files/fileattachments/public_works/page/966/ite_land_use_list_10th_edition.pdf

⁷ SCAQMD High-Cube Warehouse Vehicle Trip Generation Analysis
<https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498>

⁸ Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA https://opr.ca.gov/ceqa/docs/20190122-743_Technical_Advisory.pdf

preparing environmental documents subject to CEQA. This document should not be construed as legal advice.”

The OPR document is not a legal interpretation, court decision, or amendment to the CEQA statute that clarifies the definition of automobile. The term “automobile” is not defined in the CEQA statute and application of the OPR interpretation is speculative and does not provide an analysis of the “worst-case scenario” for environmental impacts. Widespread public understanding and perception indicates that trucks, including medium/heavy-duty trucks and freight trips associated with the industrial nature of warehouse operations, are automobiles. A revised EIR must be prepared to remove this misleading information and include all truck/freight activity for quantified VMT analysis. The operational nature of industrial/warehouse uses involves high rates of truck/trailer/freight VMT due to traveling from large regional distribution centers to smaller industrial parks and then to their final delivery destinations. The project’s truck/trailer/freight activity is unable to utilize public transit or active transportation and it is misleading to the public and decision makers to exclude this activity from VMT analysis. A revised EIR must be prepared to reflect a quantified VMT analysis that includes all truck/trailer/freight activity to adequately and accurately analyze the potentially significant project transportation impacts.

5.0 Other CEQA Considerations

5.3 Growth Inducing Impacts of the Project

The EIR does not discuss or analyze the project’s proposed General Plan Amendment, Zone Change, or adoption of a new Specific Plan anywhere in this section. This is misleading to the public and decision makers. The EIR must be revised to include the required GPA, SPA, and ZC for discussion and analysis and include a finding of significance as the project will contribute to growth that was not included as part of growth forecasts in Connect SoCal and/or the General Plan. The EIR must also include discussion for the precedence setting action that approval of the GPA, SPA, and ZC set for future land use changes in the area.

The EIR must also include a cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. For example, recent industrial projects within the City including the Portrero Logistics Center is estimated to generate approximately 771 employees. Cumulatively, the proposed project plus Potrero Logistics Center will generate 4,780 employees, which is 72% of the projected employment growth and 13.7% of the projected population growth from 2016 - 2045.

Further, the EIR is grossly erroneous and misleading to the public and decision makers in stating that “No cumulative impacts were discovered during the analysis of the Project.” The EIR must be revised to remove this statement and discuss and analyze that implementation of the project will

Christina Taylor

June 6, 2022

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Item 2.

result in significant and unavoidable environmental impacts to Air Quality (cumulatively considerable), Greenhouse Gas Emissions (cumulatively considerable), Noise (cumulatively considerable), and Transportation/VMT (cumulatively considerable). Project implementation will result in growth that does not comply with the AQMP, California's GHG reduction goals, SCAG'S RTP/SCS, and will have additional environmental impacts that cannot be mitigated. These significant and irreversible environmental changes which caused by the project necessitate a finding of significance in this section.

6.0 Alternatives

The EIR is required to evaluate a reasonable range of alternatives to the proposed project which will avoid or substantially lessen any of the significant effects of the project (CEQA § 15126.6.) The alternatives chosen for analysis include "No Project/Existing Specific Plan" and "Reduced Building Intensity." The EIR does not evaluate a reasonable range of alternatives as only two alternatives are analyzed. The EIR does not include an alternative that meets the project objectives and also eliminates all of the project's significant and unavoidable impacts. The EIR must be revised to include analysis of a reasonable range of alternatives and foster informed decision making (CEQA § 15126.6). This could include alternatives such as development of the site with a project that reduces all of the proposed project's significant and unavoidable impacts to less than significant levels.

Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed and a revised EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Sincerely,



Gary Ho
Blum Collins & Ho, LLP

Attachments:

1. SWAPE Analysis



Technical Consultation, Data Analysis and
Litigation Support for the Environment

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June 3, 2022

Gary Ho
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Subject: Comments on the Beaumont Summit Station Specific Plan Project (SCH No. 2021090378)

Dear Mr. Ho,

We have reviewed the April 2022 Draft Environmental Impact Report (“DEIR”) for the Beaumont Summit Station Specific Plan Project (“Project”) located in the City of Beaumont (“City”). The Project proposes to construct a 2,507,465-square-foot (“SF”) E-Commerce center, 50,000-SF of office space, 100,000-SF of hotel space, 25,000-SF of retail space, and 25,000-SF of restaurant space on the 188-acre site.

Our review concludes that the DEIR fails to adequately evaluate the Project’s air quality and greenhouse gas impacts. As a result, emissions impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An updated EIR should be prepared to adequately assess and mitigate the potential air quality and greenhouse gas impacts that the project may have on the environment.

Air Quality

Failure to Implement All Feasible Mitigation to Reduce Emissions

The DEIR concludes that the Project’s overlapping emissions, which account for emissions from Phase 1 operation and Phase 2 construction, and buildout emissions would be significant-and-unavoidable. Specifically, the DEIR concludes that the ROG and NO_x emissions associated with the Project’s overlapping emissions would exceed the applicable South Coast Air Quality Management District (“SCAQMD”) thresholds of 55 pounds per day (“lbs/day”) (see excerpt below) (p. 4.2-34, Table 4.2-13).

Table 4.2-13: Project Overlapping Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Unmitigated Emissions						
Phase 1 Operations ¹	78.53	151.75	290.58	1.05	49.01	16.48
Phase 2 Construction ²	75.38	27.98	26.93	0.06	8.94	4.99
Total Unmitigated Overlapping Emissions	153.91	179.73	317.51	1.11	57.95	21.47
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No
Mitigated Emissions						
Phase 1 Operations ³	64.18	80.67	138.02	0.83	43.46	12.41
Phase 2 Construction ²	7.67	5.68	26.93	0.06	7.91	4.05
Total Mitigated Overlapping Emissions	71.85	86.35	164.95	0.89	51.37	16.46
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No
1. Refer to Table 11 (Unmitigated Phase 1 Operation Emissions). 2. Refer to Table 10 (Phase 2 Construction-Related Emissions). Note that Phase 2 construction would occur in 2026 and 2027. This table provides the maximum daily emissions from each year. 3. Refer to Table 12 (Mitigated Phase 1 Operational Emissions). Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						

Furthermore, the DEIR concludes that the operational ROG and NO_x emissions associated with Project buildout would also exceed the applicable SCAQMD thresholds of 55 lbs/day (see excerpt below) (p. 4.2-35, Table 4.2-14).

Table 4.2-14: Project Buildout Mitigated Operational Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Area Source Emissions	55.29	0.02	0.33	0.00	0.01	0.01
Energy Emissions	0.47	4.36	3.66	0.03	0.33	0.33
Mobile Emissions	32.48	93.99	335.28	3.43	96.84	30.07
Off-Road Emissions	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators	5.06	14.14	12.90	0.02	0.74	0.74
Total Emissions	93.27	112.51	352.17	3.48	97.92	31.15
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						

As a result, the DEIR concludes that the impacts associated with Project construction and operation during overlapping phases, as well as full Project buildout, would be significant-and-unavoidable (p. 4.2-35). However, while we agree that the Project’s criteria air pollutant emissions would result in a

significant air quality impact, the DEIR's conclusion that these impacts are "significant and unavoidable" is incorrect. According to CEQA Guidelines § 15096(g)(2):

"When an EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment."

As stated above, an impact can only be labeled as significant and unavoidable after all available, feasible mitigation is considered. Here, while the DEIR includes Mitigation Measure ("MM") AQ-1 through AQ-6, Project Design Feature ("PDF") AQ-1 through AQ-18, and Standard Conditions ("SC") AQ-1 through AQ-11, the DEIR fails to implement *all* feasible mitigation (p. 1-10 – 1-14; 3-4 – 3-7; 4.2-37 – 4.2-38). Therefore, the DEIR's conclusion that the Project's air quality impacts are significant-and-unavoidable is unsubstantiated. To reduce the Project's air quality impacts to the maximum extent possible, additional feasible mitigation measures should be incorporated, such as those suggested in the section of this letter titled "Feasible Mitigation Measures Available to Reduce Emissions." Thus, the Project should not be approved until an updated EIR is prepared, incorporating all feasible mitigation to reduce emissions to less-than-significant levels.

Failure to Include PDFs as Mitigation Measures

The DEIR concludes that the Project would have significant overlapping and operational air quality impacts after the incorporation of PDFs and mitigation. Specifically, the DEIR indicates "numerous PDFs and mitigation measures have been included to reduce emissions to the maximum extent feasible," including PDF AQ-1 through PDF AQ-18 (p. 4.2-35; p. 4.2-22 – 4.2-24). For example, the DEIR incorporates PDF AQ-2, which states:

"All Phase 1 outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment. The building manager or their designee shall be responsible for enforcing these requirements. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage" (p. 4.2-22).

