

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 Geronio 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 E-Commerce Office	139.8 ac	2,507,465 sf 50,000 sf	0.45
Planning Area 2	Commercial Hotel (220 Keys) General Retail Food Uses	10.9 ac	100,000sf 25,000 sf 25,000 sf	0.35
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 Geronio 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 Geronio 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.

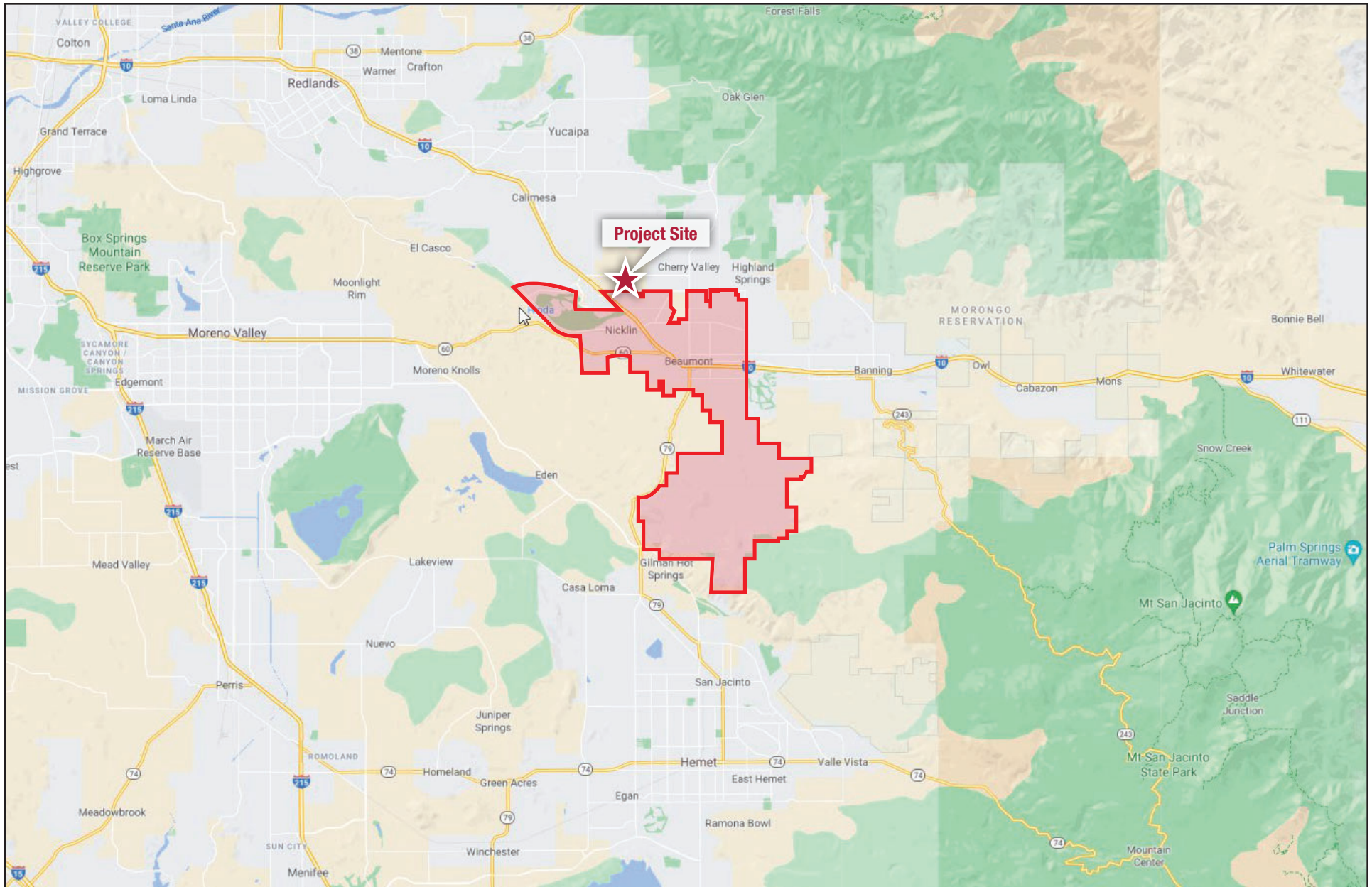
Responsible Agencies

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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Source:

