

## 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<br>Warehouse<br>Office                 | --                             | --                           | 139.8 acres           | 2,507,465 sf<br>50,000 sf            |
| Commercial<br>Hotel (220 Keys)<br>Retail<br>Restaurant | --                             | --                           | 10.9 acres            | 100,000 sf<br>25,000 sf<br>25,000 sf |
| Open Space<br>Park/Trail<br>Buffer/Open Space          | 21.15 acres<br>8.71 acres      |                              | 0 acres<br>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                        | <b>Consistent:</b> 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     | <b>Consistent:</b> 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 | <b>Consistent:</b> 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   | <b>Consistent:</b> 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  | <p><b>Consistent:</b> 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.</p>  |
| 6. Support healthy and equitable communities  | <p><b>Consistent:</b> 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.</p>  |
| 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network  | <p><b>Consistent:</b> 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.</p> |
| 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel        | <p><b>Consistent:</b> 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 to the I-10 allowing local traffic to access regional transportation facilities.</p>  |
| 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options. | <p><b>Not Applicable.</b> The Project does not include housing development.</p>   |
| 10. Promote conservation of natural and agricultural lands and restoration of habitats                            | <p><b>Consistent:</b> 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.</p>   |

Source: SCAG. 2020. Connect SoCal. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-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 develop 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.<sup>1</sup> 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

<sup>1</sup> 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](https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521).

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