As demonstrated above, PDF AQ-2 requires the building manager or their designee to require electric cargo handling equipment and associated charging stations. Furthermore, the DEIR incorporates PDF AQ-4, which states:

"All heavy-duty vehicles registered in California entering or operated on the Phase 1 project site shall be model year 2010 or later. This requirement shall be included as part of tenant's agreement with third-party carriers. Tenants shall maintain records on its fleet equipment and ensure that all heavy-duty trucks accessing the project site Phase 1 use year 2010 or newer engines. The records shall be maintained onsite and be made available for inspection by the City. Encouraging the use of model year 2010 or newer trucks and other efficiency measures

could incentivize near zero emission (NZE) or zero emission (ZE) truck visits, which would facilitate compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule).

As demonstrated above, all heavy-duty vehicles during operation of Phase 1 should be model year 2010 or later. However, the Project's air quality analysis is inadequate, as the DEIR should have incorporated all PDFs, as described in the DEIR, as formal mitigation measures (p. 4.2-22 – 4.2-24). According to the Association of Environmental Professionals ("AEP") *CEQA Portal Topic Paper* on mitigation measures:

"While not "mitigation", a good practice is to include those project design feature(s) that address environmental impacts in the mitigation monitoring and reporting program (MMRP). Often the MMRP is all that accompanies building and construction plans through the permit process. If the design features are not listed as important to addressing an environmental impact, it is easy for someone not involved in the original environmental process to approve a change to the project that could eliminate one or more of the design features without understanding the resulting environmental impact."¹

As you can see in the excerpt above, PDFs that are not formally included as mitigation measures may be eliminated from the Project's design altogether. Thus, as the PDFs described in the DEIR are not formally included as mitigation measures, we cannot guarantee that they would be implemented, monitored, and enforced on the Project site. As a result, until the PDFs are included as mitigation measures, the DEIR's air quality analysis should not be relied upon to determine Project significance.

Disproportionate Health Risk Impacts of Warehouses on Surrounding Communities

Upon review of the DEIR, we have determined that the development of the proposed Project would result in disproportionate health risk impacts on community members living, working, and going to school within the immediate area of the Project site. According to the SCAQMD:

"Those living within a half mile of warehouses are more likely to include communities of color, have health impacts such as higher rates of asthma and heart attacks, and a greater environmental burden."²

In particular, the SCAQMD found that more than 2.4 million people live within a half mile radius of at least one warehouse, and that those areas not only experience increased rates of asthma and heart attacks, but are also disproportionately Black and Latino communities below the poverty line.³ Another study similarly indicates that "neighborhoods with lower household income levels and higher percentages of minorities are expected to have higher probabilities of containing warehousing

¹ "CEQA Portal Topic Paper Mitigation Measures." AEP, February 2020, *available at*: <https://ceqaportal.org/tp/CEQA%20Mitigation%202020.pdf>, p. 6.

² "South Coast AQMD Governing Board Adopts Warehouse Indirect Source Rule." SCAQMD, May 2021, *available at*: <http://www.aqmd.gov/docs/default-source/news-archive/2021/board-adopts-waisr-may7-2021.pdf?sfvrsn=9>.

³ "Southern California warehouse boom a huge source of pollution. Regulators are fighting back." Los Angeles Times, May 2021, *available at*: <https://www.latimes.com/california/story/2021-05-05/air-quality-officials-target-warehouses-bid-to-curb-health-damaging-truck-pollution>.

facilities.”⁴ Additionally, a report authored by the Inland Empire-based People’s Collective for Environmental Justice and University of Redlands states:

“As the warehouse and logistics industry continues to grow and net exponential profits at record rates, more warehouse projects are being approved and constructed in low-income communities of color and serving as a massive source of pollution by attracting thousands of polluting truck trips daily. Diesel trucks emit dangerous levels of nitrogen oxide and particulate matter that cause devastating health impacts including asthma, chronic obstructive pulmonary disease (COPD), cancer, and premature death. As a result, physicians consider these pollution-burdened areas ‘diesel death zones.’”⁵

It is evident that the continued development of industrial warehouses within these communities poses a significant environmental justice challenge. However, the acceleration of warehouse development is only increasing despite the consequences on public health. The Inland Empire alone is adding 10 to 25 million SF of new industrial space each year.⁶

Riverside County, the setting of the proposed Project, has long borne a disproportionately high pollution burden compared to the rest of California. In April 2022, the American Lung Association ranked San Bernadino and Riverside Counties as the worst for ozone pollution in the nation.⁷ Riverside County specifically has seen the second highest recorded Air Quality Index (“AQI”) values for ground-level ozone in the state.⁸ The U.S. Environmental Protection Agency (“EPA”) indicates that ozone, the main ingredient in “smog,” can cause several health problems, which includes aggravating lung diseases and increasing the frequency of asthma attacks. The U.S. EPA states:

“Children are at greatest risk from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure. Children are also more likely than adults to have asthma.”⁹

Furthermore, regarding the increased sensitivity of early-life exposures to inhaled pollutants, the California Air Resources Board (“CARB”) states:

⁴ “Location of warehouses and environmental justice: Evidence from four metros in California.” MetroFreight Center of Excellence, January 2018, *available at*: https://www.metrotrans.org/assets/research/MF%201.1g_Location%20of%20warehouses%20and%20environmental%20justice_Final%20Report_021618.pdf, p. 21.

⁵ “Warehouses, Pollution, and Social Disparities: An analytical view of the logistics industry’s impacts on environmental justice communities across Southern California.” People’s Collective for Environmental Justice, April 2021, *available at*: https://earthjustice.org/sites/default/files/files/warehouse_research_report_4.15.2021.pdf, p. 4.

⁶ “2020 North America Industrial Big Box Review & Outlook.” CBRE, 2020, *available at*: <https://www.cbre.com/-/media/project/cbre/shared-site/insights/local-responses/industrial-big-box-report-inland-empire/local-response-2020-ibb-inland-empire-overview.pdf>, p. 2.

⁷ “State of the Air 2022.” American Lung Association

⁸ “High Ozone Days.” American Lung Association, 2022, *available at*: <https://www.lung.org/research/sota/city-rankings/states/california>.

⁹ “Health Effects of Ozone Pollution.” U.S. EPA, May 2021, *available at*: <https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution>.

“Children are often at greater risk from inhaled pollutants, due to the following reasons:

- Children have unique activity patterns and behavior. For example, they crawl and play on the ground, amidst dirt and dust that may carry a wide variety of toxicants. They often put their hands, toys, and other items into their mouths, ingesting harmful substances. Compared to adults, children typically spend more time outdoors and are more physically active. Time outdoors coupled with faster breathing during exercise increases children’s relative exposure to air pollution.
- Children are physiologically unique. Relative to body size, children eat, breathe, and drink more than adults, and their natural biological defenses are less developed. The protective barrier surrounding the brain is not fully developed, and children’s nasal passages aren’t as effective at filtering out pollutants. Developing lungs, immune, and metabolic systems are also at risk.
- Children are particularly susceptible during development. Environmental exposures during fetal development, the first few years of life, and puberty have the greatest potential to influence later growth and development.”¹⁰

A Stanford-led study also reveals that children exposed to high levels of air pollution are more susceptible to respiratory and cardiovascular diseases in adulthood.¹¹ Thus, given children’s higher propensity to succumb to the negative health impacts of air pollutants, and as warehouses release more smog-forming pollution than any other sector, it is necessary to evaluate the specific health risk that warehouses pose to children in the nearby community.

Regarding the proposed Project itself, the DEIR indicates that the Project is located near multiple sensitive receptors (see excerpt below) (p. 4.2-5, Table 4.2-3).

Table 4.2-3: Sensitive Receptors

Receptor Description	Distance and Direction from the Project
Single-family Residences	Adjacent to the east
Single-family Residences	165 feet to the south
Single-family Residences	530 feet to the southeast
Single-family Residences	740 feet to the west

Source: Google Earth

As demonstrated above, several residences are located within the Project’s vicinity. An updated EIR should be prepared to evaluate the disproportionate impacts of the proposed warehouse on the community adjacent to the Project, including an analysis of the impact on children and people of color who live and attend school in the surrounding area. Finally, in order to evaluate the cumulative air

¹⁰ “Children and Air Pollution.” California Air Resources Board (CARB), available at: <https://ww2.arb.ca.gov/resources/documents/children-and-air-pollution>.