Exhibit 3.0-3: Specific Plan Area

Beaumont Summit Station Specific Plan EIR

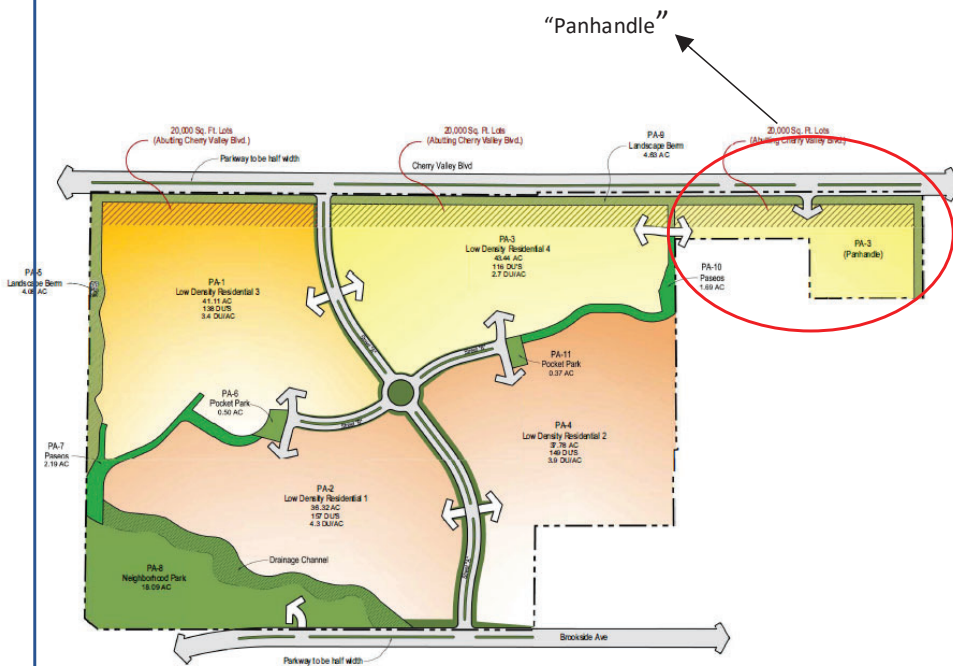
City of Beaumont



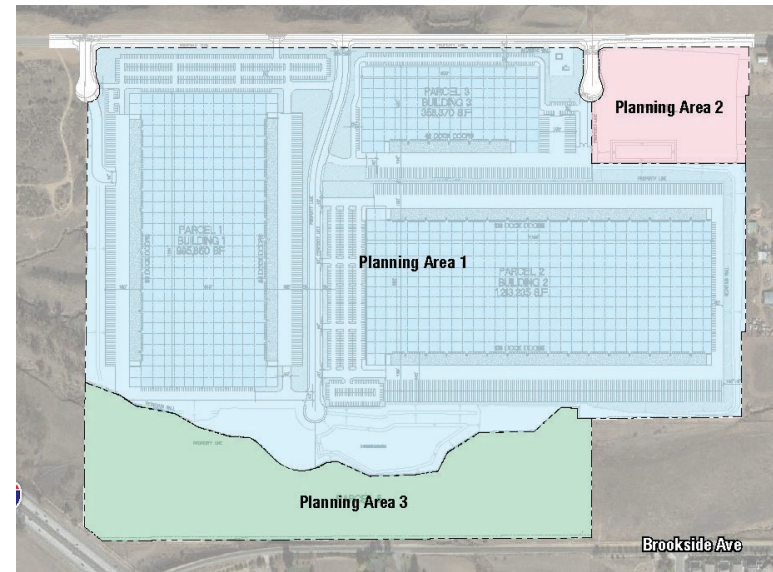
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Sunny-Cal Specific Plan (2007)



Summit Station Specific Plan (2021)