¹¹ “Air pollution puts children at higher risk of disease in adulthood, according to Stanford researchers and others.” Stanford, February 2021, available at: <https://news.stanford.edu/2021/02/22/air-pollution-impacts-childrens-health/>.

quality impact from the several warehouse projects proposed or built in a one-mile radius of the Project site, the updated EIR should prepare a cumulative health risk assessment (“HRA”) to quantify the adverse health outcome from the effects of exposure to multiple warehouses in the immediate area.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The DEIR concludes that Project buildout would result in net annual greenhouse gas (“GHG”) emissions of 25,107 metric tons of carbon dioxide equivalents per year (“MT CO₂e/year”), would exceed the City’s significance threshold of 3,000 MT CO₂e/year (see excerpt below) (p. 4.7-38, Table 4.7-5).

Table 4.7-5: Project Buildout Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year		
	Unmitigated	Mitigated	Mitigated 2040 ⁸
Area and Indirect Sources			
Construction Amortized Over 30 Years	295	295	295
Area Source ¹	0.14	0.08	0.08
Energy ²	2,796	2,440	1,149
Off-road (Forklifts and Yard Trucks) ³	3,649	848	848
Emergency Backup Generator	59	59	59
Waste	1,432	358	358
Water and Wastewater ⁴	182	182	56
Solar PV ⁵	N/A	-2,417	-2,417
Subtotal	8,413	1,765	348
Mobile Sources³			
Trucks, Employees, Delivery, and Retail Customers ⁶	23,813	23,441	17,913
30 Zero Emission Vehicles ⁷	N/A	-99	-78
Subtotal	23,813	23,342	17,835
Total	32,226	25,107	18,183
<i>Beaumont GHG Threshold</i>	<i>3,000</i>	<i>3,000</i>	<i>3,000</i>
Exceeds Threshold?	Yes	Yes	Yes
1. Mitigation Measure GHG-4 requires electric landscaping equipment, which would reduce area source emissions. 2. Mitigation Measure GHG-2 requires buildings to meet or exceed CALGreen Tier 2 standards. 3. PDF AQ-2 requires cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) to be powered by electricity. Unmitigated emissions from diesel equipment are disclosed for informational purposes. 4. Water consumption is based on the Project’s Water Supply Assessment. 5. Mitigation Measure GHG-1 requires the installation of photovoltaic solar panels to offset energy emissions. 6. Mitigation Measure AQ-3 (refer to the Project’s Air Quality Assessment) requires implementation of a TDM program. 7. The Project would provide a grant program for the purchase of 30 electric passenger cars for on-site employees per PDF AQ-16. Note that these emissions reductions have been included for informational purposes and are not considered as part of the significance determination. 8. 2040 emissions are provided for informational purposes only. Emissions decrease in future years due to phased-in emissions standards, fleet turnover, and more stringent renewable electricity goals pursuant to state regulations. Source: CalEEMod version 2020.4.0. Refer to Appendix F for model outputs.			

As such, the DEIR concludes:

“Since mitigated future mobile source emissions exceed the City’s 3,000 MTCO₂e threshold and no additional feasible mitigation beyond MM AQ-3 through MM AQ-6 (refer to Section 4.2, Air

Quality) and MM GHG-1 through MM GHG-4 are available to further reduce emissions, this impact remains significant and unavoidable” (p. 4.7-38).

However, while we agree that the Project would result in a significant GHG impact, the DEIR’s assertion that this impact is significant-and-unavoidable is incorrect. As previously stated, according to CEQA Guidelines § 15096(g)(2):

“When an EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment.”

As demonstrated above, an impact can only be labeled as significant-and-unavoidable after all available, feasible mitigation is considered. Here, while the DEIR implements MM GHG-1 through MM GHG-4, the DEIR fails to implement *all* feasible mitigation (p. 1-20 – 1-21). Thus, the DEIR fails to comply with CEQA, and the significant-and-unavoidable GHG impact conclusion should not be relied upon. To reduce the Project’s GHG impact to the maximum extent possible, additional feasible mitigation measures should be incorporated, such as those suggested in the section of this letter titled “Feasible Mitigation Measures Available to Reduce Emissions.” Thus, the Project should not be approved until an updated EIR is prepared, incorporating all feasible mitigation to reduce emissions to less-than-significant levels.

Feasible Mitigation Measures Available to Reduce Emissions

The DEIR’s analysis demonstrates that the Project would result in significant air quality and GHG impacts that should be mitigated further. In an effort to reduce the Project’s emissions, we identified several mitigation measures that are applicable to the proposed Project. Feasible mitigation measures can be found in the Department of Justice Warehouse Project Best Practices document.¹² Therefore, to reduce the Project’s emissions, consideration of the following measures should be made:

- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Requiring all heavy-duty vehicles entering or operated on the project site to be zero-emission beginning in 2030.
- Requiring on-site equipment, such as forklifts and yard trucks, to be electric with the necessary electrical charging stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Installing and maintaining, at the manufacturer’s recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.

¹² “Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act.” State of California Department of Justice.

- Installing and maintaining, at the manufacturer’s recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Constructing electric truck charging stations proportional to the number of dock doors at the project.
- Constructing electric plugs for electric transport refrigeration units at every dock door, if the warehouse use could include refrigeration.
- Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity, such as equal to the building’s projected energy needs.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.

Furthermore, an updated EIR should verify that the Project abides by and formally implements all measures under the County of Riverside’s “Good Neighbor” Policy.¹³ Finally, to further reduce the Project’s criteria air pollutant and GHG emissions, we recommend consideration of SCAG’s 2020 RTP/SCS PEIR’s Air Quality Project Level Mitigation Measures (“PMM-AQ-1”) and Greenhouse Gas Project Level Mitigation Measures (“PMM-GHG-1”), as described below:¹⁴

SCAG RTP/SCS 2020-2045
Air Quality Project Level Mitigation Measures – PMM-AQ-1:
In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
b) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.

¹³ “Good Neighbor Policy for Logistics and Warehouse/Distribution Uses.” County of Riverside Board of Supervisors, November 2019, available at: <https://www.rivcocob.org/wp-content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf#:~:text=%E2%80%9CGood%20Neighbor%E2%80%9D%20Policy%20for%20Logistics%20and%20Warehouse%2FDistribution%20Uses%E2%80%9D,compliance%20with%20the%20California%20Air%20Resources%20Board%20regulations.>

¹⁴ “4.0 Mitigation Measures.” Connect SoCal Program Environmental Impact Report Addendum #1, September 2020, available at: https://scag.ca.gov/sites/main/files/file-attachments/fpeir_connectsocial_addendum_4_mitigationmeasures.pdf?1606004420, p. 4.0-2 – 4.0-10; 4.0-19 – 4.0-23; See also: “Certified Final Connect SoCal Program Environmental Impact Report.” Southern California Association of Governments (SCAG), May 2020, available at: <https://scag.ca.gov/peir>.

c) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
d) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
e) Require projects within 500 feet of residences, hospitals, or schools to use Tier 4 equipment for all engines above 50 horsepower (hp) unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds.
f) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.
g) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.
h) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.
i) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.
j) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.
k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.
l) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible: <ul style="list-style-type: none"> - Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85% - Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. - Nonroad diesel engines on site shall be Tier 2 or higher. - Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. - Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer. - Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less. - The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. - The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes: <ul style="list-style-type: none"> i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify:

1. Source of supply
2. Quantity of fuel
3. Quantity of fuel, including sulfur content (percent by weight)

m) Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency:

- Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers.
- Provide traffic calming measures, such as:
 - i. Marked crosswalks
 - ii. Count-down signal timers
 - iii. Curb extensions
 - iv. Speed tables
 - v. Raised crosswalks
 - vi. Raised intersections
 - vii. Median islands
 - viii. Tight corner radii
 - ix. Roundabouts or mini-circles
 - x. On-street parking
 - x. Chicanes/chokers
- Create urban non-motorized zones
- Provide bike parking in non-residential and multi-unit residential projects
- Dedicate land for bike trails
- Limit parking supply through:
 - i. Elimination (or reduction) of minimum parking requirements
 - ii. Creation of maximum parking requirements
 - iii. Provision of shared parking
- Require residential area parking permit.
- Provide ride-sharing programs
 - i. Designate a certain percentage of parking spacing for ride sharing vehicles
 - ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles
 - iii. Providing a web site or messaging board for coordinating rides
 - iv. Permanent transportation management association membership and finding requirement.

Greenhouse Gas Project Level Mitigation Measures – PMM-GHG-1

In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.

b) Include off-site measures to mitigate a project’s emissions.

c) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:

- i. Use energy and fuel-efficient vehicles and equipment;
- ii. Deployment of zero- and/or near zero emission technologies;
- iii. Use lighting systems that are energy efficient, such as LED technology;
- iv. Use the minimum feasible amount of GHG-emitting construction materials;
- v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;

vi.	Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;
vii.	Incorporate design measures to reduce energy consumption and increase use of renewable energy;
viii.	Incorporate design measures to reduce water consumption;
ix.	Use lighter-colored pavement where feasible;
x.	Recycle construction debris to maximum extent feasible;
xi.	Plant shade trees in or near construction projects where feasible; and
xii.	Solicit bids that include concepts listed above.
d) Land use siting and design measures that reduce GHG emissions, including:	
i.	Developing on infill and brownfields sites;
ii.	Building compact and mixed-use developments near transit;
iii.	Retaining on-site mature trees and vegetation, and planting new canopy trees;
iv.	Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and
v.	Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.
e) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.	
f) Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in.	
g) Encourage telecommuting and alternative work schedules, such as:	
i.	Staggered starting times
ii.	Flexible schedules
iii.	Compressed work weeks
h) Implement commute trip reduction marketing, such as:	
i.	New employee orientation of trip reduction and alternative mode options
ii.	Event promotions
iii.	Publications
i) Implement school pool and bus programs	
j) Price workplace parking, such as:	
i.	Explicitly charging for parking for its employees;
ii.	Implementing above market rate pricing;
iii.	Validating parking only for invited guests;
iv.	Not providing employee parking and transportation allowances; and
v.	Educating employees about available alternatives.

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation. An updated EIR should be prepared to include all feasible mitigation measures, as well as include updated air quality and GHG analyses to ensure that the necessary mitigation measures are

implemented to reduce emissions to below thresholds. The updated EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



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Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 100 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt’s duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nationwide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

principles into the policy-making process.

- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukunaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.



Technical Consultation, Data Analysis and
Litigation Support for the Environment

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Paul Rosenfeld, Ph.D.

Principal Environmental Chemist

Chemical Fate and Transport & Air Dispersion Modeling

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
 UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
 UCLA School of Public Health; 2003 to 2006; Adjunct Professor
 UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
 UCLA Institute of the Environment, 2001-2002; Research Associate
 Komex H₂O Science, 2001 to 2003; Senior Remediation Scientist
 National Groundwater Association, 2002-2004; Lecturer
 San Diego State University, 1999-2001; Adjunct Professor
 Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
 Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
 Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
 King County, Seattle, 1996 – 1999; Scientist
 James River Corp., Washington, 1995-96; Scientist
 Big Creek Lumber, Davenport, California, 1995; Scientist
 Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
 Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermოდ and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste*. Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries*. Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellev, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office, Publications Clearinghouse (MS-6)*, Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International*

Conferences on Soils Sediment and Water. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The 23rd *Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference Orlando, FL*.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld, P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld, P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 5-14-2021
Trial, October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty, Plaintiff vs. Consolidated Rail Corporation and National Railroad Passenger Corporation
d/b/a AMTRAK,
Case No.: No. 18-L-6845
Rosenfeld Deposition, 6-28-2021

In the United States District Court For the Northern District of Illinois
Theresa Romcoe, Plaintiff vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA
Rail, Defendants
Case No.: No. 17-cv-8517
Rosenfeld Deposition, 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
Mary Tryon et al., Plaintiff vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case Number CV20127-094749
Rosenfeld Deposition: 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al *Plaintiffs*, vs. CNA Insurance Company et al.
Case Number 1:17-cv-000508
Rosenfeld Deposition: 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, *Plaintiff*, vs. Marathon Petroleum, LP, *Defendant*.
Case No.: 1716-CV10006
Rosenfeld Deposition. 8-30-2019

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
 M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido”
Defendant.
 Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
 Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
 Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
 Case No.: No. BC615636
 Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
 The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
 Case No.: No. BC646857
 Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
 Bells et al. Plaintiff vs. The 3M Company et al., Defendants
 Case No.: 1:16-cv-02531-RBJ
 Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
 Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
 Cause No.: 1923
 Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
 Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
 Cause No C12-01481
 Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
 Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
 Case No.: No. 019-L-2295
 Rosenfeld Deposition, 8-23-2017

In United States District Court For The Southern District of Mississippi
 Guy Manuel vs. The BP Exploration et al., Defendants
 Case: No 1:19-cv-00315-RHW
 Rosenfeld Deposition, 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
 Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
 Case No.: LC102019 (c/w BC582154)
 Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
 Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*
 Case Number: 4:16-cv-52-DMB-JVM
 Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
 Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
 Case No.: No. 13-2-03987-5
 Rosenfeld Deposition, February 2017
 Trial, March 2017

In The Superior Court of the State of California, County of Alameda
 Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
 Case No.: RG14711115
 Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
 Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
 Case No.: LALA002187
 Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
 Robert Andrews, et al. v. Antero, et al.
 Civil Action NO. 14-C-30000
 Rosenfeld Deposition, June 2015

In The Iowa District Court For Muscatine County
 Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
 Case No 4980
 Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
 Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
 Case Number CACE07030358 (26)
 Rosenfeld Deposition: December 2014

In the County Court of Dallas County Texas
 Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.
 Case Number cc-11-01650-E
 Rosenfeld Deposition: March and September 2013
 Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
 John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*
 Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
 Rosenfeld Deposition: October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
 James K. Benefield, et al., *Plaintiffs*, vs. International Paper Company, *Defendant*.
 Civil Action Number 2:09-cv-232-WHA-TFM
 Rosenfeld Deposition: July 2010, June 2011

In the Circuit Court of Jefferson County Alabama
 Jaeanette Moss Anthony, et al., *Plaintiffs*, vs. Drummond Company Inc., et al., *Defendants*
 Civil Action No. CV 2008-2076
 Rosenfeld Deposition: September 2010

In the United States District Court, Western District Lafayette Division
 Ackle et al., *Plaintiffs*, vs. Citgo Petroleum Corporation, et al., *Defendants*.
 Case Number 2:07CV1052
 Rosenfeld Deposition: July 2009

City of Calimesa

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www.cityofcalimesa.net

"Preserving and enhancing the open space atmosphere and quality of life in Calimesa"



June 6, 2022

City of Beaumont
Attn: Christina Taylor, Community Development Director
550 E. 6th Street
Beaumont, CA 92223

SUBJECT: CITY OF CALIMESA COMMENTS ON THE BEAUMONT SUMMIT STATION PROJECT – NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT IN COMPLIANCE WITH TITLE 14, SECTION 15087 OF THE CALIFORNIA CODE OF REGULATIONS

Dear Ms. Taylor,

The City of Calimesa (City) has completed a review of the April 2022 Draft Environmental Impact Report (DEIR) for the Beaumont Summit Station Specific Plan Project. The intent of this review is to focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and the mitigation associated with those impacts.

In 2016, the City of Calimesa entered into Settlement, Waiver and Release Agreement with the City of Beaumont, Sunny-Cal 1 Inv, LLC and CV Communities, LLC. In that Agreement, the developer of the property that is now proposed to be developed into the Beaumont Summit Station Specific Plan Project agreed to prepare or pay for plans, specifications and estimates (“PS&E”) and right-of-way acquisition in the amount of not less than \$1 million for improvements to the Cherry Valley Boulevard/Interstate 10 Interchange. That prior developer also agreed to partially fund a traffic signal at the intersection of Desert Lawn Drive and Brookside Avenue. A more specific and thorough list of items to be funded with the \$1 million commitment from the developer was provided in a companion “Improvement and Credit Agreement for the Transportation Uniform Mitigation Fee Program” which was also entered into between the parties at the same time.

The City of Calimesa expects the developer of the Beaumont Summit Station Specific Plan to work with the City of Calimesa to develop a new set of agreements to replace and supersede the agreements referenced above so as to ensure that important and necessary improvements to the Cherry Valley/I-10 Interchange are completed or appropriately funded by the developer of the Beaumont Summit Station Specific Plan Project. Only through the negotiation and execution of specific agreements with the City of Calimesa will the City of Calimesa have confidence that required mitigation and TUMF improvements for impacts in the City of Calimesa, and particularly to the Cherry Valley Boulevard/I-10 Interchange, will occur and be appropriately funded. Unless and until those agreements are executed, the City of Calimesa will continue to insist through the CEQA review and public hearing process that the impacts of the project in Calimesa be fully and completely mitigated.