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

Exhibit 3.0-4: Specific Plan

Beaumont Summit Station Specific Plan EIR
City of Beaumont



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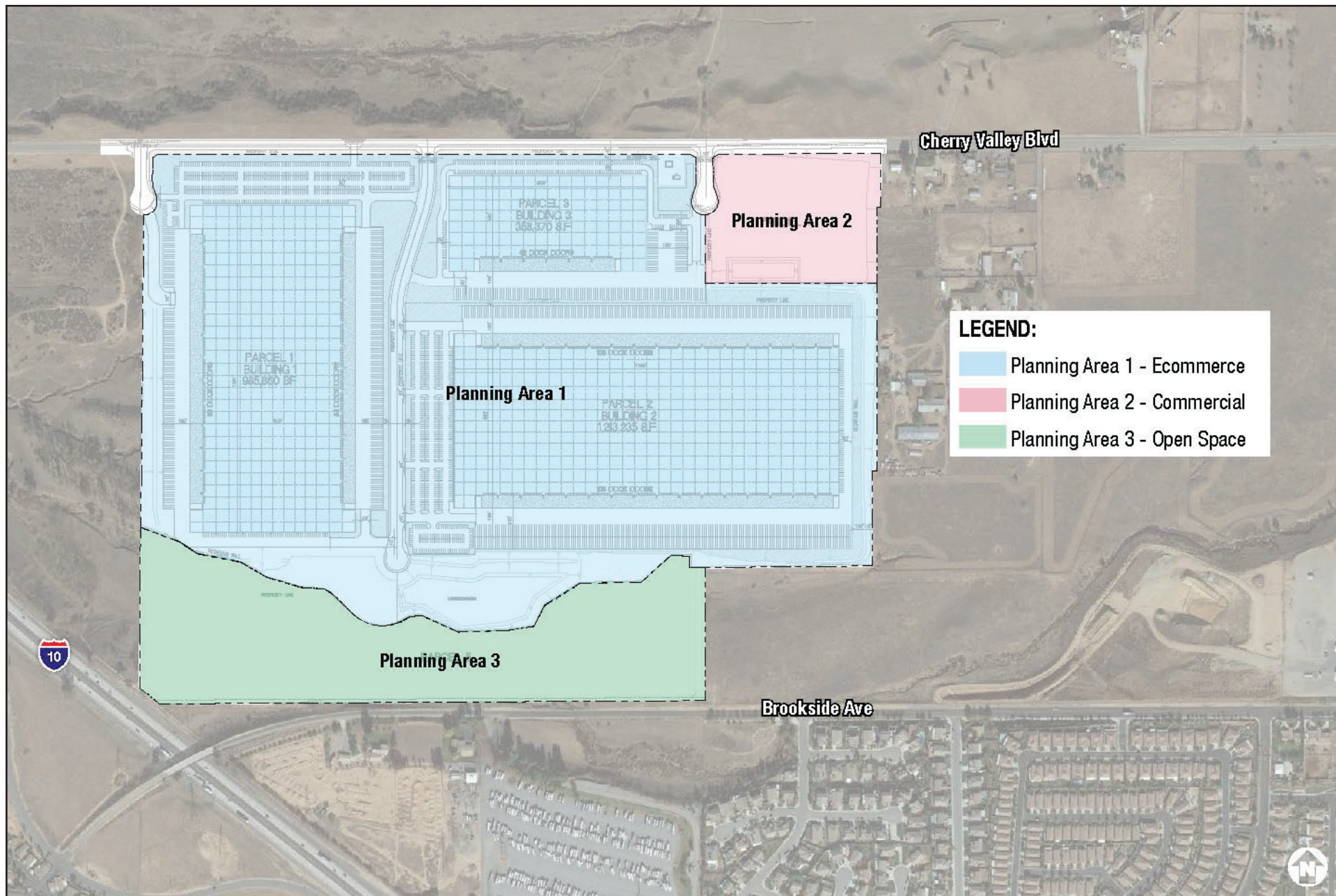
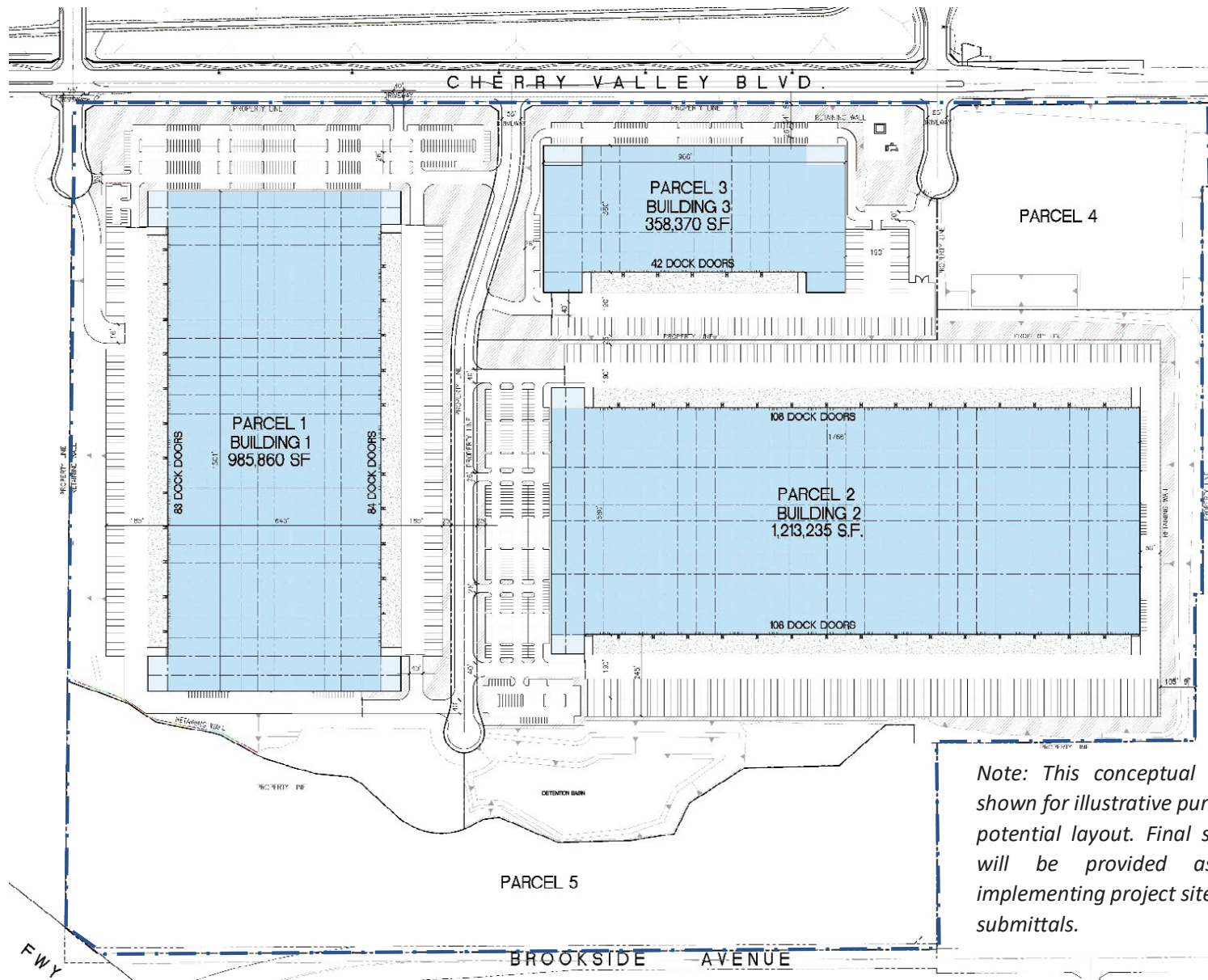