Project Understanding

The 188-acre project site is the former Sunny-Cal Egg and Poultry Ranch located between Cherry Valley Boulevard and Brookside Avenue east of Interstate 10 (I-10) in the City of Beaumont, California. The site is east of the City of Calimesa. In 2007 the Sunny-Cal Specific Plan was approved by the City of Beaumont for the development of 560 single-family residences with supporting parks, open space and infrastructure on 200 acres. Due to litigation and other delays, the majority of the site was not annexed to the City of Beaumont until 2017. At this time the City of Beaumont is considering the Beaumont Summit Station Specific Plan and has issued a DEIR for this newly proposed project at the site. According to the DEIR, the 188-acre Beaumont Summit Station Specific Plan (project) would include 2,507,465 square feet (sf) of e-commerce uses, 50,000 sf of office space, 100,000 sf of hotel uses (220 rooms), 25,000 sf of retail, 25,000 sf of restaurant, 30.6 acres of open space, and 6.7 acres of roadway right of way.

Transportation Comments

The following comments are based on review of the *Traffic Study for the Beaumont Summit Station Project* prepared by Kimley-Horn and Associates, Inc. (KHA) dated February 2022, and Section 4.15 Transportation, of the *Beaumont Summit Station Specific Plan Draft Environmental Impact Report* also prepared by KHA and dated April 2022.

1. Project Description, page 1. The traffic study needs to include an analysis of all the proposed driveways, signalized and unsignalized, on Cherry Valley Boulevard to disclose any potential operational impacts to east-west traffic flow on Cherry Valley Boulevard. Per the Project Site Plan (Figure 2), four driveways are shown on Cherry Valley Boulevard, and no direct driveway to Parcel 4 (in Planning Area 2) is shown or noted. There is a 30-foot-wide driveway shown on Parcel 1 (in Planning Area 1), but it is not discussed and analyzed in the traffic study. Furthermore, while the site plan does not show a direct driveway to Parcel 4, Exhibit 3.0-7: Conceptual Circulation Plan in the DEIR, shows a fifth (vehicle) entry point from Cherry Valley Boulevard to Parcel 4. This driveway was also not discussed and analyzed in the traffic study.

Furthermore, the TIA indicated two cumulative projects across Cherry Valley Boulevard from the project site: Borstein Property (209 single-family homes) and San Gorgonio Crossing (1,861,000 square feet (SF) of high-cube warehousing (HCW)). The project site plan does not show the proposed driveways and/or intersections from these projects, nor where they included in the 2024, 2027, and 2040 traffic analyses.

2. Intersection Analysis – HCM Methodology, page 4: In addition to level of service (LOS) analyses, vehicular queueing impacts, specifically at the Interstate 10 (I-10)/Cherry Valley Boulevard and the project driveways, should be analyzed and disclosed in the traffic study. The proposed project would generate approximately 659 truck trips (1,977 PCE trips), 45 AM peak hour truck trips (135 PCE trips), and 53 PM peak hour truck trips (159 PCE trips) directly to the I-10/Cherry Valley Boulevard interchange. Based on the existing condition traffic analysis, both



eastbound and westbound ramp intersections at the interchange operate with LOS F conditions in during the AM and PM peak hours. Both off-ramps are single-lane ramps, and all of the roadway approaches at the closely spaced Cherry Valley Boulevard intersections at Roberts Road, eastbound ramps, westbound ramps, and Calimesa Boulevard are all single-lane approaches. Those conditions likely result in significant vehicular queueing on Cherry Valley Boulevard and the I-10 off-ramps and may also impact operations at the project driveways close-by.

In addition, the (Shopoff Realty) San Gorgonio Crossing project (1,861,000 SF of HCW) across the street from the proposed project has been conditioned (Condition of Approval 80.TRANS.12) to provide interim improvements at the I-10/Cherry Boulevard interchange and surrounding network which include traffic signals and additional turn/storage lanes. Similarly, the proposed Beaumont Summit Station project will also be required to construct any additional improvements as well as contribute their fair share to the interim improvements identified in Condition of Approval 80.TRANS.12, their fair share to the ultimate interchange improvements (Alternative 3, a Diverging Diamond Interchange), and all required TUMF fees. The determination of the extent of their fair share costs for interim and ultimate improvements at the interchange shall be coordinated with the City of Calimesa.

3. The Draft EIR states on page 1-8 that the Project would result in significant cumulative transportation impacts but then proposes and imposes no mitigation measures to lessen or reduce that cumulative impact. The California Environmental Quality Act requires that the lead agency must seek to reduce or lessen identified impacts on the environment prior to overriding those impacts with findings of overriding consideration. There is no indication that any reduction or partial reduction of cumulative transportation impacts was attempted as there are no mitigation measures for any transportation impact from the Project. As such the Draft EIR fails to adequately mitigate impacts of the project on transportation systems, including but not limited to Cherry Valley Boulevard.

4. On page 4.15-17, the Draft EIR states, in relevant part, "LOS at 19 intersection/driveways under seven scenarios was evaluated and found that under varying scenarios, various study intersections would operate at an unacceptable LOS and therefore not be compliance with [Beaumont GP] Policy 4.1.2. However, the recommended improvements below are proposed in order to bring the intersections to an acceptable LS:" The document then goes on to mention addition of vehicular traffic lanes and other improvements to various intersections, including I-10 East Bound Ramps at Cherry Valley Boulevard, I-10 West Bound Ramps at Cherry Valley Boulevard and Calimesa Boulevard at Cherry Valley Boulevard. However, nowhere does the DEIR require any of these improvements to be made or that any fair share contributions to those intersection improvements be required. Instead, the EIR concludes that "no mitigation measures are required." (page 4-15-19).



Without any of the improvements or required fair share payments being required as mitigation measures, the admitted significant impacts to these intersections will be unmitigated. In this way, the conclusion that no mitigation measures are required does not align with the admitted impacts to the intersections listed on pages 4.15-17 and 4.15-18. Unless and until all project impacts to those intersections are appropriately mitigated, the DEIR fails to comply with CEQA.

5. Existing Traffic Volumes, page 10: Existing PM peak hour traffic counts were not adjusted to account for traffic that would have been generated by closed schools and business during the COVID 19 pandemic. Therefore, the existing PM peak hour traffic volumes, which are also the basis of the 2024 and 2027 conditions, do not appropriately reflect existing non-pandemic conditions. Operational impacts during these conditions should be re-evaluated. Existing traffic counts at the study intersections are either historical counts from 2017 or new traffic counts collected in May 2021 while local schools and businesses were closed due to the COVID 19 pandemic. The traffic study indicated that the existing 2021 PM peak hour volumes were not adjusted since they were lower than the 2017 PM peak hour volumes. Regardless, the May 2021 volumes were collected while schools and businesses were closed, and do not reflect non-pandemic conditions (i.e., existing PM peak hour volumes are likely higher than analyzed).

6. Figure 4 – Existing Traffic Volumes, page 11: Intersection 2, I-10 westbound ramps/Cherry Valley Boulevard, is missing the northbound (off-ramp) approach peak hour traffic volumes. Upon further investigation of the LOS worksheets in Appendix C, the northbound approach volumes were also not included in the LOS analysis. Therefore, delay and LOS values at this intersection are in error and the analyses should be corrected.

7. Opening Year 2024 Cumulative Conditions, page 25: Provide substantial evidence for the use of 2.0% as the ambient annual growth factor. While 2.0% may be considered as a conservative assumption in built-out cities, new land use projects are continually constructed in the cities of Beaumont and Calimesa which may reflect a higher-than-usual annual ambient growth rate.

8. Figure 15 – Horizon Year 2040 Traffic Volumes, page 42: Review of the AM peak hour traffic volumes in the eastbound direction at the I-10/Cherry Valley Boulevard interchange shows an increase of 100 vehicles per hour (vph) on the eastbound approach to the westbound ramp intersection. While it is anticipated that traffic volumes at the closely spaced ramp intersection may be slightly different due to rounding and the post-processing of modeled traffic volumes, a discrepancy of 100 vehicles per hour could significantly change the intersections' delay and LOS values. Therefore, the traffic volumes and LOS results at this interchange are in error and should be re-analyzed.

However, it should be noted that the 2040 traffic analyses assume the geometrics of the current interchange configuration. The *Interstate 10 (I-10)/Cherry Valley Boulevard Interchange Project Initial Study with (Proposed) Mitigated Negative Declaration/Environmental Assessment* (Caltrans December 2021) indicates that the Preferred Alternative for the interchange is Build Alternative 3,



a Diverging Diamond Interchange (DDI). The 2040 traffic analyses in the traffic study do not reflect this interchange alternative and should be revised accordingly.

9. Recommended Improvements, page 47: The intersection improvements recommended at the intersections in order to be consistent with the City's LOS standards need to show when they are specifically needed (i.e., Opening Years 2024 and/or 2027, and/or Horizon Year 2040 conditions). Otherwise, it is inferred that the improvements are needed by project's Phase 1 opening year of 2024. Furthermore, the calculation of the project's fair-share percentages shown on Tables 13 (2024), 14 (2027), and 15 (2040) are not provided. As noted in this section of the traffic study: "*Recommended improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair-share contribution toward future improvements toward future improvements, or a combination of these approaches.*", the City of Calimesa requests that actual cost estimates (i.e., dollar amounts) be provided for the improvements at each intersection. The City of Calimesa further requests backup calculation sheets in an appendix documenting the calculation of the fair-share.