Exhibit 3.0-5: Conceptual Land Use Plan
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont



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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

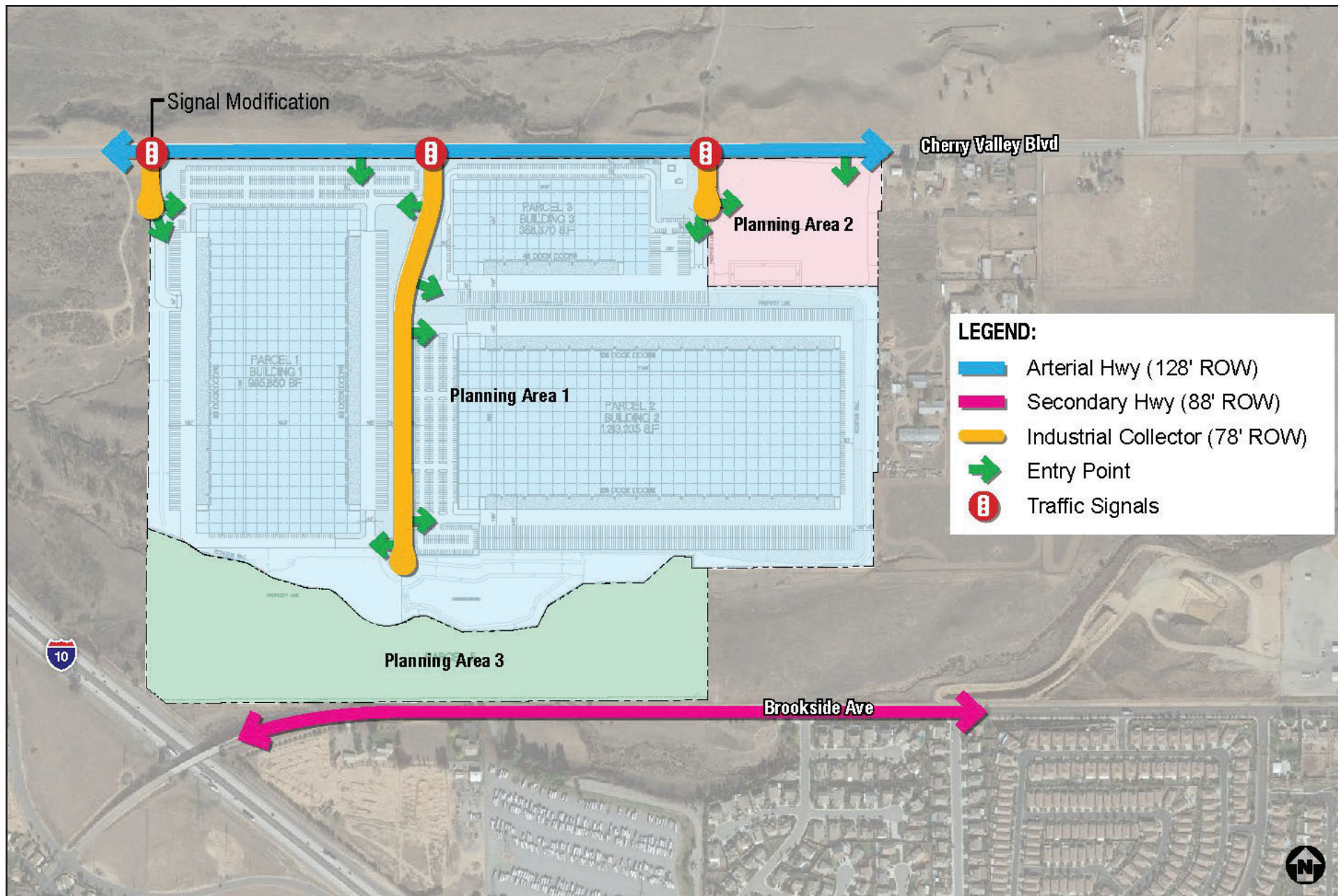
Exhibit 3.0-6: Conceptual Site Plan
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont



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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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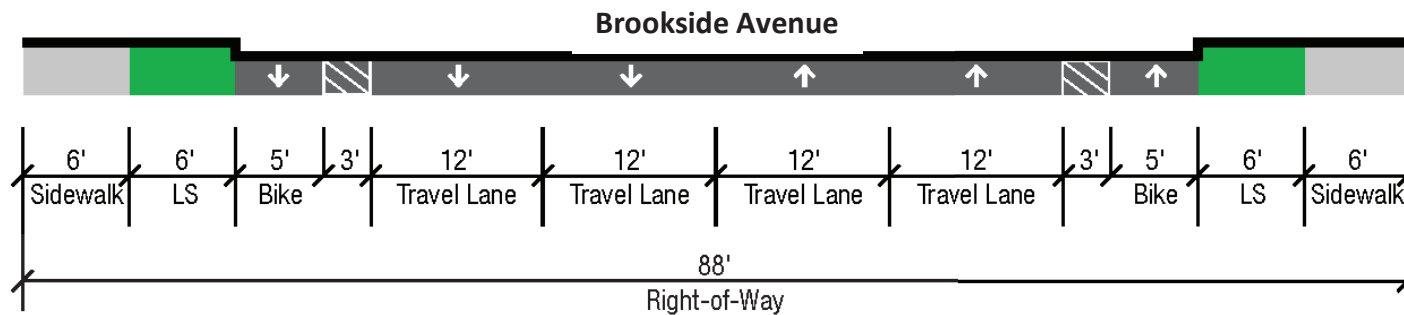
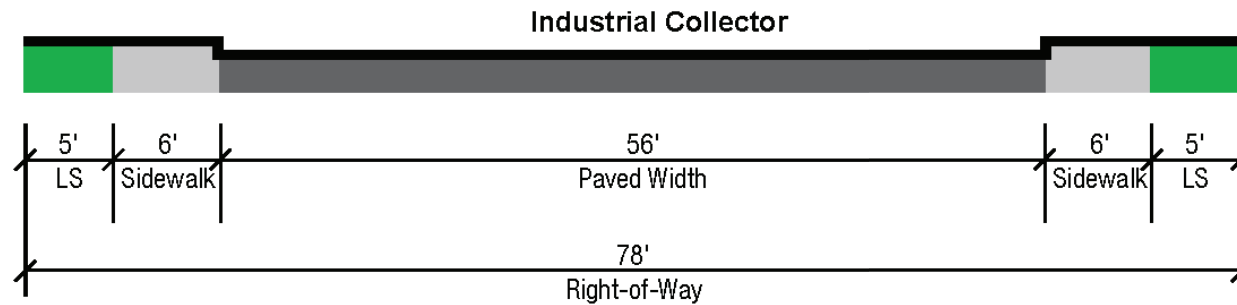
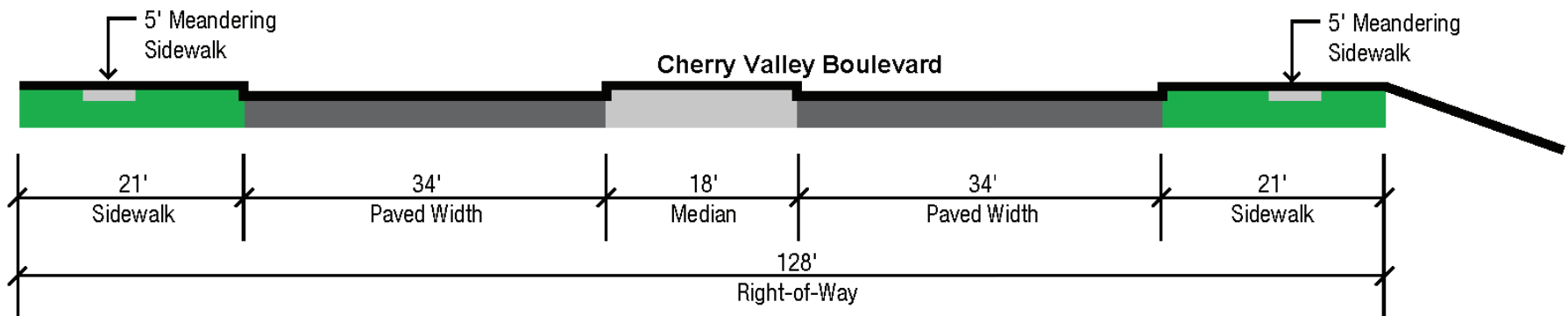