10. I-10/Cherry Valley Boulevard Interchange, page 49: More detailed and specific information on the I-10/Cherry Valley Boulevard interchange project needs to be provided in order to understand the context of the needed improvements. This information should include the following: status of the interchange's environmental process; WRCOG's Transportation Uniform Mitigation Fee (TUMF) and other sources of funding; which listed improvements are covered under TUMF; etc. The language with respect to the I-10/Cherry Valley Boulevard Interchange states, "*the project proposes to contribute towards the planned improvements... by a payment of TUMF fee and or fair share contribution*". This information is insufficient to understand what the project intends to pay. It should be modified to eliminate the "*and or*" and simply state "*and*" such that the project will contribute TUMF fees and a fair share contribution to the interchange. The calculation of a fair share in excess of a TUMF contribution for funding components of the interchange not covered by TUMF should include the Interchange as a whole and not individual intersection locations. It should include all elements of the interchange as they are interdependent.

More importantly, it is likely that the project would be developed before the interchange improvement project is completed. In that case, interim improvements such as temporary lanes and temporary traffic signal controls should be implemented to improve already LOS F existing peak hour conditions. As mentioned in Comment #2 above, the San Gorgonio Crossing project has been conditioned to provide interim improvements at the I-10/Cherry Boulevard interchange and surrounding network which include traffic signals and additional turn/storage lanes. Similarly, the proposed Beaumont Summit Station project will also be required to construct any additional improvements as well as contribute their fair share to the interim improvements identified in Condition of Approval 80.TRANS.12, their fair share to the ultimate interchange improvements (Alternative 3, a Diverging Diamond Interchange), and all required TUMF fees. The determination of the extent of their fair share costs for interim and ultimate improvements at the interchange shall be coordinated with the City of Calimesa.



Furthermore, the traffic study only provided an assessment of LOS impacts at this interchange. Other operational effects that the project could exacerbate include vehicular queuing (refer to Comment #2 above), inadequate truck circulation, turn radii, and pavement thickness to accommodate the higher volume of heavy trucks introduced by the project. While it is assumed that the redesign of the interchange will incorporate these issues, truck circulation impacts, queuing, and operational deficiencies should be addressed in the interim condition, or the period between the opening year of the project and completion of the interchange project.

Other Draft EIR Comments

The following additional comments are provided on the DEIR:

1. Executive Summary, page 1-6: The DEIR states "Impacts involving air quality, greenhouse gas emissions, and transportation were found to be significant and unavoidable." Please clarify whether cumulative noise impacts of the project are also significant and unavoidable.
2. Executive Summary, page 1-8 and Table 1-2: Similar to the above, please clarify in the introduction of Section 1.8 whether noise is also a significant and unavoidable cumulative project impact.
3. Introduction, page 2-1: Clarify whether the project site is 200 acres or if it is 188 acres.
4. Introduction, Section 2:1: Language is provided regarding subsequent and supplemental EIRs. Please clarify in Section 2.2 whether this document is intended to be a subsequent or supplemental EIR to the previously prepared EIR for the Sunny-Cal Specific Plan. If this is not a subsequent or supplemental document, it is suggested that the references and text provided for CEQA Statutes Section 21166 and CEQA Guidelines Section 15162 be removed to reduce confusion.
5. Introduction, Section 2.8: A list of documents incorporated by reference is provided. We recommend also providing information regarding the previous Sunny-Cal Specific Plan EIR.
6. Introduction, Section 2.8: This section refers to a draft 2020 General Plan EIR, but note that a final Elevate Beaumont 2040 General Plan Update has since been completed by the City of Beaumont. Please clarify which of these two documents is the applicable governing document for the proposed project.
7. Introduction, Section 2.8: This section references the 2019 Riverside County Climate Action Plan. The City of Beaumont also has an October 2015 Sustainable Beaumont: The



City's Roadmap to Greenhouse Gas Reductions. Please clarify whether both of these documents are being considered in the analysis, and if both are incorporated by reference.

8. Project Description, page 3-3: the DEIR states "The approval of the Project would replace the existing Sunny-Cal Specific Plan for the property to allow for..." Please describe what would occur with the 12 acres previously covered by the Sunny-Cal Specific Plan that are not proposed to be covered by the currently proposed Beaumont Summit Station Specific Plan. Specifically, would those 12 acres continue to be covered by the previously adopted Specific Plan and how would this proposed project physically coordinate with that adjacent development area that assumed access would be also provided through the proposed project site. Would this project necessitate changes to the planned development of that adjacent area?

9. Project Description, Section 3.7: Please clarify if these project design features would be conditions of approval and/or how they would be enforced by the City of Beaumont.

10. Project Description, Section 3.8: A few of these project objectives are very specific to the point that they may not help the lead agency develop a reasonable range of alternatives or assist with the preparation of findings and statement of overriding considerations. For example, objective 5 stating "Facilitate the development of underutilized land currently planned for residential uses" seemingly unnecessarily limits the potential site. In addition, providing the specific building size included in the project as an objective (objective 5) and buffers at specific roadways (objective 12) also seems too specific and restrictive. Consider revising objectives to capture the underling purpose of the project without unnecessarily limiting potential project alternatives.

11. Exhibit 3.0-1: The star placed on the map makes it difficult to see the project site location in relation to the City of Beaumont boundary. Suggest using symbology so that the reader can clearly see the location of the project within the City of Beaumont.

12. Exhibit 3.0-4: This map is showing the 2007 Sunny-Cal Specific Plan and includes a "panhandle" call out and a note on the elimination of Planning Area 3, but the elimination of "panhandle" does not appear to be described in the text of the DEIR. Also provide an explanation regarding whether this area would continue to be subject to the Sunny-Cal Specific Plan and why this area is no longer included with the remainder of the site. (Refer to comment 8 above as well.)

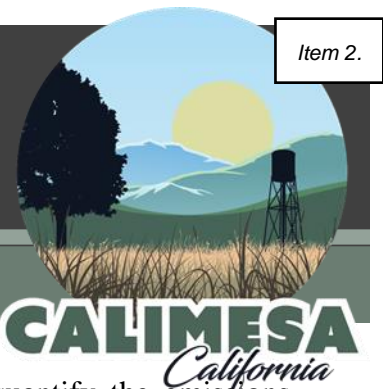
13. Section 4.2, Air Quality, pages 4.2-37 to 4.2-38: Please clarify whether all the standard conditions identified throughout the DEIR will be a conditions of approval for the project. Please clarify if these assumptions were incorporated into the analysis as a part of the project and if the air quality emissions presented for the project include reductions per these standard conditions.

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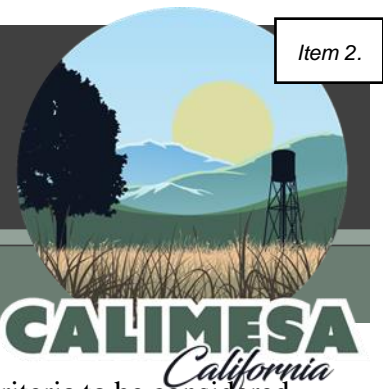
14. Section 4.2, Air Quality, Level of Significance: Please quantify the emissions generated by the project with the implementation of the mitigation measures MM AQ-1 to MM AQ-6 for each significant impact analysis scenario, so that the reader can understand how much reduction in significant reactive organic gasses and nitrogen oxides would result after the implementation of mitigation. If reductions are not quantifiable, please state this accordingly.

15. Section 4.2 Air Quality: Refer to comments on the transportation information provided. If volumes require further updates based on comments, revisions to the air quality analysis may also be required.

16. Section 4.3, Biological Resources, MM BIO-2: This measure should accurately reflect the MSHCP pre-construction requirement for burrowing owl. Note that owls cannot be relocated/excluded from a site without additional agency coordination. The appropriate measure is as follows, "Due to the presence of suitable habitat for BUOW, a pre-construction survey for BUOW in areas of suitable habitat shall be conducted not more than 30 days prior to the initiation of ground disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities.

If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary."

17. Section 4.4, Cultural Resources, Page 4.4-16: The DEIR identified a potentially significant impact to unknown archaeological resources during grading and construction activities, and identified MM CUL-1 and MM CUL-2 to reduce this potential impact to below a level of significance. This mitigation strategy only identifies the need for archaeological monitoring during grading in native sediments and halting grading if a discovery is made to allow time for the qualified archaeologist to visit the site and to assess significance. However, no performance criteria are established in MM CUL-2 to identify how the resource would be evaluated for significance nor how a potential impact would be avoided in the event a significant resource was identified.



It is recommended MM CUL-1 and MM CUL-2 be expanded to identify the criteria to be considered a “qualified” archaeologist and a “qualified archaeological monitor,” the criteria to assess archaeological significance of a discovery, and the methods/performance criteria to be used to address any identified significant archaeological resources in a manner to ensure impacts would be reduced to less than significant. Without adequate mitigation, potential archaeological impacts could remain significant and unavoidable.

18. Section 4.4, Cultural Resources, Page 4.4-16: The cultural section identifies that the record search has not been completed for the project. Such information is vital to assessing the potential for cultural resources on the site and off-site improvement areas, and potential project direct and cumulative impacts to cultural resources. This information is also typically vital for the tribal consultation required pursuant to Assembly Bill 52 and Senate Bill 18. Please explain whether tribal consultation has been closed or if consultation is still ongoing. Provide a complete Cultural Resources Assessment that includes and discusses the record search results.

19. Section 4.6, Geology and Soils, page 4.6-4: The DEIR states “As shown in Figure 5.6-9, Paleontological Sensitivity, of the General Plan, the Project site is not shown to be located in a high, low, or low to no-paleontological sensitivity potential.” Please describe the paleontological sensitivity of the site, consistent with the General Plan map. Figure 5.6 of the General Plan is identified as “Industrial Vacancy and Average Rent” and the information provided is unclear.

20. Section 4.6, Geology and Soils, page 4.6-20: Please incorporate performance standards into MM GEO-1 to ensure implementation, including that proper enforcement will be provided by the City of Beaumont. For example, identify who would be responsible for implementing the Settlement Monitoring Program. Identify who would be responsible for determining if “additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations” and what the criteria would be to make such a determination.

21. Section 4.7, Greenhouse Gas Emissions, pages 4.7-32, 4.7-40, and 4.7-53: The DEIR states “Project-related GHG emissions would exceed the City’s 3,000 MTCO_{2e} per year threshold.” The DEIR also states “the Project-related GHG emissions would exceed the SCAQMD’s threshold of 10,000 MTCO_{2eq}...” The DEIR provides several mitigation measures (MM AQ-1 to MM AQ-6, MM GHG-1 to MM GHG-4) to reduce greenhouse gas (GHG) emissions, but the DEIR concludes that these measures are not feasible to reduce emissions to below a level of significance. The analysis concludes that additional mitigation is not feasible, and that carbon offsets are not a viable mitigation option. First, offsets are allowed under CEQA as explained in CEQA Guidelines Section 15126.4, Mitigation Measures Related to Greenhouse Gas Emissions (c). Second, the California Natural Resources Agency’s Final Statement of Reasons For Regulatory Action for the CEQA Guidelines Amendments (2009) supports the use of GHG credits. Third, the California Air Resources Board’s (CARB) 2017 Scoping Plan encourages the use of GHG credits as CEQA mitigation to ensure that development projects do their fair share to contribute toward the state’s 2030 GHG target. Fourth, Assembly Bill (AB) 900 Environmental Leadership Projects have CEQA streamlining benefits if projects that met certain conditions including no net additional GHG



emissions. AB 900 projects require CARB certification of GHG reduction strategy and to date, many AB 900 projects have relied heavily on purchasing carbon offsets to achieve carbon neutrality. Lastly, the interpretation of *Golden Door Properties, LLC V. County of San Diego* (2020) 50 Cal. App. 5th 467 case is not accurate. Golden Door said, “*Our decision is not intended to be, and should not be construed as blanket prohibition on using carbon offsets— even those originating outside of California—to mitigate GHG emissions under CEQA.*” If the City of Beaumont, as lead agency under CEQA, would not like to use offsets as CEQA GHG mitigation as a policy decision, this should be stated as such, and an explanation to support its decision should be provided for the benefit of public and decision makers. Refer to Attachment A for additional information.

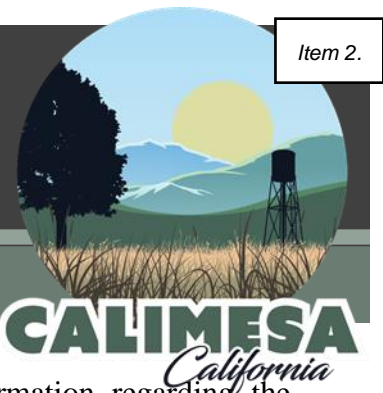
22. Section 4.7, Greenhouse Gas Emissions: As detailed in CEQA Guidelines Section 15126.4, an EIR shall describe feasible measures that could minimize significant adverse impacts. The DEIR needs to consider measures identified within the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Change Vulnerabilities, and Advancing Health and Equity¹ to reduce GHG impacts of the project.

23. EIR Section 4.8, Hazards and Hazardous Materials, page 4.8-20 to 4.8-21: the DEIR states “historical USTs are considered evidence of a REC in connection with the site, resulting in a potentially significant impact.” However, the DEIR later states in that same Impact 4.8-2 discussion “No mitigation measures are required.” Revise the Impact 4.8-2 discussion accordingly.

24. EIR Section 4.8-2, Hazards and Hazardous Materials, page 4.8-23: The DEIR identifies a potential issue with the former underground storage tanks (USTs) at the site and includes MM HAZ-1 to reduce the potential hazard to the public or the environment to below a level of significance. MM HAZ-1 states that the Applicant shall prepare a Soils Management Plan prior to the redevelopment of the site, but does not provide any performance standards or content requirements of this plan. This mitigation measure also does not provide mechanisms to ensure the plan is prepared and implemented appropriately, such as the requirement for the plan to be prepared prior to the issuance of grading permits, for proper review of the plan by regulating agencies, and verification that the plan was adequately implemented prior to the issuance of building permits. Revise this measure to ensure the mitigation would reduce the potential hazard impact to below a level of significance.

25. EIR Section 4.8, Hazards and Hazardous Materials, page 4.8-25: The Draft EIR states “The incremental effects of the proposed Project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific.” Further describe how the conclusion was reached regarding the effects being only “site-specific.”

¹ Refer to https://www.caleemod.com/handbook/full_handbook.html



26. Section 4.10, Land Use: Please provide additional information regarding the proposed project's consistency with the General Plan, including the goals and policies of each element. For example, address consistency of the proposed land use changes with the City of Beaumont General Plan, including the Housing Element. The site is designated for residential use, and the Housing Element assumes the site would provide 560 residential units to assist the City of Beaumont with meeting its Regional Housing Needs Assessment goals. The City of Beaumont General Plan identifies itself as "A City that preserves its existing residential neighborhoods and promotes development of new housing choices." However, this project is removing a substantial amount of planned housing. If the project would result in a conflict, then the analysis should determine if that conflict would lead to a significant environmental impact. For example, if the project does not provide housing as identified in the General Plan Housing Element, would the City of Beaumont require replacement housing?

27. Section 4.11, Noise: Refer to comments on the transportation information provided. If volumes require further updates based on comments, revisions to the noise analysis may also be required.

28. Section 4.12, Population and Housing, page 4.12-8: It is recommended that the Beaumont Housing Element discussion disclose that the current Beaumont Housing Element identifies 560 single-family residences will be provided at the project site.

29. Section 4.12, Population and Housing, Impact 4.12-2: This analysis should disclose and address that the Housing Element assumed this site would be developed with 560 single-family homes, and address if the conversion of the land use to non-residential uses would result in the need for additional planned housing elsewhere. It is also noted that the DEIR refers to the 6th Cycle Housing Element dated 2021, but it appears there may be a more recent 2022 version.

30. Section 4.15, Transportation, Regional Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF), page 4.15-5: Refer to Transportation Comments section above, specifically Comment #9.

31. Section 4.15, Transportation, Impact 4.15-1. page 4.15-17: Refer to Transportation Comments section above, specifically Comments #2 through #9.

32. Section 4.15, Transportation, Site Access Improvements, page 4.15-19: Refer to Transportation Comments section above, specifically Comment #1.

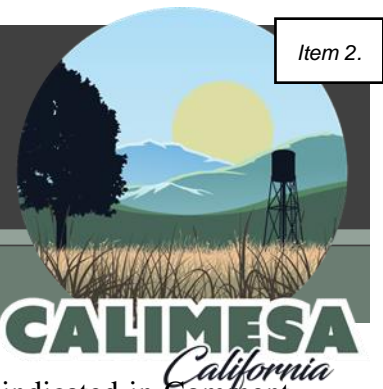
33. Section 4.15, Transportation, Transportation Demand Management Strategies, page 4.15-21: Include a specific reference to Air Quality Mitigation Measure MM AQ-3 in this section. MM AQ-3 indicates that the project will be required to prepare a Transportation Demand Management (TDM) Plan as a mitigation measure to address VMT and air quality impacts. Note that only a maximum of 10 percent VMT reduction is achievable with the TDM Plan. Therefore, with MM AQ-3 impacts to VMT would remain significant and unavoidable.