Exhibit 3.0-8: Cross Sections

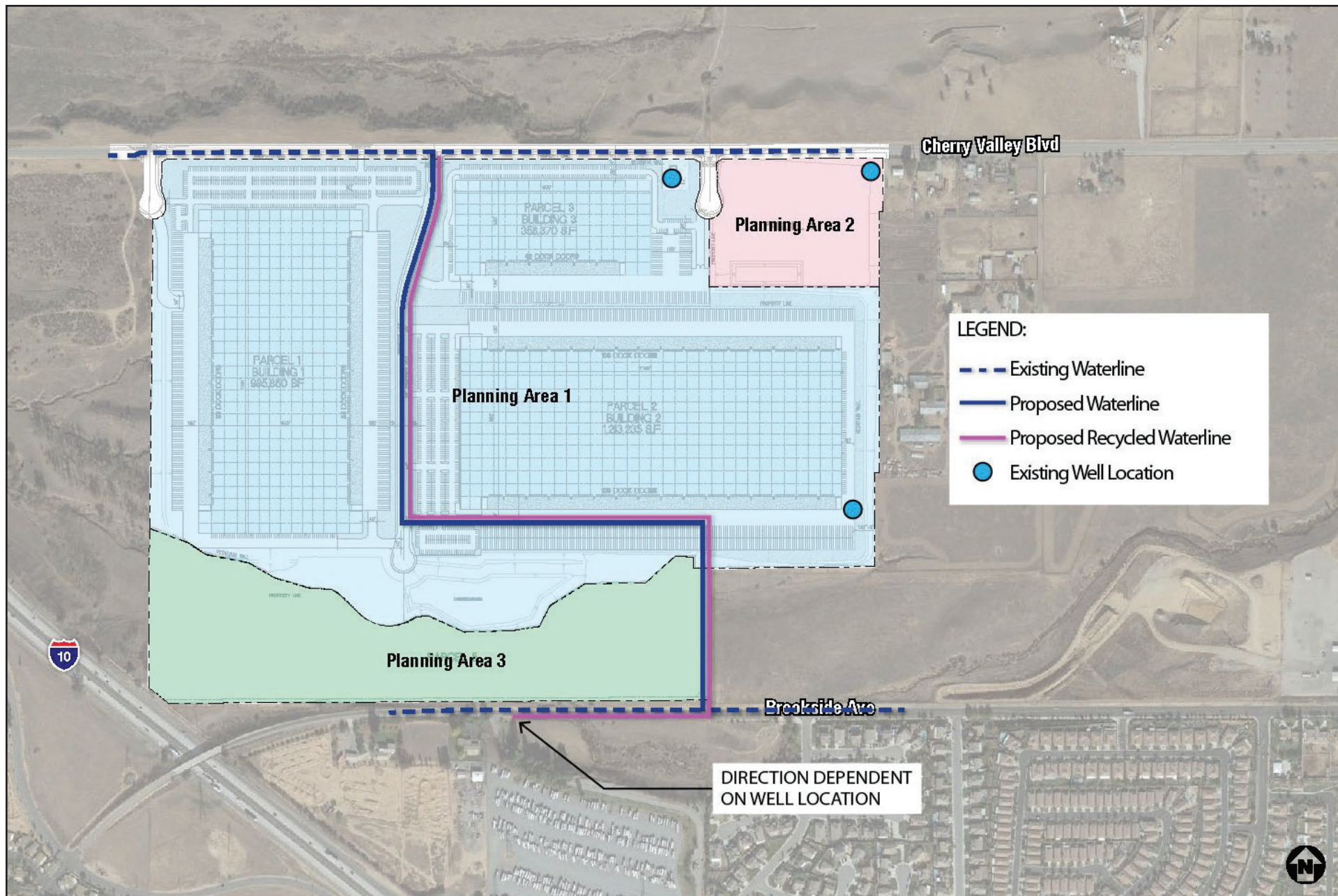
Beaumont Summit Station Specific Plan EIR
City of Beaumont