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34. Section 4.16, Tribal Cultural Resources, page 4.16-11: As indicated in Comment 18 above, please clarify if tribal consultation has concluded or if it is ongoing. In addition, describe the nature of the potentially significant tribal cultural resource impact in the DEIR.

35. Chapter 6.0, Alternatives: The fully analyzed alternatives presented in the DEIR consist of a No Project Alternative and a Reduced Building Intensity Alternative. The DEIR alternatives analysis ultimately identifies that the Reduced Building Intensity alternative "it is not capable of meeting all of the basic objectives of the Project." Per CEQA Guidelines Section 15126.6, "[a]n 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." Explain why this Reduced Building Intensity Alternative would not meet the basic project objectives, as this alternative would meet the objectives presented in DEIR Section 6.2. Second, if this project does not meet the basic project objectives, then the DEIR only is providing a No Project alternative that is fully analyzed. It is recommended that additional alternatives be considered to reduce project impacts and ensure a reasonable range is provided. The project is resulting in significant and unmitigated impacts related to operational air emissions, greenhouse gas emissions, cumulative traffic noise, and vehicle miles travelled. Considering that many of the impacts appear to be related to vehicle emissions and travel, a project alternative that could reduce vehicle miles travelled and vehicle emissions should be considered to provide a meaningful range and evaluation of alternatives. Such an alternative may consist of a mixed use residential and commercial project.

Please note that a diligent effort has been made to provide comprehensive comments and corrections. Although the comments have been divided into sections, please ensure that all design/professional staff review all sections of the comments for areas that overlap with and may impact their scope of work. However, the City reserves the right to include additional comments as deemed necessary and appropriate throughout the review process. If you have any questions regarding this letter, or any of the required submittals or applications, please contact the Planning Department at 909-795-9801, ext. 229.

Sincerely,

A handwritten signature in cursive script that reads "Kelly Lucia".

Kelly Lucia, MURP, Planning Manager

Enclosures:

Attachment A – **Carbon Offset Feasibility – Additional Information**



Attachment A

Carbon Offset Feasibility – Additional Information

DEIR Section 4.7 Greenhouse Gas Emissions, Phase 2 Operational Emissions, page 4.7-37 text:

The reliance on carbon offsets to reduce either the Project's mobile or non-mobile emissions is also not feasible, as no local programs are available that would meet CEQA's criteria for a valid mitigation measure. To reduce emissions, purchased offset credits must be genuine, quantifiable, additional, and verifiable. Even offset credits purchased from CARB-approved offset project registries have been determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions or cannot guarantee that such reductions are additional to any reduction that would occur under business-as-usual operations and reductions required by law. Such offsets have been determined to not comply with CEQA's definition of a valid mitigation measure. See *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467.

The City of Beaumont, the lead agency for the Project and the entity responsible for enforcing any mitigation measures incorporated into the Project and relied upon to reduce impacts to a less than significant level, has no enforcement authority over offset credits that fund carbon reduction projects outside of the City. Many offset credits "sell" reductions in emissions generated outside of California, which may not be genuine or verifiable. International offsets are even more difficult to verify, guarantee and enforce. Even CARB does not have enforcement authority over such reductions, let alone the City of Beaumont. Thus, the purchase of offset credits is not a feasible mitigation measure to reduce the emissions impact of the proposed Project.

Therefore, despite the incorporation of all feasible mitigation measures, the remaining mobile emissions in Phase 1 and Phase 2 cannot feasibly be mitigated because neither the Project nor the City has the regulatory authority to control tailpipe emissions. For additional information, **Table 4.7-3** and **Table 4.7-4** show anticipated Phase 1 and Phase 2 emissions in 2040, as current State and Federal regulations continue to reduce GHG emissions. However even by 2040, mobile source emissions would remain above the City's threshold.

Additional Comments and Information from Dudek:

The City of Beaumont incorrectly interprets the *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467 ("Golden Door") case, claiming that greenhouse gas (GHG) offsets are infeasible.

First, offsets are allowed under the California Environmental Quality Act (CEQA) as explained in CEQA Guidelines Section 15126.4, Mitigation Measures Related to Greenhouse Gas Emissions, (c):

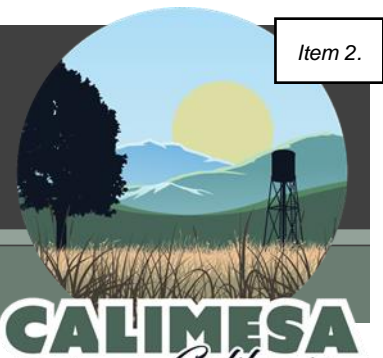
Consistent with CEQA Guidelines section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant

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effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emissions may include, among others:

- (3) "Off-site measures, including offsets that are not otherwise required to mitigate a project's emissions"
- (4) "Measures that sequester greenhouse gases."

Second, the California Natural Resources Agency's Final Statement of Reasons For Regulatory Action for the CEQA Guidelines Amendments (2009) supports the use of GHG credits:

"Proposed subdivision (c)(3) recognizes the availability of various off-site mitigation measures. Such measures could include, among others, the purchase of carbon offsets, community energy conservation projects, and off-site forestry projects"

Referring to CEQA Guidelines section 15730, "As subdivision (e) implies, off-site measures may constitute mitigation under CEQA, and such measures have been upheld as adequate mitigation in CEQA case law" and "The efficacy of any proposed mitigation measure is a matter for the lead agency to determine based on the substantial evidence before it."

Third, the California Air Resources Board's (CARB) 2017 Scoping Plan encourages the use of GHG credits as CEQA mitigation to ensure that development projects do their fair share to contribute toward the state's 2030 GHG target:

"Local direct investments in actions to reduce GHG emissions should be supported by quantification methodologies that show the reductions are real, verifiable, quantifiable, permanent, and enforceable. Where further project design or regional investments are infeasible or not proven to be effective, it may be appropriate and feasible to mitigate project emissions through purchasing and retiring carbon credits." (p. 102)

It is acknowledged that the 2017 Scoping Plan establishes clear preference for on-site and local measures that achieve co-benefits before turning to off-site offsets.

Fourth, Assembly Bill (AB) 900 Environmental Leadership Projects have CEQA streamlining benefits if projects that met certain conditions including no net additional GHG emissions. AB 900 projects require CARB certification of GHG reduction strategy and to date, many AB 900 projects have relied heavily on purchasing carbon offsets to achieve carbon neutrality.

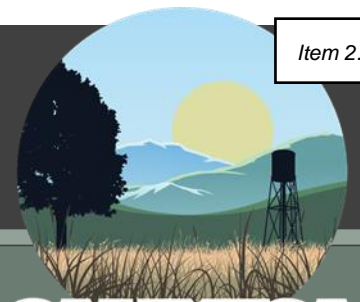
Lastly, Golden Door said, *"Our decision is not intended to be, and should not be construed as blanket prohibition on using carbon offsets— even those originating outside of California—to mitigate GHG emissions under CEQA."*

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Climate change is global as Earth's atmosphere is global; therefore, reducing GHG emissions in a City has the same effect on global climate change as reducing GHG emissions on another continent. Therefore, while there is no scientific reason to require offsets to be local, as a policy decision, some lead agencies have a stated preference for local offsets to achieve co-benefits. There is no requirement under CEQA that mitigation generate co-benefits; CEQA only requires that a project mitigate its direct and indirect impacts.

The majority of the political and social concerns related to offsets are regarding the aforementioned co-benefits and environmental justice, which at this time, are both not CEQA issues.

If local offsets are required as a policy decision, then in the vast majority of cases, a local offset mitigation would not be feasible in California. At this time, California's voluntary offset supply is limited due to the state's stringent regulations making the high standards of additional (GHG reductions must be additional to any that would have occurred in the absence of the offset market and are not a result of existing laws or regulations) that offsets need to meet challenging, together with strong competition California's Cap-and-Trade Program.

If the City of Beaumont, as lead agency under CEQA, would not like to use offsets as CEQA GHG mitigation as a policy decision, it should be stated as such and an explanation to support its decision would be helpful for the public and decision makers. Interpreting the Golden Door case as a prohibition of offsets within CEQA is an incorrect interpretation of, and application within, CEQA.