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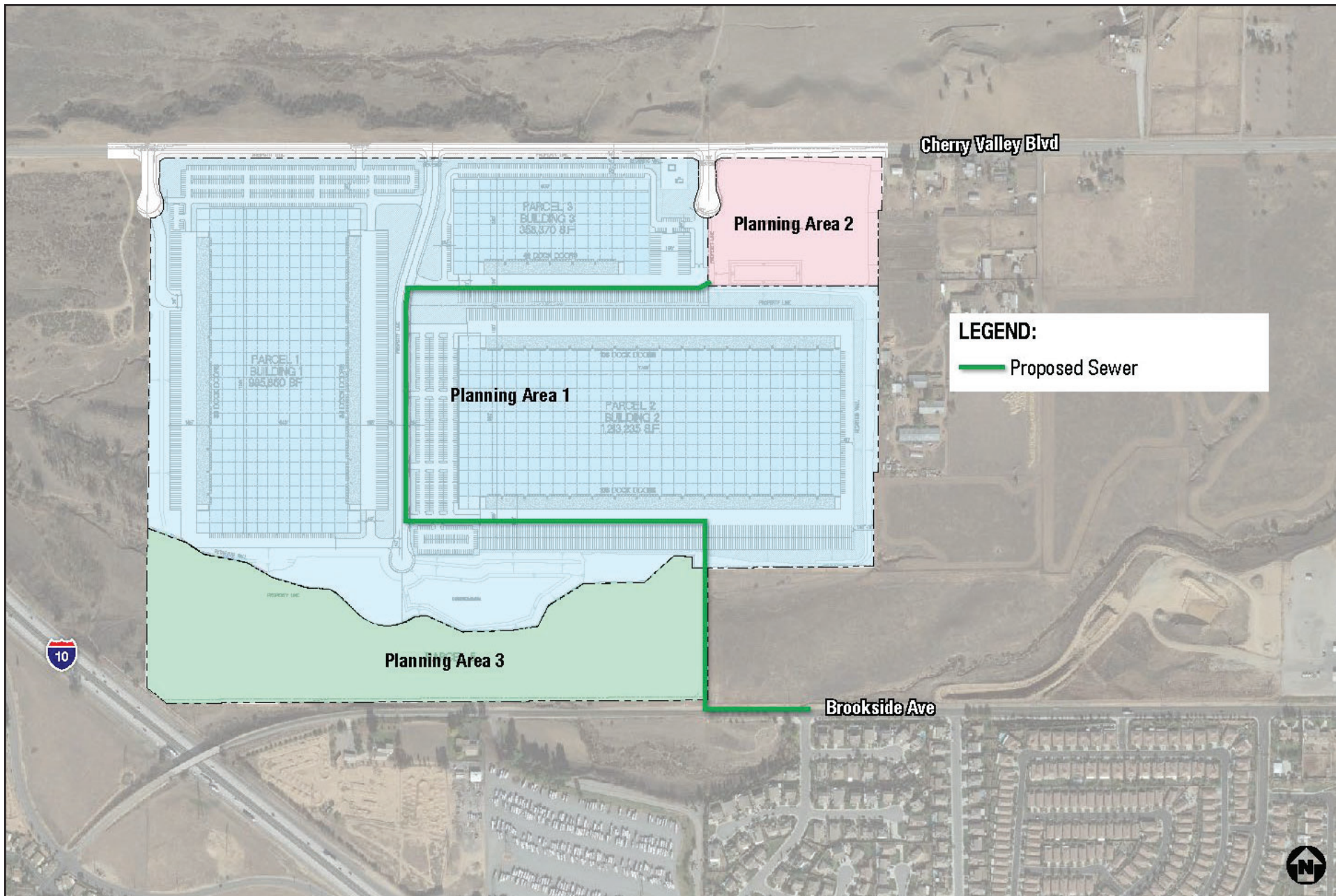


Source: Webb Engineering

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



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Source: Webb Engineering

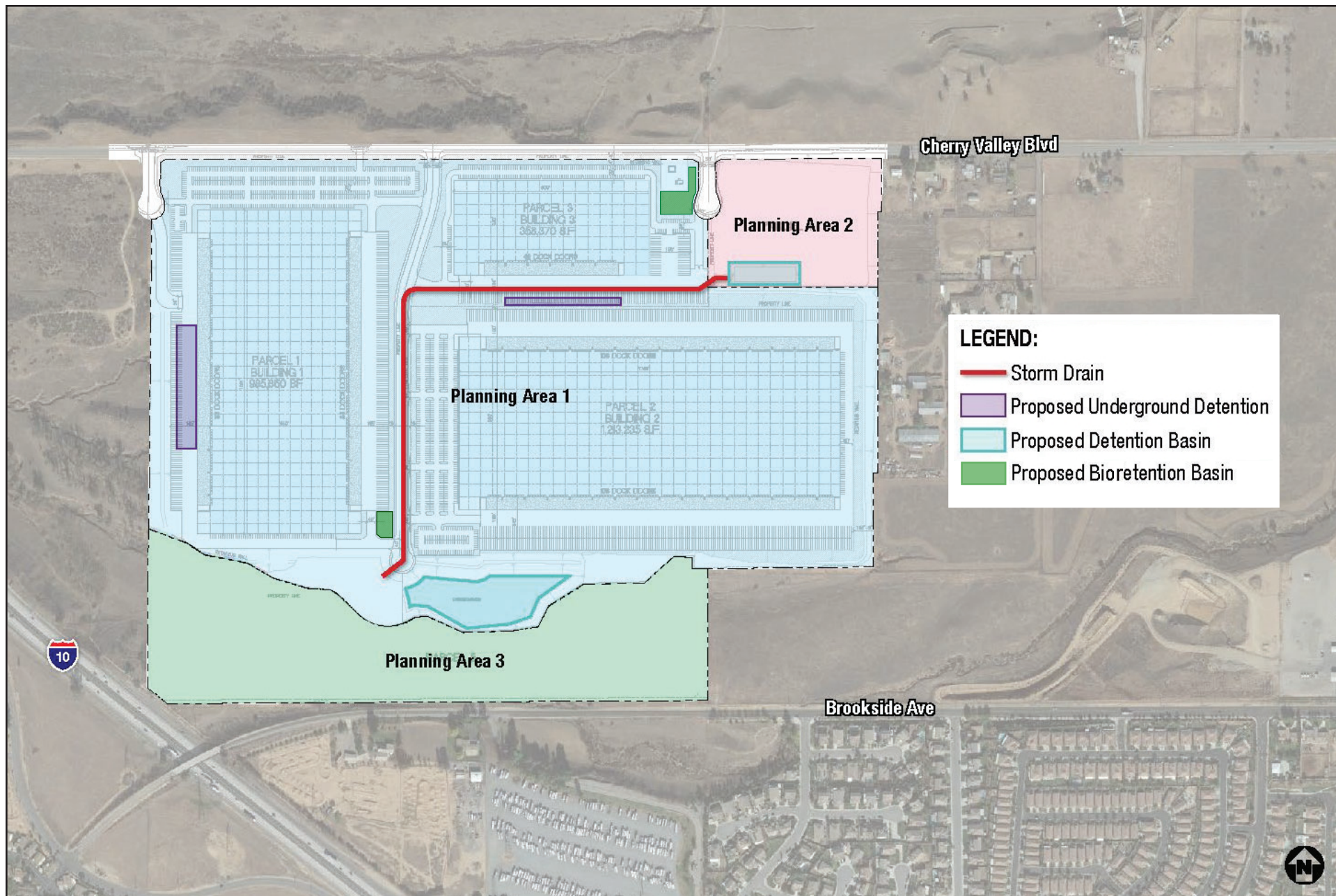
Exhibit 3.0-10: Conceptual Sewer Plan
 Beaumont Summit Station Specific Plan EIR
 City of Beaumont



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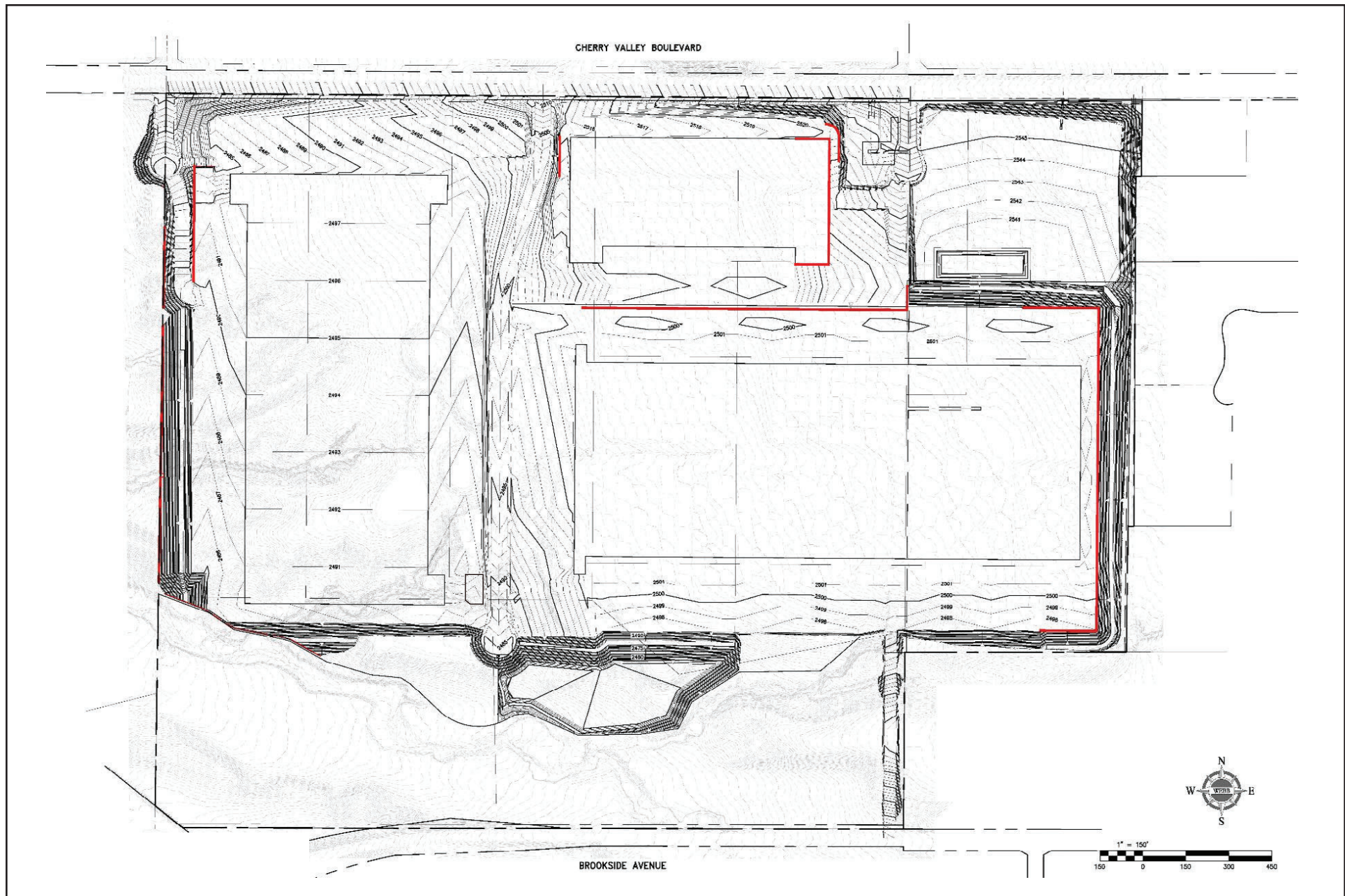
Source: Webb Engineering

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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